

RFP Addendum No. 9 06/20/2025

Below is a summary of changes made to the RFP by Addendum No. 9. The conformed RFP incorporates the changes below and all prior Addenda.

I. INTRODUCTION – H. Project Information; Investigations, Page 4

No site visits will be hosted by the Authority and Shortlisted Proposers are permitted at their sole expense to conduct any site testing prior to the Technical Proposal due date that, in the Authority's sole determination, does not affect the safety or operation of the Authority's facilities, mission, or the traveling public. An Authority Permit will be required prior to any site testing and no **mainline** lane closures will be allowed Monday through Friday from 6:00am to 8:00pm nor during special events or Holidays.

I. INTRODUCTION – J. Description of Work, Page 5 & 6

A lane may only be closed during active work periods, and **mainline** lane closure periods are restricted to night-time hours as defined in the criteria herein. Special events will also affect allowable lane closures.

Proposers are advised that the Project corridor runs through multiple residential neighborhoods which are in close proximity to the Selmon Expressway. The Design-Build Firm shall take this into consideration in its design and construction of the proposed improvements, including but not limited to, providing special attention to noise abatement, sediment and dust control, trash, debris and other measures to avoid and minimize adverse impacts to the community. Prior to initiation of construction work a temporary 8-ft. fence with fabric covering shall be installed on the south (eastbound) side of the Selmon Expressway along the entire length of project (to Bayshore Boulevard.), along the outer limits of the work areas as a dust, debris, and visual barrier. **Also, see Section X.J Schedule for nighttime construction noise restrictions.**

V. PHASE 2 – TECHNICAL PROPOSALS – C. Technical Proposal – Minimum Information Required, Section 1: Project Approach, Page 26

- Describe how the proposed design solutions and construction means and methods meet the Project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the Project and to provide confidence the design and construction can be completed as proposed **and achieve the Authority's goals.**
- **Describe the design solutions and construction means and methods that minimize daytime lane closures and full daytime directional closures of local roads. The A_00X.14- Local Roads Closures Form is to be completed by the Design-Build Firm and included as an Appendix and not counted in the Section 1 page limit.**

V. PHASE 2 – TECHNICAL PROPOSALS – D. Technical Proposal Evaluation Criteria – Item 1. Design (20 points), Page 28

Credit will be given to design solutions that minimize daytime lane closures and full daytime directional closures of local roads. The A_00X.14- Local Roads Closures Form to be completed by the Design-Build Firm will be used a reference source.

V. PHASE 2 – TECHNICAL PROPOSALS – D. Technical Proposal Evaluation Criteria – Item 4. Construction (35 points), Page 29

Credit will be given to construction solutions that minimize daytime lane closures and full daytime directional closures of local roads. The A_00X.14- Local Roads Closures Form to be completed by the Design-Build Firm will be used a reference source.

V. PHASE 2 – TECHNICAL PROPOSALS – D. Technical Proposal Evaluation Criteria – Item 5. Temporary Traffic Control Plan (TTCP) (15 points), Page 30

- A TTCP that effectively manages local roadway traffic during daytime construction activities, as documented in the A_00X.14- Local Roads Closures Form be completed by the Design-Build Firm.

X. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK – E. Railroad Coordination, Page 51 & 52

All required Railroad Reimbursement Agreements will be between CSX Transportation, Inc. (“CSXT”) and the Authority. Copies of the approved Agreements will be made available to the Design-Build Firm. The Design-Build Firm must comply with the terms of these agreements. The Design-Build Firm must make the necessary arrangements with CSX prior to encroachments into the railroad rights-of-way.

Based on the Authority’s Concept Plans, it is anticipated that protective services (i.e., watchman or flagging services) furnished by CSXT, will be required for twenty (20) or more consecutive calendar days (long-term) and the Authority has not notified CSXT. The Design-Build Firm shall be solely responsible for contacting CSXT and scheduling all CSXT protective services.

CSXT protective services shall be paid by the ~~Authority Design-Build Firm through monthly and final estimate deductions based on actual (documented) protective services costs provided by CSXT. Payment to CSXT will then be made by the Authority~~ per terms of the Railroad Reimbursement Agreement. The Design-Build Firm will make all reasonable efforts to maximize production efforts in a way that minimizes the use of CSXT protective services.

Coordination with CSXT is anticipated for, but not limited, to ~~Westbound~~ Selmon Expressway widening within Authority right-of-way adjacent to CSXT right-of-way and project improvements potentially impacting existing railroad crossing signals/gates at:

- W. Euclid Avenue
- W. El Prado Boulevard
- S. MacDill Avenue
- W. Bay to Bay Boulevard
- Mississippi Avenue
- S. Howard Avenue
- Watrous Avenue
- Morrison Avenue
- W. Swann Avenue
- W. Platt Street

The Design-Build Firm shall follow and meet the requirements of CSXT’s Public Projects Manual, General Notes (A_26-CSXT General Notes) and CSXT-THEA Construction Agreement during its performance of the Work. The Authority will collaborate with the Design-Build Firm on the development and review of the CSXT-THEA Construction Agreement. A sample agreement is included herein as a Reference Documents (R_45-Sample CSXT-THEA Construction Agreement).

X. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK – J. Project Schedule, Page 57

The Design-Build Firm shall utilize construction practices which minimize construction noise disruptions to adjacent properties and residences. High noise operations such as pile driving, sheet piling and drilled shaft installations shall only be allowed to occur:

- 8:00 am to 5:00 pm Monday through Friday
- 9:00 am to 5:00 pm Saturday

The Design-Build Firm shall minimize back-up alarm noise from heavy equipment and trucks by implementing operation techniques such as forward passes or figure-eight pattern movements.

X. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK – N. Public Involvement, Page 61

To ensure that project information can be distributed to the audiences in a timely manner, the Design-Build Firm shall inform the PIC/Authority at least twenty-one (21) calendar days in advance of any construction activity that will significantly impact the public. These activities shall include, but are not limited to, the start of construction, major traffic shifts, lane and road closures, ramp closures, detours, night work, work that will involve excessive noise, vibration or dust, and project completion.

XI. DETAILED SCOPE – D. Signing & Pavement Marking, Page 76

Dynamic Envelope pavement markings shall be provided at all CSX rail crossings within the project limits (Himes Ave, Euclid Ave, El Prado Blvd, MacDill Ave, Bay to Bay Blvd, Mississippi Ave, Watrous Ave, S. Howard Ave, Morrison Ave, Swann Ave, Platt St. and Cleveland St.). Striping is to be placed a minimum of 6 feet from the field side of rail edge.

XI. DETAILED SCOPE – E. Lighting, Page 77

Light poles currently mounted along the median barrier wall were constructed with the recently finished THEA Safety Project and are to remain with the luminaires retrofitted only. Listed below are the locations of the poles to be retrofitted only.

Station	Offset
104+79.4	0
107+14.8	0
118+75.0	0
130+40.5	0
132+74.7	0
135+09.8	0
137+39.8	0
139+74.9	0
142+10.2	0

Station	Offset
170+00.2	0
172+29.9	0
174+65.0	0
177+00.0	0
179+34.4	0
181+59.7	0
183+84.8	0
186+19.6	0
188+55.0	0

Station	Offset
209+69.3	0
228+20.1	0
230+50.0	0
232+85.0	0
244+50.0	0
246+75.3	0
248+99.8	0
251+30.1	0
513+34.9	0

144+44.8	0
146+79.9	0
149+15.1	0
165+39.9	0
167+70.0	0

190+89.3	0
193+24.6	0
195+59.1	0
204+99.6	0
207+35.1	0

515+55.1	0
517+75.1	0
527+00.5	0
529+35.0	0
531+69.8	0

Light poles within the South Selmon Capacity Project limits constructed with the Selmon West Extension Project are to remain. Listed below are the locations of the poles to remain.

Station	Offset	Direction
77+65.9	78.3	R
78+28.2	77.7	L
78+90.7	72.9	R
79+60.6	75.5	L
80+21.5	71.1	R
80+94.9	74.2	L
81+58.0	67.5	R
82+22.2	73.8	L

Station	Offset	Direction
82+93.3	65.2	R
83+43.4	73.8	L
84+31.9	62.5	R
85+62.8	60.6	R
84+66.2	73.8	L
85+92.1	73.4	L
86+93.5	61.7	R
87+15.2	73.7	L

Station	Offset	Direction
88+27.4	62.7	R
88+38.7	73.7	L
89+55.8	65.3	R
89+56.9	81.4	L
90+82.4	65.1	L
90+87.9	65.5	R
92+04.6	61.4	L
93+21.2	65.9	L

All other poles within the project limits shall be removed and replaced with LED luminaires. Listed below are the locations of the existing light poles to be removed.

Station	Offset	Direction
92+52.1	58.1	R
94+57.9	53.7	L
96+55.6	53.8	R
98+53.5	53.4	L
100+49.5	54.1	R
102+45.8	53.6	L
104+42.1	53.9	R
108+38.5	54.1	R

Station	Offset	Direction
217+49.8	54.1	R
218+74.5	53.5	L
219+77.0	54.2	R
221+14.7	53.2	L
222+40.9	53.8	R
223+60.1	53.5	L
224+86.1	53.9	R
226+35.0	53.2	L

Station	Offset	Direction
516+71.4	92.2	L
517+39.1	87.8	R
517+91.2	82.5	L
518+64.8	74.3	R
518+64.8	74.3	R
519+71.4	72.7	L
520+74.0	70	R
521+81.8	65	L

110+37.3	53.3	L
112+20.9	53.5	R
112+36.0	299.9	L
114+02.9	263.3	L
114+19.7	53.7	L
115+31.8	196.2	R
115+68.5	226.3	L
116+13.1	59.1	R
116+71.4	164	R
117+22.6	151.3	L
117+98.6	53.6	L
118+17.8	130.6	R
118+82.4	97.7	L
119+64.1	97.1	R
120+00.2	55.6	R
120+43.3	86.1	L
121+17.9	75.9	R
121+95.6	53.6	L
122+13.7	85.9	L
122+60.9	65.8	R
124+41.7	62.2	R
124+48.9	76.1	L
126+85.1	60	L
128+82.3	53.7	R
151+63.0	54.2	R
152+82.3	53.9	L
153+98.8	471.8	L
153+99.5	356.9	L

227+32.5	54	R
233+70.8	53.4	L
234+95.6	54.3	R
235+98.6	53.5	L
237+37.5	54	R
238+64.1	53.5	L
239+90.5	54.1	R
241+09.4	53.2	L
242+40.0	60.3	R
243+68.2	53.2	L
252+46.5	63.5	R
253+55.6	56.9	L
254+91.9	64.2	R
497+95.4	63.5	L
498+12.8	87.2	R
498+66.3	57.4	R
499+15.6	132.6	R
500+01.7	69.8	L
500+38.7	201.1	R
500+88.6	53.9	R
501+43.2	95.1	L
501+79.5	258	R
501+81.0	54.7	L
502+79.2	54.1	R
502+79.2	125	L
503+02.1	228.6	R
503+26.0	310.9	R
503+97.7	58.9	L

522+89.1	67.5	R
523+96.6	73.1	L
525+03.8	86.5	R
526+09.1	105.2	L
532+25.7	59.3	L
533+42.8	59.7	R
534+62.5	58.9	L
535+79.3	60.2	R
537+03.0	55.1	L
538+12.2	56.4	R
539+38.9	55	L
540+49.9	56.4	R
541+25.2	130	L
541+59.7	94.2	R
541+77.0	54.7	L
542+15.6	120.8	L
542+60.8	100.6	R
542+89.7	114.1	L
542+99.6	56.5	R
543+48.6	104.2	L
543+67.2	107.6	R
543+99.4	59.7	L
544+32.0	91.3	L
544+92.2	101.6	R
545+37.9	56.6	R
545+51.2	130.1	L
546+17.3	93.5	R
546+18.2	56.8	L

154+37.1	258.7	L
154+47.3	586.8	L
155+09.1	162.1	L
155+09.3	700.8	L
156+06.3	102	L
156+74.1	53.6	R
157+63.3	78.9	L
158+72.9	53.8	R
160+00.1	66.7	L
160+50.9	143.2	R
161+40.3	59.9	R
161+82.4	117.8	R
162+86.4	53.4	L
163+31.8	102.2	R
164+09.9	58.5	R
164+80.7	86.2	R
197+00.4	53.2	L
198+53.4	54.1	R
200+27.3	53.3	L
201+80.8	60.1	R
203+18.2	53.2	L
204+70.2	59.2	R
210+00.1	53.9	R
212+49.7	53.9	R
213+74.2	53.3	L
214+75.4	53.9	R
216+24.6	53.3	L

504+07.9	142.2	L
504+16.5	334.1	R
504+85.1	276.6	R
505+08.2	60.2	R
505+44.7	153.1	L
505+95.9	341.2	R
506+19.3	113.8	L
506+24.8	58	L
506+40.7	173.3	L
507+18.8	187.7	L
507+20.9	57.6	R
507+58.6	155.8	L
508+52.9	52.9	L
508+60.4	298.6	R
509+70.6	56.9	R
509+85.9	306.5	R
510+91.5	56.7	L
511+39.2	281.6	R
512+10.8	58.7	R
512+47.6	233.4	R
512+77.3	122.7	L
513+82.5	205.9	R
514+12.9	86.6	L
515+00.7	155.2	R
515+47.9	102.4	L
516+23.6	115.1	R

546+77.7	99.6	L
547+08.9	85.5	R
548+15.4	71.5	L
549+12.7	64.9	R
550+17.2	62.9	L
551+15.3	64.7	R
552+19.1	62.7	L
553+22.4	64.6	R
554+26.5	62.7	L
555+27.0	64.4	R
556+31.2	64.8	L
557+32.2	64.2	R
558+30.1	68.3	L
559+26.2	64.7	R
560+16.5	82.1	L
560+36.9	398	L
561+07.4	277.7	L
561+18.1	64.7	R
561+18.2	164.3	L
562+18.2	62.4	L
563+16.0	64.5	R
564+03.7	69.6	L
564+72.4	78.3	R
565+65.7	82.3	L
566+19.4	98.5	R
567+34.8	119.8	R

Proposed light poles shall be median barrier wall mounted unless it is not constructable (i.e. along median bridge railing with differing elevations due to superelevation). The locations where inside median barrier wall mounted lighting cannot have a standard mounting design are at Watrous Avenue (bridge 100318 and 100319), Swann Avenue (bridge 100322 and 100323), Willow Avenue (bridge 100326 and 100327), and the section from Bayshore Boulevard to the end of the project (bridge 100332 and 100333). The bridges at Swann Avenue and Willow Ave are short enough that no light poles are needed on the bridge. The bridges at Watrous Avenue and the section from Bayshore Boulevard to the end of the project are lengthy, therefore do require light poles on the bridge(s). Proposed light poles installed on the outside of these two bridge sections can be installed on the existing pilaster supporting the existing light poles, which are to be removed and replaced. The outside light poles along the Tampa Street westbound onramp, westbound offramp to Euclid Avenue, and westbound offramp to Bay-to-Bay Boulevard can also be installed on the existing pilaster supporting the existing light poles, which are to be removed and replaced. A revised roll plot has been included with this addendum.

All proposed luminaires shall have a color temperature of 3000K, and front light shields to reduce the glare on surrounding neighborhoods.

All existing underdeck luminaires in all bridge spans crossing roadways shall be replaced with new LED luminaires. All new underdeck luminaires shall be wall mount fixtures. No pendant hung underdeck lighting shall be permitted. Provide daytime underdeck lighting analysis for underpasses exceeding 150 ft in length. See daytime lighting analysis included in the draft Lighting Design Analysis Report (LDAR), Reference Document R_11 – LDAR Report South Selmon 3-4-2025 DRAFT.zip

Intersection lighting shall be provided at the following signalized intersections as described in Section XI.F of this RFP. The signalized intersection lighting shall be designed to a “New or Reconstruction” roadway classification.

- Westbound Selmon Expressway off-ramp at W. Euclid Avenue
- Eastbound Selmon Expressway on-ramp at W. Euclid Avenue
- Eastbound Selmon Expressway on-ramp at W. Bay to Bay Boulevard
- Westbound Selmon Expressway off-ramp to Willow Avenue, intersection at W. Cleveland St
- S. Willow Avenue at W. Cleveland St

XI. DETAILED SCOPE – F. Signalization & Intelligent Transportation System Plan, Page 84

The Design-Build Firm shall connect the above signals to the existing City of Tampa ATMS system. The Design Build Firm shall coordinate with the City of Tampa for the standard mode (fiber or wireless) of interconnect communications required by the City.

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. Reference Document R_47 City of Tampa Transportation Tech Memo lists the known conflicts with the proposed improvements and the existing City of Tampa Transportation facilities within the project limits.

XI. DETAILED SCOPE – H. Vegetation Protection and Removal, Page 81 & 83

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 I and II invasive exotics as defined by the Florida Invasive Species Council (FISC). The inventory shall include digital photographs and exhibits providing an overview of general plant species, size, condition 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.~~

XI. DETAILED SCOPE – I. Tolling, Page 85

~~A new Test Gantry shall be installed at Willow Avenue eastbound exit ramp. The new test gantry is to be located a minimum of 150' from the Production gantry, and be located where vehicles are free flowing without lane changes.~~

XII. DESIGN AND CONSTRUCTION CRITERIA – D. Utility Coordination, Page 92-93

Protection of City of Tampa 60-inch RCP Wastewater Gravity Interceptor Facilities

The Selmon Expressway viaduct median widening foundations at approximate station 625+65 (west of Ashley Drive) are adjacent to the existing City of Tampa 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 drive or hammer 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.

~~A City of Tampa Wastewater Department representative will need to be on-site for the bridge pier construction at station 625+65. Contact Jack Ferras, at (813) 310-3412, a minimum of 48 hours from the start of this construction work. The existing 60-inch RCP Wastewater Gravity Interceptor at this location 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. Any damage~~

~~to the pipe will need to be repaired by the contractor immediately. The contractors shall not be allowed to drive/hammer piles adjacent to the pipe. All piles adjacent to the sewer pipe shall be auger cast within a protective steel casing. The protective steel casing must be carefully installed to depth below the invert of the existing gravity interceptor. The contractor shall provide as much horizontal clearance as possible between the outside edges of the existing gravity interceptor and the protective steel casing, and at no time should this horizontal clearance be less than 3 feet. The contractor shall also perform internal TV inspections of the gravity interceptor before and after installation of the piles to ensure no pipe damage has occurred.~~

In addition, heavy machinery, equipment, vehicles, or stockpiled material shall not be parked or positioned over existing wastewater facilities. If such machinery or vehicles need to travel across City of Tampa Wastewater existing facilities, the Geotechnical Engineer needs to work with the Design-Build team and the City to evaluate the proposed loadings and existing pipe conditions to provide construction guidelines to prevent damage to the wastewater facilities. The geotechnical engineer's recommendations may include replacing, relocating, or lining the existing sewer pipes, or installing steel plates or other construction means to disperse and minimize the loading on the wastewater facilities. Whatever method is determined to be implemented to mitigate damage to the existing wastewater facilities shall be approved by the City and performed at no cost to the City. All sewer facilities exposed to additional loading shall be TV inspected before and after construction to ensure there was no damage. Pipes that are damaged because of the construction shall be repaired immediately.

The Design-Build Firm shall be responsible for all costs to maintain wastewater service and to complete repairs to any wastewater facility that is damaged because of the construction activities.

XII. DESIGN AND CONSTRUCTION CRITERIA – F. Roadway Design, Selmon Expressway, Page 96 & 97

- **Widening, Reconstruction and Ramps**
 - Optional Base Group 10 (11")
 - Structural Course Type SP (Traffic E) (2.5")
 - Structural Course Type SP (Traffic E) (1.5") (PG 76-22 High Polymer)
 - Friction Course FC-5 (High Polymer-PG 76-22) (0.75")
 - Meet or exceed adjacent asphalt depth on all widening pavement designs.
 - All proposed shoulder pavement shall match mainline pavement design.
- **Milling**
 - Mill Existing Asphalt Pavement for depth to no less than 2.25" to completely remove the existing friction course and top layer of structural course.
 - Any milling operation will cover the full width of the impacted lane; partial lane width milling shall not be allowed.
 - Cross slope corrections will be necessary in certain locations (see cross slope calculations in Reference Document R_08 – Pavement Cross-slope and Overbuild Analysis) and shall be accomplished by milling the existing asphalt pavement a minimum of 2.25" plus any additional milling needed to achieve the required structural number or with a combination of milling a minimum of 2.25" and overbuild. Overbuild is not allowed directly under the new FC. See new reference documents for more information on available cross slope treatments for the project.
 - Shoulders shall be milled a minimum of 1.5" to completely remove the top layer of structural course.
- **Resurfacing**

- Friction Course FC-5 (High Polymer-PG 76-22) (0.75”) or FC-12.5 (High Polymer PG 76-22) with longitudinal grooving, and structural course Type SP (Traffic Level E, High Polymer-PG 76-22) (1.5”).

XII. DESIGN AND CONSTRUCTION CRITERIA – J. Structure Plans, Page 109

rr. Repair all bridge decks, other bridge elements, prestressed beams, diaphragms, slope protection, structural elements, and other details as outlined in the latest inspection reports Work Order Recommendations not previously addressed by the Authority. Additionally for Bridge No. 100308 (SR 618 WB over S. Himes Avenue) and Bridge No. 100309 (SR 618 EB over S. Himes Avenue) provide additional shear connectors in Span 2 as required and provide shear connectors in Spans 1 and 3.

XII. DESIGN AND CONSTRUCTION CRITERIA – O. Transportation Management Plan, Traffic Control Restrictions, Page 113

A lane may only be closed during active work periods, and during the times noted below. All lane closures, including ramp closures, must be reported to the Authority’s Project Manager and Public Information Consultant a minimum of fourteen (14 calendar days prior to each closure). Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

There will be NO MAINLINE LANE OR RAMP CLOSURES allowed between the hours of 6:00 AM to 8:00 PM Monday through Friday, plus during special events and Holidays (see Section X.J for details), unless the Design-Build Firm can provide justification for alternative times and obtain the Authority’s written approval. A lane may only be closed during active work periods. All detours and diversions shall be approved by the Authority and governing jurisdictions.

To facilitate downtown bridge construction, S. Tampa Street will be closed between E. Brorein Street and Franklin Street. Through agreement with the City of Tampa, this traffic movement will be detoured onto an eastbound E. Brorein Street contra-flow lane between S. Tampa Street and S. Franklin Street (See Reference Document: R_07.08 - Detour Routes). To facilitate this detour, traffic signals, signal timing, signing and pavement marking modifications are required. Access from S. Tampa Street to the Convention Center parking structure is to remain open during this detour. The Design-Build firm shall minimize the S. Tampa Street closure and detour duration. E. Brorein Street shall be restored to one-way (pre-construction) operation upon the re-opening of the S. Tampa Street connection to S. Franklin Street.

To facilitate bridge construction, two other locations are anticipated to require long-term closures, however per agreement with the City of Tampa, these two local roads do not require detours:

- W. Santiago Street at the intersection of S. MacDill Avenue
- W. Watrous Avenue between S. Moody Avenue and S. Howard Avenue

~~It is anticipated that To Facilitate overhead bridge construction will occur at night it is anticipated that all other underpass closures will be limited to night time,~~ and detouring of underpasses will be required (see Reference Document R_07.08 - Detour Routes).

~~Local road daytime lane closures or daytime full directional closures may be required for certain construction activities and will need to be clearly identified in the TTCP. Modifications to traffic patterns to local streets and/or detours will need to be approved by the local maintaining agency and will be the responsibility of the Design-Build Firm to obtain such approvals.~~

To facilitate roadway work along ramps, it is anticipated that night-time ramp closures and detours will be required (see Reference Document R_07.08 - Detour Routes). For optimum access to Tampa General Hospital, the WB exit ramp to Plant Street shall remain open at all times, excepting during overhead work such as gantry installation.

In addition to the limitations on lane closures, detours, and non-working days, the Authority may direct up to five (5) days per Calendar Year throughout the entirety of the Project when no lane closures will be permitted. The Design-Build Firm will be provided no less than 24-hour notice of these events and shall be at no additional cost or time to the Authority.

Traffic pacing operations shall be performed only between the hours of 9:00 PM and 4:00 AM unless the Design-Build Firm can provide justification for alternative times.

Roadway flaggers must be present on each side of the CSX railroad crossing anytime traffic is temporarily directed into opposing traffic lanes at the railroad crossing.

Channelization/MOT devices shall not be placed within 25 feet from centerline of CSX railroad tracks.

XII. DESIGN AND CONSTRUCTION CRITERIA – S. Signalization and Intelligent Transportation System Plans, Page 119

The Design-Build Firm shall develop interconnect plans to include all necessary design elements.

XII. DESIGN AND CONSTRUCTION CRITERIA – T. Aesthetics, Page 124

These features will be provided symmetrically on both sides of the bridge.

Noise Walls

All new noise walls will include decorative ~~form liner architectural panels pattern~~ on both sides in accordance with the SSCP Aesthetic Guidelines Document. Noise walls will be stained as follows: The roadway -facing side will be stained AMS-STD 595 color: 27886 (White 506). The community-facing side will be stained with a combination of AMS-STD 595 color: 27886 (White 506) and red brick ~~in accordance with the Hyde Park Historic Guidelines~~. The red brick form-liner will be per FDOT Standard Plans 534-200 form liner Type “E” Wire-cut Brick and concrete stain, Class 3 finish. The brick color will be coordinated with and approved by THEA after receiving community input. The DB firm will provide sample mock-up(s) of sufficient size and number to facilitate the community outreach and color selection.

XII. DESIGN AND CONSTRUCTION CRITERIA – V. Tolling Requirements, Page 126

Where new toll sites are required due to the capacity expansion of the Selmon Expressway or other project-related work, the Design-Build Firm shall furnish and install tolling infrastructure per the Authority’s GTR (General Tolling Requirements). However, the Design-Build Firm shall deviate from the GTR for the mainline toll gantries. The Authority desires that the mainline toll gantries retain the aesthetic theme of the Selmon West Extension (SWE) through the use of aesthetic concrete columns for the mainline gantry vertical supports ~~that mimic the SWE piers~~. All other GTR requirements shall be maintained at these gantries. All toll site infrastructure shall be located within the Authority right-of-way.

Forms

The Form(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_00X.04	ADD09 Schedule of Values Form – 2025-06-20
A_00X.14	Local Road Closure Form

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_026	CSXT General Notes

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_07.04	ADD09 Signing & Pavement Marking Plans – 2025-06-20
R_08	ADD09 Pavement Cross-slope and Overbuild Analysis – 2025-06-20
R_34	ADD09 SSCP Aesthetics Guidelines – 2025-06-20
R_45	Sample CSXT-THEA Construction Agreement
R_46	Sample CSXT-Severe Weather and Emergency Prep Response
R_47	City of Tampa Transportation Tech Memo
R_48	Frontier HRB Hanger System Plans