

RFP Addendum No. 14
08/14/2025

Below is a summary of changes made to the RFP by Addendum No. 14. The conformed RFP incorporates the changes below and all prior Addenda.

I. INTRODUCTION – G. Scope of Design Build Firm’s Responsibilities in General, Page 3

The Design-Build Firm shall provide litter removal and mowing within the Project limits from right-of-way to right-of-way in accordance with Specification Section 107, with a minimum thirty (30) day mowing and litter removal frequency and a minimum two (2) day roadway debris litter removal frequency. In addition, the Design-Build Firm will provide timely response to Authority requests for additional litter removal during construction.

X. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK – A. Governing Regulations, Page 43

The services performed by the Design-Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Authority, Florida Department of Transportation (Department), FHWA, AASHTO, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place and adopted by the Authority at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), and FDOT Standard Plans with applicable Interim Revisions. The Design-Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, FDOT Standard Plans and applicable Interim Revisions in effect **on the date that Price Proposals are due per Section II. Schedule of Events**. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). **The Design-Build Firm shall develop the contract plans in accordance with the 2025 FDM 900 Series NexGen Plans Production requirements.** It shall be the Design-Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this Project. The services will include preparation of all documents necessary to complete the Project as described in Section I of this document.

X. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK – S. Computer Automation, Page 63

The Design-Build Firm shall utilize **computer automation systems**, 3D modeling technologies and Building Information Models (BIM) **to facilitate the development of the contract plans throughout the entirety of the contract.** The Authority supports use of various software and operating systems to aid in assuring quality and conformance with Authority’s policies and procedures **All BIM shall adhere to the BIM Requirements (Attachment A_007).** The survey model data supplied to proposers shall be used to develop the Technical Proposal as well as all submittals for design components through final as-built condition records. 3D BIM shall also be utilized to support control of the work during construction using positioning technologies such as automated machine guidance (AMG). **The Project shall be developed with 3D BIM serving as the primary information source for coordination and review of all design and construction activity. All contract plans shall be developed from the BIM models.** The Design-Build Firm shall provide 3D BIM for proposed underground facilities in accordance **Modeling requirements for all project elements shall be in accordance**

with Attachment A_008 – Model_Element_Break_Down_(MEB)_worksheet.xlsx, which lists the requirements for level of development (LOD) and identifies which elements are required to be developed as 3D BIM elements versus those to be represented with traditional 2D CADD drafting. **The Design-Build Firm shall abide by the requirements of the MEB for elements required to be signed and sealed. The Design-Build Firm may use its discretion as to the LOD for non-signed and sealed model files.**

The Authority supports the Bentley OpenRoads Designer CONNECT edition that is currently supported by the Florida Department of Transportation as its standard modeling platform. Autodesk Civil 3D may be used as an alternate BIM platform at the Design-Build Firm’s discretion and with no increase in cost to the Authority. The modeling platform shall use the relevant State Kits available from the FDOT CADD Support Software Downloads. It is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all BIM/CADD applications.

The Design-Build Firm will be required to furnish updated CADD/model files regularly throughout the course of the contract, at all phase submittals and after the plans have been “Released for Construction”. ~~BIM Model files shall be uploaded to the project’s ProjectWise data environment, to be hosted by the Design-Build Firm. iTwin Design Review will be utilized for overall model federation and collaboration.~~ BIM Models shall be “clash-free” at all phase submittals and in the as-built final records submittal. ~~Design reviews by the Authority will include comments on BIM Models that will be created and tracked to completion within iTwin Design Review. All BIM issues shall be marked by the Authority as resolved before the corresponding plans can be Released for Construction.~~

~~Specific BIM roles and responsibilities shall be as follows:~~

~~**BIM Manager:** The Design-Build Firm will appoint one BIM Manager in overall responsible charge of all BIM/CADD activities and deliverables. The BIM Manager will be responsible for developing, maintaining, and enforcing the BIM Project Execution Plan (PxP). The PxP shall be developed utilizing Reference Document R_16 – BIM Project Execution Plan(PxP)_Template.docx as a template and referring to the FDOT CADD Manual Section 5.16.3.1 for additional information. The BIM Manager will also be responsible for developing, implementing, and managing the BIM Processes outlined in the PxP, including but not limited to regular collaboration and coordination meetings and coordination of model submittals.~~

~~**BIM Coordinators:** The Design-Build Firm will appoint two BIM Coordinators to manage discipline-specific model deliverables for the project. They will serve as the BIM point of contact for each discipline they are assigned to. They will participate in model coordination meetings and review sessions as well as validate the level of detail and modeling content of all data for their respective disciplines. The Civil BIM Coordinator will be responsible for the roadway, drainage, pavement marking, and related disciplines. The Structural BIM Coordinator will be responsible for the bridge, retaining wall, noise barrier, sign, and toll gantry disciplines.~~

~~The Design-Build Firm's listing of Key Personnel shall include the BIM Manager and BIM Coordinators.~~

~~The Design-Build Firm will be required to submit BIM/CADD deliverables in addition to PDF plan sets for each design submittal.~~

As part of the As-Built Set deliverables, field conditions shall be incorporated into all BIM/CADD files for delivery as the as-built Asset Information Model (AIM). Use the cloud revision utility as well as an “AB” revision triangle to denote field conditions on plan sheets.

The Design-Build Firm shall develop the Contract Plans in accordance with the 2025 FDM 900 Series NexGen Plans Production requirements.

XI. DETAILED SCOPE – A. Roadway, Page 70

East Riverwalk

The Design-Build Firm shall extend the concrete sidewalk between the riverwalk and the piers supporting westbound and eastbound Selmon Expressway bridges (Pier 8). This additional sidewalk shall be 4-inch concrete and encompass the existing and proposed median piers by extending the easterly sidewalk (adjacent to Pier 8 supporting eastbound mainline) north to intersect the existing sidewalk in Joseph Frye Park.

Parking Lots

The Design-Build firm shall modify as necessary the downtown Tampa parking lots under the Selmon Expressway to provide safe traffic circulation around the proposed bridge piers, while minimizing the loss of parking. It is anticipated this will require the addition of curb and gutter, raised concrete islands, concrete sidewalk, asphalt paving and pavement marking (See R_07.01_Roadway Concept Plans- Under Bridge Paving Detail sheet). **The Design-Build Firm will be responsible for relocation and re-commissioning of the parking lot revenue equipment.**

XI. DETAILED SCOPE – C. Structures, Page 75 & 76

All noise walls shall begin and end with end tapers (excepting the 22' ground-mounted noise wall at the Willow EB exit ramp and the 14' noise wall along the exterior of the mainline toll site).

Noise walls are be provided within these limits and as depicted in the Reference Documents: Roadway Concept Plans (R_07.01).

Eastbound Selmon

Begin Station	End Station	Length L.F.	Minimum Height *	Comment
82+95	96+47	1,352	8'	
96+47	99+84	337	8'	Bridge mounted
99+84	112+41	1,257	8'	
116+58	121+58	510	14'	Along entrance ramp
121+58	124+00	242	8'	
126+71	143+58	1,687	8'	
169+62	198+96	2,934	8'	
198+96	200+51	155	8'	Bridge mounted
200+51	209+10	859	8'	
215+63	221+52	589	8'	
223+74	238+18	1,444	8'	
240+36	256+95	1,659	8'	
498+35	504+03	538	22'	Along exit ramp, near R/W
517+49	520+96	347	14'	
522+68	528+04	536	14'	

598+95	606+01	706	14'	
	EB Total	15,152		

Westbound Selmon

Begin Station	End Station	Length L.F.	Minimum Height *	Comment
101+76	111+80	1,004	8'	
112+44	116+65	440	14'	Along exit ramp
126+07	153+94	2,789	8'	
165+60	198+17	3,257	8'	
198+17	199+72	156	8'	Bridge mounted
199+72	213+13	1,341	8'	
222+98	237+43	1,445	8'	
239+66	256+59	1,699	8'	
505+54	507+40	194	14'	
509+52	516+09	663	14'	
514+14	520+86	675	14'	Along exit ramp
522+78	526+71	407	14'	Along mainline/toll site
526+54	605+87	928	14'	
	WB Total	14,998		

* The noise wall stationing shown above is intended to maximize the full height length of noise walls and is inclusive of end tapers. End tapers should begin and end such that existing bridge traffic railing can remain (excepting South Himes Avenue and West Mississippi Avenue bridges). Minimum heights do not account for noise wall end tapers to existing barriers or to noise walls of differing heights.

XI. DETAILED SCOPE – D. Signing & Pavement Marking, Page 77

10S719 (2011) – replace panel and remove lights **only if the sign structure can be preserved and the proposed toll gantry doesn't block the sign as per requirement of the GTR 220.2(14).**

XI. DETAILED SCOPE – E. 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 **by fiber** using the THEA ITS network.

XI. DETAILED SCOPE – G. Aesthetics, Page 85

The ~~space~~ **proposed asphaltic pavement** on THEA property beneath the Selmon Expressway from Hyde Park Avenue to east of Plant Avenue shall be graded, compacted and paved with 2-inch thick structural course SP-12.5 (Traffic Level B) on top of Optional Base Group 1. The existing concrete surfaces at the batting cage and basketball court are to remain (See R_07.01_Roadway Concept Plan Under Bridge Paving Detail sheet). Fencing shall be replaced and other amenities restored or replaced following the pavement construction.

XII.DESIGN AND CONSTRUCTION CRITERIA – J. Structure Plans, Page 105

- k. Retaining Walls: **All** Retaining walls (**excepting gravity walls**) shall be faced with a fractured-fin surface treatment to match the Selmon West Extension project

XII.DESIGN AND CONSTRUCTION CRITERIA – O. Transportation Management Plan, Page 114

It is anticipated that overhead bridge construction will occur at night and detouring of underpasses will be required (see Reference Document R_07.08 - Detour Routes). **For overhead bridge work requiring night time closures, W. Mississippi Avenue will not require a posted detour.**

XII.DESIGN AND CONSTRUCTION CRITERIA – P. Environmental Services/Permits/Mitigation, Page 116

- **United States Army Corps of Engineers (USACE) 408 Permit**

XII.DESIGN AND CONSTRUCTION CRITERIA – R. Lighting Plans, Page 119

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 **by fiber** using the THEA ITS network so that the lighting system can be controlled from the THEA TMC.

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.13	Base Contract (Draft)

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_007	BIM Requirements Clean - VOID
A_008	ADD 14 - Model Element Breakdown (MEB) worksheet – 2025-08-14

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_16	BIM Project Execution Plan (PXP) Template - VOID
R_37	CoT UWHCA Request Letter and Water RGBs – VOID
R_52	City of Tampa ATMS As-Builts