

**TAMPA-HILLSBOROUGH COUNTY  
EXPRESSWAY AUTHORITY**

**Letter of Clarification No. 6**

**FOR**

**REQUESTS FOR PROPOSALS**

**Design-Build Selmon West Extension**

**RFP No. O-00217**

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**Date of Letter of Clarification: April 25, 2017**

The following responds to questions received on the solicitation reference above:

Question 1:	Page 3 of the RFP shows that Attachment 015 Overhead Protection System is to be provided as part of the Bid Documents. Will the Authority please provide this attachment?
Response 1:	<b>Attachment 015 was on the DVD distributed at the Mandatory Pre-Proposal Meeting to all shortlisted firms. A copy is attached.</b>
Question 2:	Does the viaduct superstructure from Station 703+30 to the end of the bridge have to be the same material as the rest of the viaduct superstructure (e.g. steel , concrete)?
Response 2:	<b>Yes</b>
Question 3:	We request the Authority please consider extending the Technical Proposal due date by a minimum of 2 weeks.
Response 3:	<b>THEA has extended the due date by one week in RFP Addendum #2.</b>
Question 4:	The following CAD files were included with the pre-advertised information, but are not in the package provided after advertisement. Can these CAD files be provided for the current concept plans? Sheet 9 = PDPLRD03.DGN Sheet 10 = PDPLRD04.DGN Sheet 11 = RDXSRD01_Ponds.DGN Sheet 12 = PDPLRD02.DGN Sheet 13 = RDXSRD01_Ponds.DGN Sheet 14 = PDPLRD01.DGN Sheet 15 = RDXSRD01_Ponds.DGN Sheet 16 = DRDTRD01.DGN Sheet 17 = PDPLRD03_ENV_ Exhibit.DGN Sheet 18 = PDPLRD04_ENV_ Exhibit.DGN Sheet 19 = RDXSRD01_Ponds_ENV_ Exhibit.DGN Sheet 20 = PDPLRD02_ENV_ Exhibit.DGN Sheet 21 = RDXSRD01_Ponds_ENV_ Exhibit.DGN Sheet 22 = PDPLRD01_ENV_ Exhibit.DGN Sheet 23 = RDXSRD01_Ponds_ENV_ Exhibit.DGN Sheet 23A = (no filename displayed) Sheet title = IMPACT EXHIBITS SOUTH JUG HANDLE Sheet 23B = (no filename displayed) Sheet title = IMPACT EXHIBITS SOUTH JUG HANDLE
Response 4:	<b>CADD files were sent to the four shortlisted firms on 4/25/17 via THEA file share.</b>

All other items, conditions, and specifications in the RFP document not specifically changed by this document remain unchanged.

Please send all questions to THEA's Procurement Manager, Man Le, via email at [Man.Le@tampa-xway.com](mailto:Man.Le@tampa-xway.com).

### **Attachment 015 - Overhead Protection System**

- The proposed Protection System shall be approved through the ATC process. The procurement schedule includes two (2) One-on-One Draft Protection System ATC meetings and a Final Protection System ATC submittal that will be treated as pass/fail. The ATC shall be based on a representative sample of the work along the length of the project. For example, the Protection System could be shown from closure pour to closure pour for a segmental alternative. The approved Final Protection System ATC shall be included as an Appendix in the Technical Proposal.
- In order for the DBF to erect segments during daytime hours, the Protection System shall be a completely separate secondary system to the erection system. If the Protection System is integrated into the erection system, then the segments can only be erected (loading of the erection system) during nighttime lane closures.
- Launching of erection gantries will not be allowed over live traffic even with a separate Protection System in place.
- Design criteria for the Protection System should include considerations for gantry collapse, segment drop, failure of temporary towers, accidental dropping of construction equipment and construction materials, etc.
- Design shall include requirements for protection from operations such as epoxy squeeze for segmental, bolting for the steel, etc.
- “RFP Protection Footprint Drawings” shall be provided showing the requirements of the protection footprint as it relates to the overhead work.
- The Protection System shall account for how the work progresses along the length of the project. For example, the segmental alternative would require the Protection System be in place from closure pour to closure pour.
- If the Protection System is supported from the ground:
  - Sufficient length, mobility and adjustability shall be provided in the Protection System to allow openings to line up with the driveways on both sides of Gandy Blvd but still protect the public from the overhead work. The supports need to consider sight distances for driveway ingress and egress.
  - Business access and traffic disruptions shall be limited to brief periods when the Protection System is being installed, moved or adjusted. Disruptions to business access shall be minimized. Access to properties (driveways, etc.) will be maintained to the extent possible, with driveway closures occurring during non-business hours, unless there is an emergency.
  - To address temporary business impacts as the work zone progresses along the length of the project, the Design-Build Firm shall communicate and coordinate through the CEI’s Public Information Officer with each business in advance of when the Design Build Firm plans to affect their business access. At least seven days advance notice is required.

- Temporary traffic railings/barriers will be required as it relates to a ground-supported Protection System. Acceptability of railing systems proposed to be attached to a ground-supported Protection System will be determined as part of the ATC process.
- The Design-Build Firm will be required to submit proposals for all Protection System operations to the Engineer for approval. The Protection System submittal shall be signed and sealed by the Specialty Engineer and include supporting calculations. Traffic lanes and driveways may not be open to traffic, and overhead work may not commence, without the Engineer's approval of the Protection System. The submittal package will be an expansion of the "Erection Manual" for the segmental alternative or the "Erection Plan" for the steel alternative, and include but not be limited to:
  - A plan of the work area showing all traffic lanes and driveways; all substructure units and foundations; overhead utilities; any underground utilities or drainage structures that could possibly be impacted, or adversely affected, by the Protection System as determined by the Specialty Engineer.
  - A detailed step-by-step sequence for installing, moving and adjusting the Protection System including all intermediate procedures related to the use of erection or lifting equipment, temporary supports or bracing, traffic railings/barriers, and other required sequencing.
  - The step-by-step Protection System sequence shall be in compliance with the "RFP Protection Footprint Drawings" and in coordination with all overhead work being performed as shown in the "Erection Manual" or "Erection Plan". The Design-Build Firm shall provide any procedures requested by the Engineer not contained in the "Erection Manual" or "Erection Plan".
  - A method of field survey control for establishing and checking minimum horizontal and vertical clearance envelopes and sight distances for traffic lanes and driveways shall be provided.
  - Any other relevant operations as required and applicable to the installation, movement and adjustment of the Protection System.