RFP Addendum No. 8
05/22/2025

Below is a summary of changes made to the RFP by Addendum No. 8. The conformed RFP incorporates the changes below and all prior Addenda.

I. INTRODUCTION – J. Description of Work, Page 5

All work is to be performed within existing Authority or publicly owned right-of-way. All Authority owned right-of-way within the project limits, excepting the West Toll Plaza building and limited parking, will be available to the Design-Build Firm following advance notification requirements included herein. Additionally, the Authority shall obtain a temporary construction easement (TCE) from the City of Tampa in Tony Jannus Park to facilitate the Design-Build Firm's construction of a portion of the West Riverwalk and aesthetic tower. To avoid damaging underground utilities, crane and heavy equipment are limited to the northern 30 feet of the TCE (see Attachment A_25-COT TCE TonyJannusPark).

X. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK – W. Adjoining Construction Projects, Page 65

The City of Tampa's Brorein Street Milling and Resurfacing project: this project includes milling and resurfacing from S. Ashley Drive to S. Morgan Street and the addition of a buffer separated bicycle lane on the north side of Brorein Street as depicted in Reference Document R_44 Brorein Street Resurfacing Plans. It is anticipated that these improvements are completed by the end of summer 2025.

XI. DETAILED SCOPE – B. Drainage, Page 71

In the Palma Ceia basin, underneath the overpasses at W. Bay-to-Bay Boulevard and S. MacDill Avenue, the Authority is proposing a buried vaulted stormwater system to meet stormwater management requirements. The perimeter of the vaulted system shall include a cutoff wall that extends into the underlying clay layer, effectively separating the chambers and associated underdrains from the surrounding groundwater table (see R_40.01-Stormwater Chambers Tech Memo). Construction of the cutoff wall and excavation for the stormwater vault system ~~units~~ shall be conducted in such a way as to not expose the existing footings or otherwise expose or impact the pile foundations of the existing bridge structures. Furthermore, the vaulted system shall be constructed such that THEA's future proposed recreational use facilities can be constructed on top of it. The Design-Build Firms shall identify and submit their proposed vault systems during the ATC process for Authority approval. Factors to be addressed in design include recommended maintenance requirements, location and accessibility of cleanouts and access structures, acceptability to permitting agencies, compatibility with the Authority's preliminary recreational improvement site plan (see Reference Document R_17 - Public Space Concept at Bay to Bay) and maintenance vehicle loading.

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

City of Tampa 60-inch RCP Wastewater Gravity Interceptor

The Selmon Expressway viaduct median widening foundations at approximate station 625+65 (west of Ashley Drive) are adjacent to the existing 60-inch RCP Wastewater Gravity Interceptor, which must be continuously protected to prevent any damage during construction. The Design-Build Firm must retain a geotechnical engineer to provide installation guidelines and vibration monitoring requirements for all work

performed near and adjacent to this pipe to prevent any pipe settlement or damage. These construction guidelines shall be provided to the CEI for review and approval. The Design-Build Firm shall perform internal video inspections of the gravity interceptor before installation of the foundations. The City of Tampa shall be provided a minimum of 7 days advance notice prior to any bridge construction activities near this pipe.

The Design-Build Firm shall not utilize pile foundations adjacent to the sewer pipe. All foundations adjacent to the sewer pipe shall utilize a protective steel casing installed to depth below the invert of the existing gravity interceptor. A minimum of 3 feet horizontal clearance between the outside edges of the existing gravity interceptor and the protective steel casing must be provided.

The Design-Build Firm shall perform internal video inspections of the gravity interceptor after installation of the foundations to ensure no pipe damage has occurred. Any damage to the pipe must be repaired by the contractor immediately.

XII. DESIGN AND CONSTRUCTION CRITERIA – G. Drainage, Page 92

For the proposed Selmon Expressway Ponds in the Gandy, Euclid, Granada, Palma Ceia, Rome Avenue, Spanishtown Creek, and Brorein West Basins, the Design-Build Firm will meet the City's criteria of attenuating a 25-year/24-hour post-developed discharge rate to a 5-year/24-hour pre-developed rate when connecting to the City's system. These criteria will apply to all areas within the THEA ROW where the land use changed from pervious to impervious and in the location of new ponds for both the Median Safety Improvements and the South Selmon Capacity Project improvements.

XII. DESIGN AND CONSTRUCTION CRITERIA – J. Structure Plans, Page 99-100

h. Fender System: ~~Provide a new fender system with clearance gauges meeting Index 471030 and the Contract Documents for fender portions removed for construction, impacted by new structures, or other similar conditions.~~

i. Provide a new fender system for fender portions removed or impacted by the construction of new or widened structures. The fender system shall ~~be connected to the Vessel Collision Protection Structure. Fender~~ have a Minimum Energy Absorption Capacity of ~~shall be~~ 38 kip-ft.
ii. Repair the existing fender system as noted in the inspection reports (excludes Brorein St bridge fender system):
    - replace one lower wale each at the north end of the west and east fenders
    - replace fender cables and hardware on both fenders
    - replace vertical clearance signs and gauge
    - replace missing or damaged catwalk lumber (in-kind) on both fenders

~~i. The fender system shall be connected to the existing Brorein Street fender system.~~
~~ii. The Vessel Collision Protection Structures may be incorporated into the fender system and shall be faced with plastic lumber meeting the details of Index 471-030 and the Contract Documents.~~
~~iii. Fender Minimum Energy Absorption Capacity: 38 kip-ft~~
~~iv. Provide catwalk plastic lumber on top of the Vessel Collision Protection Structures and the fender system.~~

XII. DESIGN AND CONSTRUCTION CRITERIA – V. Tolling Requirements, Page 122

The existing toll system is being maintained by the Authority. Throughout the Project, the Design-Build Firm shall coordinate any issues or concerns with the existing system to the Authority. The Design-Build Firm shall also coordinate with the Authority regarding, installation, testing and commissioning the new

toll equipment at all new toll equipment sites. The toll equipment contractor (TEC) shall be provided a minimum of 60-day notice and be commissioned to the project no earlier than February 1, 2027. The responsibilities of the Design-Build Firm to coordinate with toll equipment installation contractor are provided in the Authority's GTR Document. The TEC-must have 21 consecutive working days per mainline direction of travel or ramp movement of exclusive and uninterrupted access to the toll site approach and departure roadway and all other site associated infrastructure to install and test the TEC provided toll equipment. The 21 consecutive working day period previously described must not include weekends, Holidays, Special THEA General Tolling Requirements (GTR) Events, and work period shut-downs prescribed by all applicable documents. The Design-Build Firm shall in its Technical Proposal and detailed schedule include the constraint that each 21 consecutive working day period will be nonconcurrent with the other tolling installation, testing and commission periods at tolling movements within the project.

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
A_025	COT TCE Tony Jannus Park

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_7.01	ADD08 Roadway Plans – 2025-05-22
R_07.04	ADD08 Signing & Pavement Marking Plans – 2025-05-22
R_07.05	ADD08 Signalization Plans – 2025-05-22
R_07.06	ADD08 Drainage Plans – 2025-05-22
R_07.07	ADD08 Concept Plan CADD Files – 2025-05-22
R_08.01	Cross Slope Correction Analysis
R_40.01	Stormwater Chambers Tech Memo
R_40.02	StormWise Models
R_44	Brorein Street Resurfacing Plans