

TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

Letter of Clarification No. 8 revision # 3

FOR

REQUESTS FOR PROPOSALS

Design-Build Selmon West Extension

RFP No. O-00217

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Date of Letter of Clarification: May 18, 2017

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

Question 1:	Can you have the reviewer be more specific as to what they would like to see as "erection plan"?
Response 1:	<p>Revised response: Refer to Section III, F, page 15 of the RFP (Addendum #2).</p> <p>Delete previous response: Describe the type of bridge and foundation you propose to construct and how you construction methods for the bridge will minimize wetland impacts.</p>
Question 2:	If the DB Firm proposes less closures/detours, is it to the DB Firm's advantage in Technical Score points only or is there a pricing incentive?
Response 2:	<p>Revised response: Less closures and detours would score higher in the technical proposal score. The amount only comes into play with pricing during construction as the baseline for incentive/disincentive payments if actuals are higher or lower than what DB Team proposes.</p> <p>The proposed days of closures and detours is to be submitted with the Technical Proposal.</p>
Question 3:	Do we state our proposed days in our Technical Proposal?
Response 3:	<p>Revised response: No, the proposed contract time days are submitted with your sealed bid price proposal. You only are allowed to provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal with your Technical Proposal. Bar or Gantt charts are prohibited in your Technical Proposal. Do not reveal or describe the Proposed Contract Time in your Technical Proposal. Proposed Contract Time will be evaluated when Bid Price Proposals are received.</p> <p>Delete previous response: Yes</p>

Question 4:	If at the end of the project the DB firm over or underruns what they proposed, will they have the incentive/disincentive of \$30,000 and \$10,000 accessed?
Response 4:	Yes, it will be assessed as described in the response to the first question.
Question 5:	As an example, If the DB Firm has to close and detour around the Manhattan/Gandy Interchange, will they be accessed 2 detours, 1 detour and 1 median closure, or 1 detour only?
Response 5:	One detour only.
Question 6:	Regarding the lane rental penalty of \$25,000 for the 1 st 30 minutes and \$5,000/10 minutes thereafter, is there a daily maximum?
Response 6:	No.
Question 7:	The Letter of Clarification states that THEA and FDOT have coordinated the requirements of the barrier wall lighting, but it does not say what the results of that coordination are. Is there another attachment to address this coming soon?
Response 7:	There are no attachments to Letter of Clarification No 7, but we will gladly answer any questions you may have regarding the requirements of a barrier wall roadway lighting system for the Selmon West Extension.
Question 8:	Attachments ~ Typical Section Pkg ~ Pavement ~ For Gandy Boulevard the Typical section package states cross slopes shall match existing which would necessitate constant depth milling, however, the pavement design states variable depth milling at 2.25" average which would indicate cross slope correction. No cross slope correction is stated in the typical section. Please clarify the apparent discrepancy between the Typical Section Package and Pavement Designs for milling and resurfacing /cross slope correction requirements.
Response 8:	The intent for the milling and resurfacing is to perform cross slope correction (variable milling) within the limits of any major construction or widening to eliminate any need for design variations on cross slope since this will be the last major reconstruction on this corridor. What was not addressed in the pavement design package were areas outside of these where the top layer would need to be refreshed in areas of MOT, only where pavement has been scarred from temporary striping (constant depth milling). This note will be added to the RFP. In those areas, it would be permissible to only mill off the top layer friction course at the existing cross slope (constant depth milling) and resurfacing the friction course. Attached is the revised Typical Section and Pavement Design.

Question 9:	Section VII; page 92, section 2: "Please confirm the Authority's requirements for the Technical Proposal Submittal include the sheets identified in PPM Section 2.4.2.1 and provide any further clarification on required format of these sheets (i.e. 11"x17" vs. roll plot)".
Response 9:	Plan/Profile sheets shall be submitted in roll plots. All other plans shall be in 11" x17" format. Plan/Profile sheets may be submitted in 11" x17" format in addition to the roll plot format.
Question 10:	Can THEA provide the complete report with all available supplemental information for the Norma Park Drainage Study (October 1990) that was prepared for the City of Tampa by Camp Dresser and McKee, Inc.?
Response 10:	See attached.

B. The following will be added to the RFP:

Erection Plan-

Erection Plan- The Erection Plans have been reviewed and commented on through the ATC Meeting process. The following will be added to the RFP in the schedule and in the erection plan section-

May 26, 2017 Erection Plans due in Authority Office by 2:00p.m. local time

Erection Plans submittals will be reviewed and upon approval letters will be provided to the DB Teams for inclusion with the Technical Proposal submittal.

C. The following will be added to the drilled shaft section of the RFP:

Drilled Shafts-

DRILLED SHAFTS WITHIN SIX SHAFT DIAMETERS OF EACH OTHER SHALL NOT BE EXCAVATED CONCURRENTLY. EXCAVATION OF A SHAFT WITHIN SIX (6) SHAFT DIAMETERS OF A RECENTLY POURED SHAFT SHALL NOT COMMENCE UNTIL THE CONCRETE OF THE RECENTLY POURED ADJACENT SHAFT HAS OBTAINED FINAL SET AS DEFINED BY ASTM C-403

Detour Rental and Median Opening Closure Rental- The specification will be revised as below.

8-13.1 INCENTIVE – DISINCENTIVE – FOR DETOUR RENTAL AND MEDIAN OPENING CLOSING RENTAL

(REV 9-25-03) (FA 12-24-03) (7-04)

SECTION 8 is expanded by the following:

The Authority desires to minimize the inconvenience to the traveling public by reducing the amount of time during which the Contractor implements detours as permitted by the Contract. In order to achieve this, an incentive - disincentive provision for Detour Rental and Median Opening Closing Rental is established for the Contract. The total incentive payment shall not exceed \$1,000,000. The total disincentive payment deduction shall not exceed \$1,000,000. The total disincentive deduction will be based on the actual Detour and Median Opening Closure Rentals implemented, as determined by the Engineer, less the total allowable number of Detour Rentals as established by the Contractor as part of their written proposal under the Maintenance of Traffic section.

For the purposes of this Sub article, the following definitions will apply:

Detour Rental: The time period during which the Contractor implements a full closure and detour of Gandy Blvd., a detour for the closure of NB or SB Dale Mabry or a full closure of Dale Mabry, a detour for the closure of the NB or SB Leroy Selmon Expressway or a full closure of the Leroy Selmon Expressway, detours for the closure of the Leroy Selmon Expressway on or off ramps. The total allowable number of Detour Rental operations will be established by the Contractor as part of their written technical proposal under the Maintenance of Traffic section. The Engineer, at his sole discretion, will determine the total number of Detour Rentals used by the Contractor. If the Contractor uses fewer Detour Rentals than the total allowable number of Detour Rentals, the Authority will pay the Contractor an incentive payment in the amount of \$30,000 for every Detour Rental less than the total allowable number of Detour Rentals established for this Contract. If the Contractor uses more Detour Rentals than the total allowable number of Detour Rentals, the Authority will make a disincentive deduction in the amount of \$30,000 for every Detour Rental more than the allowable number of Detour Rentals established for this Contract, from funds otherwise due the Contractor.

Median Opening Closure Rental: The time period during which the Contractor implements a full existing median opening closing, including signalized intersections, on Gandy Blvd. Any Gandy Blvd. median opening closings within one permitted Lane Closure / Detour period (one night) will be considered as one Median Opening Closing rental. The total allowable number of Median Opening Closings will be established by the Contractor as part of their written technical proposal under the Maintenance of Traffic section. The Engineer, at his sole discretion, will determine the total number of Median Opening Closings used by the Contractor.

If the Contractor uses fewer Median Opening Closings than the total allowable number of Median Opening Closing Rentals, the Authority will pay the Contractor an incentive payment in the amount of \$10,000 for every Median Opening Closing Rental less than the total allowable number of Median Opening Closing Rentals established for this Contract. If the Contractor uses more Median Opening Closing Rentals than the total allowable number of Median Opening Closing Rentals, the Authority will make a disincentive deduction in the amount of \$10,000 for every Median Opening

Closing Rental more than the allowable number of Median Opening Closing Rentals established for this Contract, from funds otherwise due the Contractor.

Notwithstanding any incentive payments or any disincentive deductions related to the total allowable number of Detour Rentals, a damage recovery/user cost will be assessed against the Contractor if all detours or median opening closings are not removed during the time periods identified in the Contract. Costs will be assessed beginning at applicable times indicated in the Contract and continue until all lanes and median opening closures are open as recorded by the Engineer. This assessment will be per Damage Recovery (SP0081300).

At the sole discretion of the Engineer, damage recovery/user costs will not be assessed for failure to remove detours if such cause is beyond the control of the Contractor, i.e., catastrophic events, accidents not related or caused by the Contractor's operations. The Authority will have the right to apply as payment on such damages any money which is due to the Contractor by the Authority.

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.