

RFP Addendum No. 5
04/22/2025

Below is a summary of changes made to the RFP by Addendum No. 5. The conformed RFP incorporates the changes below and all prior Addenda.

XI. DETAILED SCOPE – F. Signalization & Intelligent Transportation System Plans, Page 77

Signalization and ITS within the project limits shall be maintained throughout all stages of construction to a fully functional level by the Design-Build Firm. The City of Tampa buried electric, signal and fiber communications (interconnect) cables are to be relocated, adjusted, or otherwise modified by the Design-Build Firm as needed to maintain or provide functionality.

XI. DETAILED SCOPE – H. Vegetation protection and Removal, Page 79

The Design-Build Firm shall review the preliminary vegetation information provided and perform necessary investigations to field verify the existing condition with the information provided in Reference Document R_41- Fencing, Vegetation Protection and Removal Plan. The field assessment visit is to be attended by THEA's ISA Certified Arborist. Based on the field assessment, the Design-Build Firm shall complete a site inventory and analysis of existing vegetation. The Design-Build Firm shall identify existing vegetation for protection or removal, including removal of Category 1 invasive exotics. The inventory shall include digital photographs and exhibits providing an overview of general plant species, size, and locations within the project limits (refer to FDM Sections 270-276 and 944). Selective Clearing and Grubbing design and plans shall be prepared as part of the roadway component submittal per the process defined herein.

Vegetation directly impacted by the roadway construction will be removed in accordance with FDOT Standard Clearing and Grubbing specifications. THEA's Arborist will certify that all pruning (structural and root pruning) has been completed in accordance with ANSI A300 or other approved Tree Care Industry Standards. Substantial completion will not be granted until any deficiencies have been corrected, and such certification has been received by THEA.

Permission from the Engineer must be obtained prior to the removal or pruning of protected trees or trees which are outside the right-of-way or in the Contractor's opinion, will impede construction.

XI. DESIGN AND CONSTRUCTION CRITERIA – D. Utility Coordination – Summary of UAO having facilities within the Projected Project Limits, Page 86

UAO	Contact Information	Email Address or Telephone Number
AT&T Florida	Steve Hamer	Shamer@sdt-1.com
AT&T Metro	Martin Shaw	martin@trecgroup.com
AT&T Wireless	Mason Porter	mp2224@att.com
City of Tampa Transportation	Brad Lang	Brad.Lang@tampagov.net
City of Tampa Water	Richard Rivera	richard.rivera@tampagov.net
City of Tampa Wastewater	Kimani Thomas	Kimani.Thomas@tampagov.net
Crown Castle	Chris Perkins	NorthFloridaPlansReview@crowncastle.com
Fiberlight LLC	James Reese	james.reese@fiberlight.com
Frontier Communications	Randy James	Randall.James@ftr.com

Hillsborough County Courts	Scott Fogelman	Scott.fogelman@hillsclerk.com
Hotwire Communications	Walter Sancho Davila	Walter.sancho-davila@hotwirecommunication.com
Lumen (Level 3)	Matt Anthony	matthew.p.anthony@lumen.com
MCI	Michael Krol	michael.krol@verizon.com
Spectrum Sunshine State LLC	Paul Perrini	Paul.Perrini@charter.com
Tampa Electric Company	Jason Payne	CSAdmin@tecoenergy.com
TECO Peoples Gas	Patrick Allen	PAllen2@tecoenergy.com
Uniti Fiber LLC	David Woods	david.woods@uniti.com
Zayo Group	Jake Sansom	ZayoFLRelocations@zayo.com

XII. DESIGN AND CONSTRUCTION CRITERIA – D. Utility Coordination, Page 87

Utility Work Schedule (UWS) – RGB (Red, Green, Brown Markups)

All obtained UWS’s will be made available to the design build teams ~~approximately a minimum of 90~~ calendar days prior to submissions of Technical Proposals. UWS/RGB’s are prepared by UAO (except as noted) and based on the Concept Plans. ~~It is the Authority’s intention to compensate UAO’s for advanced relocation.~~

Utility Work by Utility Agency Owners (UAO’s)

Advanced Utility Relocations: As shown in the UWS’s, UAO’s will perform advanced utility relocations necessary to clear conflicts at the proposed bridge pier foundations. Conflicts are based on drilled shaft foundations as depicted in the Concept Plans. Advanced utility relocations are anticipated to be completed prior to the anticipated start of major bridge construction activities. The Design-Build Firm construction schedules should account for the UWS’s and any changes communicated during coordination with the UAO’s. Advanced relocations will be coordinated by THEA and as-built surveyed, which will be provided to the selected Design-Build Firm.

Utility Relocations during Construction: As shown in the UWS’s, relocations such as: (a) minor adjustments at proposed bridge foundations, (b) relocations at proposed traffic signals and (c) relocations at proposed drainage improvements will be performed by the UAO’s during construction. The Design-Build Firm shall make a reasonable effort to avoid these conflicts. For conflicts that are deemed unavoidable by THEA, the Design-Build Firm shall coordinate relocations with the UAO’s.

Compensability Determination

As shown in the UWS’s, utility relocations that are deemed unavoidable following reasonable avoidance efforts (per above), the UAO’s will be compensated. ~~The Design-Build Firm may request the utility to be relocated~~ to accommodate proposed changes from the Concept Plans, ~~the; Design-Build Firm may request the utility to be relocated,~~ however, these relocations require the Authority’s approval, and the Authority will not compensate the ~~UAO~~Utility Agency/Owner (UAO) or the Design-Build Firm for the utility relocation work, unless otherwise approved. Utility relocations required resulting from the Design-Build Firm’s use of pile foundations as opposed to the drilled shafts reflected in the concept plans will be the responsibility of the Design-Build Firm to coordinate and fund.

During construction, the relocation agreements, plans, work schedules and permit applications are to be forwarded to the Authority for review by the Authority and the Authority's Construction Manager. The Authority and Authority's Construction Manager only review the documents and are not to sign them. Once reviewed, the utility permit application will be sent back to the UAO for the UAO to submit and coordinate permit approval with the City of Tampa.

XII. DESIGN AND CONSTRUCTION CRITERIA – G. Drainage, Page 93

Concrete Pipe shall be used for cross drains, pond inflow, pond outflow and outfall pipes for this project. Concrete pipe or High Density Polypropylene Pipe (HDPP) shall be used for all ~~and~~ storm drains for this Project. FDOT's culvert Service Life Estimator program shall be utilized to determine the required RCP and HDPP class. The minimum RCP and HDPP class shall be Class II. The documentation supporting the required RCP and HDPP class including the Culvert Service Life Estimator Program Analysis and structural evaluation, shall be submitted to the Authority with the 90% plan submittal. Pipe material class installed on the Project shall be indicated on the Summary of Drainage Structures Sheets.

XII. DESIGN AND CONSTRUCTION CRITERIA – P. Environmental Services/Permits/Mitigation, Page 109

1) Contaminated Materials

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permissible and avoid potential contamination impacts. In the event that previously unknown contaminated areas are identified that could potentially impact the project, the Design-Build Firm shall contact the Authority immediately. If necessary, the Authority will engage their Contamination Assessment/Remediation (CAR) contractor to remedy.

XII. DESIGN AND CONSTRUCTION CRITERIA – T. Aesthetics, Page 118 & 119

Fencing

The Design-Build Firm will be required to remove the 8-ft temporary fence after completion of the work, or as required to install any permanent work near the Right of Way (R/W). The majority of existing R/W fencing within the project limits ~~should~~ is to be replaced with permanent type B ~~urban~~ limited access R/W fencing installed as per FDOT Standard Plans 550-002 and as shown on Reference Document R_41-Fencing, Vegetation Protection and Removal Plan. The exceptions to the standard application of R/W fencing are (Reference Document R_41-Fencing, Vegetation Protection and Removal Plan):

- 1) No limited access R/W fence ~~will~~ is to be installed between the CSX Railroad and the Selmon Expressway from south of S. Himes Avenue to W. Cleveland Street ~~where they are parallel when the proposed wall height does not require fencing.~~
- 2) ~~No limited access R/W fence will be installed where there are existing retaining walls or proposed noise walls installed near the R/W unless there is a minimum of 10 ft distance to allow maintenance between the fence and wall~~
- 2) Where existing fencing is green or black vinyl coated, the proposed fencing shall match the existing color. ~~it will be replaced with black vinyl coated fencing.~~
- 3) Within the vicinity of the Hyde Park Historic District, black metal fence (to match what was installed by the City of Tampa at the Mayor's Pond- Rome and W. Swann Avenues, see Attachment A_019 – Swann Pond Fence Sheets) will be installed in high visibility areas as shown on Reference Document R_41. ~~at the limited access R/W line at all locations on the east and south side of the Selmon Expressway from S. Howard Avenue east to Bayshore~~

~~Boulevard, and on the north side of the Selmon Expressway from the CSX Railroad tracks just west of Willow Avenue east to Bayshore Boulevard.~~

- 4) The under-bridge area beneath the Selmon Expressway between S. Hyde Park Avenue and S. Plant Avenue replacement fencing is to match in kind the existing fence type.
- 5) The proposed fence bordering the parking areas east of the Hillsborough River is to match the existing decorative fencing between S. Ashley Drive and S. Franklin Avenue. The fence is to be 4-foot commercial grade black aluminum picket three rail (flat top) fence.

XII. DESIGN AND CONSTRUCTION CRITERIA – U. Vegetation Removal and Protection, Page 119

This section includes remove all vegetation 10” diameter at breast height (DBH) or less within 24” of the existing or proposed fence line and within 10’ from any retaining wall. Where offsite trees encroach upon the right-of-way, encroachments will be pruned a minimum of 10’ from the roadway improvements. All Protected Trees designated by THEA “TO REMAIN” will require critical root zone protection in accordance with FDOT Standard plans 110-100. Whenever possible, and as directed by THEA’s Engineer, adjust construction activities to avoid impacts to protected trees. Necessary construction that falls within the critical root zone of a Protected Tree designated by THEA “TO REMAIN” will require root pruning (See Reference Document R_41- Fencing, Vegetation Protection and Removal Plan. Removal of any tree listed by THEA as protected will occur only by permission of the Engineer.

Remove all dead vegetative debris and trash from the THEA right-of-way.

Sabal Palms: There are numerous Sabal Palms within the Selmon Expressway Right-of-way. Whenever feasible, Sabal Palms shall be “Protected, To Remain”. When these palms are within the limits of grading these palms may be removed. Many of these sabal palms have “volunteered” adjacent to the existing fence. In this instance, sabal palms within 24” of the proposed fence line may be removed.

Structural Pruning: Structural pruning shall include the removal of limbs that encroach upon the roadway improvements as defined herein (24” from fence line, 10’ from abutment walls or other roadway improvements). It also includes the removal of dead and dying branches and invasive vines. In certain instances where trees are designated as “Protected, To Remain”, existing scrub and small trees must be removed to the canopy dripline.

Root Pruning: When the construction operations fall within the critical root zone of a protected tree, root pruning is required. All roots 3/4” diameter or greater must be pruned. Root pruning shall only be as deep as necessary to ensure the cutting of all roots which would be impacted by the disturbance. Root pruning shall be done with a sharp tool, in such a way that does not pull on the roots but leaves smooth cuts. It is preferable to expose the roots prior to root pruning. After pruning, fill the area with quality topsoil and water until thoroughly soaked. Once exposed, roots must be covered within 8 hours. If roots will be left exposed for longer than 8 hours, they must be kept moist.

Remove all species listed as Category I on the current Florida Exotic Pest Plant Council List of Exotic Species. Exotic/invasive species will be controlled by mechanical or chemical means for the duration of the construction contract.

Attachments

The Attachment(s) listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

Item Number	Title Description
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A_016	ADD05 Design Exceptions & Variations – 2025-04-22
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Reference Documents

The Reference Document(s) listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

Item Number	Title Description
R_07.01	ADD05 Roadway Plans – 2025-04-22
R_07.07	ADD05 Concept Plan CADD Files – 2025-04-22
R_07.11	ADD05 LDAR Report SSCP – 2025-04-22
R_33	ADD05 THEA SSCP Utility Conflict Matrix – 2025-04-22
R_41	Fencing, Vegetation Protection and Removal Plan
R_42	Utility RGB and UWS