RFP Addendum No. 11
07/03/2025

Below is a summary of changes made to the RFP by Addendum No. 11. The conformed RFP incorporates the changes below and all prior Addenda.

XI. DETAILED SCOPE – A. Roadway, Interchanges, Ramps, and Auxiliary Lanes

c. Westbound off-ramp to S. Plant Avenue: widen or reconstruct to a 2-lane off-ramp, with a 4-lane to 3-2 lane split at the ramp gore. A new toll gantry and site will be required for this two-lane ramp. It is anticipated that a new toll site will be located on the north side of the ramp. The widened ramp shall be designed to maintain traffic operations during construction. A Design Variation for two-lane exit ramp right-side shoulder width of 6' is acceptable where significant constraints exist and if approved by ATC. A Design Variation for two-lane exit ramp left-side shoulder width of 6' is acceptable. A Design Exception for Superelevation is also provided for the proposed ramp where it extends onto the westbound Hillsborough River Bridge as shown in the Roadway Concept Plans. The approved Design Exception can be found in Attachment A_016-ADD11-Design Exceptions & Variations.

XI. DETAILED SCOPE – F. Signalization & Intelligent Transportation System Plan, Page 83

The proposed DMS signs for the Project shall be manufactured by Daktronics and the proposed ITS switches shall be Siemens RUGGEDCOM RSG920P (https://mall.industry.siemens.com/mall/en/WW/Catalog/Search?searchTerm=6GK6092-0PS2.-&tab=Product).

XII. DESIGN AND CONSTRUCTION CRITERIA – D. Utility Coordination, Pages 92 & 93

Conflict Matrix

A conflict matrix based on the concept plans for this project is included as Attachment A_27- Utility Conflict Matrix ~~Reference Document R_33 - ADD05 Utility Conflict Matrix (note, once completed, the conflict matrix will be an Attachment).~~(Reference Document R_33 is superseded by Attachment A_27).

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

All obtained UWS's are included in Attachment A_28 Final UWS (Any information contained in Attachment A_28 supersedes previous data in Reference Document R_42). ~~will be made available to the design build teams approximately 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.

XII. DESIGN AND CONSTRUCTION CRITERIA – F. Roadway Design, Pages 96 & 97

Page 96

- **Resurfacing**
    - Friction Course FC-5 (PG 76-22) (0.75") ~~or FC-12.5 (PG 76-22) with longitudinal grooving,~~ and structural course Type SP (Traffic Level E, PG 76-22) (1.5").

The proposed Selmon Expressway Mainline inside and outside shoulders shall include ground-in rumble strips in accordance with FDOT standards. The inside shoulder rumble strips will require a design which modifies the FDOT standards due to being applied in the friction course of the proposed pavement. A conceptual detail is provided in the typical sections within Reference Document R_07.01-ADD11-Roadway Plans.

XII. DESIGN AND CONSTRUCTION CRITERIA – G. Drainage, Page 99

Existing and proposed ditches within the project limits shall be evaluated and designed to meet the FDOT Drainage Manual criteria. Ditches adjacent to retaining walls shall include a minimum three-foot wide berm adjacent to the retaining wall and maximum 1:3 side slopes for maintenance functionality. For proposed or modified ditches in constrained areas where 1:3 slopes are not feasible to stay within the THEA ROW, 1:2 slopes lined with fabric formed concrete are acceptable to the Authority. The top of bank calculation for ditch freeboard determination shall be within THEA ROW. In ROW constrained areas, closed conveyance under ditches may be needed to provide conveyance capacity.

XII. DESIGN AND CONSTRUCTION CRITERIA – P. Environmental Services/Permits/Mitigation, Page 115

For previously identified contaminated sites, see Reference Document R_32 SSCP Level II Contamination Assessment. The Design-Build Firm shall adhere to Attachment A_17 THEA Contamination Notes and will be responsible for preparing designs and proposing construction methods that are permittable 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 – R. Lighting Plans, Page 117 & 118

The HRB includes existing aesthetic RGB up-lights and wash fixtures. If the Design-Build Firm cannot utilize the existing RGB bridge wash-lighting, they shall replace them with similar fixtures matching both luminosity and control capabilities. Connect the new RGB up-lights and wash fixtures to the THEA TMC using the THEA ITS network so that the new RGB luminaires can be operated from the Pharis lighting controller at the THEA TMC. The new luminaires shall be compatible with the existing Pharis controller located at the THEA TMC. Existing aesthetic lighting information is included in Reference Document R_19-Hills_River_Bridge_Exist_Aesthetic_Lighting_Info.

Signature Aesthetic Features at HRB

The signature aesthetic features at the Hillsborough River Bridge (HRB) will also include lighting. The mesh area on the structural Sail element will include internal RGB LED illumination with a minimum of 6000 lumens as measured at the surface of mesh sheathing. This light will be projected uniformly with no hot spots or shadow areas. The remaining white metal portion of the sail will be externally illuminated with LED lights providing 5-foot candles as measured uniformly across the surface of the structure at a temperature color of 5000k. The Flag Buttons will include internal RGB LED illumination with a minimum of 4000 lumens as measured at the surface of mesh sheathing. This light will be projected uniformly with no hot spots or shadow areas. The flag faces will be externally illuminated to a minimum of 10-foot candles at a 5000k color temperature. The aesthetic lighting will be remotely controlled, fully programmable and powered by a separate circuit. Connect the signature aesthetic structural element

lighting system to the THEA TMC using the THEA ITS network so that the lighting system can be controlled from the THEA TMC.

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_016	ADD11 Design Exceptions & Variations – 2025-07-03
A_027	THEA SSCP Utility Conflict Matrix
A_028	SSCP Final UWS

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	ADD 11 Roadway Plans – 2025-07-03
R_07.02	ADD 11 Structure Plans – 2025-07-03
R_07.02	ADD 11 Concept Plan CADD Files – 2025-07-03
~~R_33~~	~~THEA SSCP Utility Conflict Matrix~~ – VOID
~~R_37~~	~~CoT UWHCA Request Letter and Water RGBs~~ - VOID
R_49	SWFWMD RAI Submittal