

RFP Addendum No. 13 08/01/2025

Below is a summary of changes made to the RFP by Addendum No. 13. The conformed RFP incorporates the changes below and all prior Addenda.

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

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 Design-Build Firm shall follow the CSX comments as shown in Attachment A_29_CSX Comments on SSCP Concept Plans 2025-07-17. The Design-Build Firm shall be responsible for resolving the outstanding comments in Attachment A_29_CSX Comments on SSCP Concept Plans 2025-07-17.** 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 Document (R_45-Sample CSXT-THEA Construction Agreement).

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

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm’s Schedule shall allow for up to fifteen (15) working days review time for the Authority’s review of all submittals with the exception of Category 2 structures submittals. The review of Category 2 structures submittals shall allow for up to twenty (20) working days. The Design-Build Firm’s schedule shall consider **reviews by CSX and the City of Tampa and allow for an additional ten (10) working days of review time for these entities.**

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 TEC shall be provided a minimum of 30-day notice for toll site acceptance activities, which also serves as a readiness update to the TEC.**

XI. DETAILED SCOPE – A. Roadway, Local Roadways, Page 70 & 72

Existing local roadway features within the project limits that are not specifically shown on the Concept Plans or in this RFP to be replaced/reconstructed shall be repaired, or in some cases reconstructed, to meet ADA and/or safety requirements, provide proper functionality, long-term durability and/or improve appearance. **All repairs shall be performed within the Authority’s or City of Tampa’s right of way.** See Reference Document R_10 – Existing Deficiencies Review and Repair Assessment.

The City’s South Howard Outfall project (Attachment A_006 – So Howard Outfall Tech Memo) will include capacity to accommodate stormwater runoff from Post-Developed Sections of the Selmon Expressway from S. Howard Avenue to W. Swann Avenue in the Rome Avenue Basin (Segment 1) and from Mississippi Avenue to S. Howard Avenue in the Palma Ceia Basin (Segment 2). The City will provide a connection for the Design-Build Firm to connect to the City’s South Howard Outfall culvert at the Selmon Expressway at S. Howard Avenue. **The South Howard Box Culvert As-Built and previous geotechnical reports are included as Reference Documents R_50_SoHo Box Culvert As-built and R_51 SoHo Box**

Culvert Geotech Reports. The Design-Build Firm will construct a gravity control structure and outfall pipe to the southwest corner of the currently land-locked South Albany Pond. The City will connect this pond outfall pipe to its proposed storm drain pipe running west on Bristol Avenue that is to be constructed as part of the South Howard Resiliency/Outfall project. The City's project and the proposed City improvements will be in place at the time the Design-Build Firm is ready to connect. Although the Design-Build Firm will not have to provide stormwater quantity attenuation for the Expressway runoff in these basins, the Design-Build Firm will have to meet stormwater quality treatment requirements.

XI. DETAILED SCOPE – E. Lighting, Page 81

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. **The proposed median barrier light poles shall match the existing light poles that were installed along the median barrier wall with the recently finished THEA Safety Project by using a 4'-10" extension arm to achieve the 45' height above roadway. A revised roll plot has been included with this addendum.**

XI. DETAILED SCOPE – E. Lighting, Aesthetic Lighting, Page 82

The signature aesthetic structural element lighting system and the aesthetic RGB up-lights and wash fixtures on the Hillsborough River Bridge will be controlled from the THEA TMC. The lighting controller will be located in the server room at the THEA TMC. The aesthetic lighting systems shall be connected to the THEA TMC using the THEA ITS network.

XII.DESIGN AND CONSTRUCTION CRITERIA – D. Utility Coordination, Protection of City of Tampa Wastewater Facilities, Page 93

The Design-Build Firm shall not drive or hammer pile foundations adjacent to the sewer pipe. All foundations adjacent to the sewer pipe shall utilize a **permanent** 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.

XII.DESIGN AND CONSTRUCTION CRITERIA – F. Roadway Design, Page 98

For the parking lots beneath the Selmon Expressway east of the Hillsborough River Bridge which require reconfiguration due to the proposed median bridge piers, the entrance and exit lane widths may be a minimum of 10-feet wide, however, may need to be wider to accommodate turning movements.

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 and ponds adjacent to the CSX right of way shall be evaluated and designed to meet the CSX Public Project Manual criteria, inclusive of designing the runoff to carry the 100-year, 24-hour design storm event without ponding of water against the CSX roadbed.** 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. **For ditches adjacent to CSX, a 1:3 max side slope may extend beyond the THEA ROW into the CSX ROW if it does not encroach any further than the existing ditch condition and meets the CSX Public Project Manual criteria. Any encroachments into the CSX ROW will need to be reviewed and approved by CSX.** 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 – J. Structure Plans, Page 105

viii. **The maximum allowable width of a waterline footing measured perpendicular to the channel shall be 8.5 ft.**

XII.DESIGN AND CONSTRUCTION CRITERIA – S. Signalization and Intelligent Transportation System Plans, Page 121

7) Video Analytics camera – Includes camera and mounting for pedestrian detection and functions in conjunction with the associated RSU. **The Contractor is responsible for providing, installing, and commissioning of the video analytics camera software. The video analytics camera software shall provide detection data to be integrated with the roadside unit, THEA Master Computer (Yunex Concert software), and the University of South Florida (USF) Center for Urban Transportation Research (CUTR). THEA requires that the video analytics camera detect the vehicles, building queues on the exit ramps and presence of vulnerable road users, especially pedestrians and bicyclists, at intersections or at/near the end of exit ramps.**

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

These features will be provided symmetrically on both sides of the bridge. **If during the ASAP phase it is determined a wind tunnel test is required for the masts and sails, a Design-Build Amendment will be executed.**

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.09	ADD13 Performance and Payment Bond Forms-2025-07-31
A_00X.10	ADD13 Price Proposal Guaranty-Bid Bond Form-2025-07-31

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_001	ADD13 Division I Design Build Specifications – 2025-08-01
A_028	ADD13 SSCP Final UWS – 2025-08-01
A_029	CSX Comments on SSCP Concept Plans – 2025-08-01

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_50	SoHo Box Culvert As-Builts
R_51	SoHo Box Culvert Geotech Reports