

Tampa Hillsborough Expressway Authority

**DESIGN-BUILD
REQUEST FOR PROPOSAL**

for

**Selmon West Extension (SR-618) from the Gandy Bridge to
the western terminus of the Selmon Expressway,
Hillsborough County**

**THEA Project Number(s): O-17-00217
Financial Projects Number(s): 439023-1-52-01**

**Addendum Number 5
July 20, 2017**

Attached is a summary of changes (5 pages) made in Addendum Number 5 and the revised RFP.
This revised RFP constitutes Addendum Number 5 to the above referenced project

ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

- 001 - Project Advertisement
- 002 - FDOT Division I Design-Build Specifications
- 003 - FDOT Divisions II and III Special Provisions identified by the Authority to be used on the Project:
 - 003.01 - Mobilization (SP1010000DB)
 - 003.02 - Landscaping (SP5800000)
 - 003.03 - Award and Execution of Contract (SP0030200)
 - 003.04 - Equal Employment Opportunity Requirements (SP0072700)
 - 003.05 - Preference to State Residents (SP0072800)
 - 003.06 - Legal Requirements and Responsibility to the Public – E-verify (SP0072900)
 - 003.07 - Legal Requirements and Responsibility to the Public – Scrutinized Companies (SP0073000)
 - 003.08 - Damage Recovery (SP0081300)
 - 003.09 - Incentive – Disincentive (SP0081300ID)
 - 003.10 - Field office SP (pending)
 - 003.11 - Preservation of Property for Toll Facilities (SP0071101-Tolls)
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 - 003.13 - Public Records (SP0030900D7-117)
 - 003.14 - Contractor Quality Control General Requirements (SP1050813DB)
 - 003.15 - Structures Foundations (SP4550000DB)
- 004 - FDOT Value Added Developmental Specifications
 - 004.01 - Value Added Bridge Component (DEV475)
- 005 – City of Tampa Waterline Technical Specifications (Pending)
- 006 – Not Used (moved to references)
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 - 006.02 – Not Used (moved to references)
- 007 - State Environmental Impact Report (SEIR) Re-evaluation Document
- 008 - Level II contamination report
- 009 - Typical Section Package
 - 009.01 – THEA typical section package
 - 009.02 – City of Tampa typical section package (Included on City of Tampa Westshore DVD)
- 010 - Pavement Design (Flexible and Rigid)
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- 016- Approved Tampa Hillsborough Expressway Authority (Authority) General Tolling Requirements (GTR) (pending)
- 015 - City of Tampa ITS camera specifications
- 016 – City of Tampa/THEA Westshore Project Agreement

- 017 - Sublease Agreement for South Gandy Parks
- 018 - South Gandy Parks Staging Areas Habitat Assessment
- 019 - FDOT THEA MOA SWE Fully Executed Nov 2016
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 - 020.013 – Letter #13 (dated July 11, 2017; revised July 13, 2017)**

THEA Forms

- SBE Policy
- Acknowledgment of Receipt of Addendum
- Certification Regarding Scrutinized Companies List
- Bid Blank, Design Build Major **(updated in Addendum #5)**
- Design-Build Contract**

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

001 - As-Built Plans

- 001.01 - Existing Gandy Blvd. Construction Plans
- 001.02 - Gandy Drainage As Built Plans
- 001.03 - Selmon Expressway Construction Plans Volume I
- 001.04 - Selmon Expressway Construction Plans Volume II
- 001.05 – City of Tampa ITS design plans (Willow to West Bay to Bay Boulevard)

002 - Concept Plans (submitted to FDOT 2/27/2017)

- 002.01 - 11 x 17 Plans
- 002.02 - Bridge Type Study Report
- 002.03 - Roadway Design Documentation
- 002.04 - Roll Plots
- 002.05 - Structures Concept Level Calculations
- 002.06 - Transmittal Letter to FDOT

003 - City of Tampa 60% concept plans for improvements on West Shore Boulevard (dated 5/10/17)

- 003.01 - CADD Files
- 003.02 - Concept Plans
- 003.03 – Waterline Replacement Concept Plans
- 003.04 - West Shore Boulevard Pavement Design
- 003.05 - West Shore Boulevard Typical Section
- 003.06 - Westshore Boulevard SWFWMD Exemption Approval
- 003.07 – City of Tampa Waterline Specifications (dated 4/18/17)

004 - Community Awareness Plan

005 - SEIR Environmental Document, Dated May 2010, updated February 2017

006 - Bridge Inspection Reports & load ratings

- 006.01 - 100304_Crosstown WB over Gandy Blvd
- 006.02 - 100305_Crosstown EB over Gandy Blvd
- 006.03 - 100306_Crosstown WB over Dale Mabry
- 006.04 - 100307_Crosstown EB over Dale Mabry

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- 007.01 - Tierra Geotechnical Data Report Selmon West Extension
- 007.02 - Tierra Preliminary Geotechnical Report Selmon West Extension with Capacity Curves
- 007.03 - Tierra Geotechnical Selmon West Extension Axial capacity Curves 42” Diameter

008 - Drilled Shafts

- 008.01 - PB Geotechnical Data Transmittal

009 - Video Inspection Report Gandy Box Culvert (pending)

010 - Utilities

be the responsibility of the Design-Build Firm and shall be satisfied through the purchase of mitigation bank credits. The Design-Build Firm shall purchase credits directly from a permitted mitigation bank. In the event that permitted mitigation bank credits are unavailable or insufficient to meet the project needs, the Design-Build Firm will be responsible for providing alternative mitigation consistent with the provisions of section 373.-4137, Florida Statutes, and acceptable to the permitting agency(ies). The Design-Build Firm shall be solely responsible for all costs associated with permitting activities and shall include all necessary permitting activities in their schedule.

The Design-Build Firm shall be responsible for procurement of a City of Tampa right-of-way use permit. The City of Tampa is responsible for providing mitigation of all tree removal impacts along West Shore Boulevard as identified and tabulated within the West Shore Boulevard 60% Concept Plans. The City of Tampa has obtained an ERP permit exemption determination from the SWFWMD for the widening work along West Shore Boulevard as depicted in the 60% Concept Plans.

However, notwithstanding anything above to the contrary, upon the Design-Build Firm's preliminary request for extension of Contract Time, pursuant to Division I, Subarticle 8-7.3, being made directly to the DEO, the Authority reserves unto the DEO, in their sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the Design-Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the DEO unless the Design-Build Firm clearly establishes that it has continuously from the beginning of the Project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to overcome all impacts. There shall be no right of any kind on behalf of the Design-Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the DEO under this provision.

F. Railroad Coordination:

The Authority will conduct the required contract negotiations and plans review coordination. All required Railroad Reimbursement Agreements will be between the CSX Corporation (CSX) and the Authority. Copies of the approved Agreements will be made available to the Design-Build Firm. The Design-Build Firm must comply with the terms of these agreements. The Design-Build Firm must make the necessary arrangements with CSX prior to encroachments into the railroad rights-of-way.

Based on the Authority's Concept Plans, it is anticipated that protective services (i.e., watchman or flagging services) furnished by CSX Transportation, Inc., will be required for twenty (20) or more consecutive calendar days (long-term) and the Authority has notified CSX Transportation, Inc. It should be noted that CSX requires a flagman anytime the construction activity is over or near the tracks. Until the bridge is completely constructed over the tracks, a flagman could be onsite every day, at the discretion of CSX. The Design-Build Firm shall be responsible for all costs associated with these protective services, and shall submit schedule and schedule changes to the Engineer so the Authority can coordinate the scheduling of protective services.

The Design-Build Firm will need to coordinate with CSX Railroad and CSX's Contractor for the construction work at the existing crossing. The signals, gates, and replacement crossing will be constructed by CSX's Contractor after the Design-Build Firm has constructed the roadway and sidewalk improvements on Gandy Boulevard at the crossing.

includes, but is not limited to, spillage/leakage of contaminants from equipment and/or portable tanks used in constructing the Project.

O. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. Project includes constructing new overhead cantilever and span sign structures (monotube) to guide motorists through tolled and non-tolled roadways throughout the Project. Begin and end signing limits will extend beyond begin and end Project limits, and other limits of construction, to adequately inform the drivers of downstream decision points. All overhead signs shall conform to PPM and MUTCD criteria for sign lighting.

A Conceptual Signing Plan has been provided by the Authority identifying potential signing locations and language within the Project limits. No structural analysis was performed for the Conceptual Signing Plan. The proposed signage layout and sign locations shown in the conceptual Master Signing Plan (MSP) are approximate. The Design-Build Firm shall adjust the layout/locations as per field conditions to accommodate their proposed design. Furthermore, the Design-Build Firm shall design the final MSP to meet the requirements of this RFP, the MUTCD and the FDOT Traffic Engineering Manual for all elements of the signs (signing convention, size, color, lettering, location, placement, structure type, required lighting, etc.). It is the responsibility of the Design-Build Firm to design, supply and construct the signs shown on the MSP approved by the Authority, along with all other applicable signs, and provide structural analysis for all proposed or affected sign structures. All guide signs shown in the conceptual MSP Reference Document shall be provided, unless otherwise approved by the Authority. Not all signs (regulatory, warning, recreational or cultural, general service or logo, toll, preferential or managed lane, emergency, ramp designation, mile post etc.) required for complete signing installations are shown in the conceptual MSP Attachment. However, it is the Design-Build Firm's responsibility to: field inventory, show all existing signs, design and construct all signs per Governing Regulations. All overhead signs along frontage roads, C-D roads and side streets shall be designed per MUTCD Expressway Signing criteria. LOGO signs can be relocated if they meet section 700 of the FDOT Standard Specifications. Signs with down arrows shall be centered over the lane to which they apply.

All signs shall be placed such that the sign will not be obscured partially or as a whole by any other element including: bridge abutments, column structures, landscaping, support structure upright of any sign, signal, lighting or ITS element. All signs shall meet the minimum visibility distance requirements.

The Design-Build Firm shall use white/black contrast markings for temporary skip, turn arrow pavement markings, and all edge line markings on concrete surfaces. Permanent tape including white stripes with black outline will be utilized for all pavement markings on concrete pavement and bridges. Crosswalks shall be provided along main line and frontage roads (as appropriate) at cross streets, on or off ramps, major driveways, and all approaches at signalized intersections for pedestrian crossings unless otherwise noted here in. All crosswalks shall be special emphasis type and marked utilizing preformed thermoplastic materials.

The signing and pavement marking plans shall include overhead sign cross section sheets (excluding bridge mounted signs) clearly showing proposed/existing foundations (excluding bridge mounted signs), sign structure, sign panel/s, panel locations, finished roadway and ground surface with resulting vertical clearance, any overhead and underground utilities if applicable, lighting and ITS facilities, and any other roadway features such as barrier walls, guardrails and ditches.

All above ground hazards (i.e. sign structures, overhead structures, signal and light poles) shall be placed

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008 - Drilled Shafts

- 008.01 - PB Geotechnical Data Transmittal

009 - Video Inspection Report Gandy Box Culvert ([pending](#))

010 - Utilities

- 010.01 - UAO Responses/Markups
- 010.02 - 4-27-2016 THEA Selmon West Utility Conference Minutes
- 010.03 - Gandy Blvd Enhancement Project Utility Adjustment Sheets
- 010.04 - Interchange Box Culvert SUE Final Report
- 010.05 - TECO Transmission City of Tampa Permit – Lois Ave
- 010.06 - TECO FDOT Transmission Permit Lois to Clark
- 010.07 - Utility Contact List
- 010.08 – COT 4-inch Force Main Potential Conflict Pier 4
- 010.09 – Frontier Green Line Markups
- 010.10 – Utility Coordination correspondence
- 010.11 – TECO Distribution relocation plans
- 011 - Tolling point locations exhibit
- 012 - Survey Data
- 013 – Asbestos survey for bridges over Gandy Boulevard (pending)
- 014 - Not Used (moved to attachments)
- 015 - Not Used (moved to attachments)
- 016 - Not Used (moved to attachments)
- 017 – ICPR Stormwater Models
- 018 – Traffic Modelling Data
- 019 – Project Control Sheets
- 020 - Permitting
 - 020.01 - SWFWMD / USCOE Permit Support documents (Link to SWFWMD E-Permitting Application)
 - 020.02 – SWFWMD ERP Permit Exemption – West Shore Boulevard Improvements (Included on City of Tampa Westshore DVD)

I. Introduction.

The Tampa-Hillsborough Expressway Authority (Authority) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the Selmon West Extension (SR-618), from the Gandy bridge to the western terminus of the Selmon Expressway in Hillsborough County. In general, the scope of work includes all investigations, design, permitting, coordination, final approved construction documents and the construction activities necessary to complete the project as detailed below. It is the Authority's intent that this procurement be in compliance with Section 287.55, Florida Statutes, and that the provisions of Section 287.55 take precedence over any provisions herein conflicting with Section 287.55

It is the Authority's intent to promote the use of innovative design concepts, components, details, and construction techniques for bridge structures as discussed in Chapter 26 of the Plan Preparation Manual (PPM). The Design-Build Firm may submit a Technical Proposal that includes innovative concepts if they are discussed with the Authority and approved in accordance with Chapter 26 of the PPM using the Alternative Technical Concept (ATC) process.

It is the Authority's intent that all Project construction activities be conducted within the existing Right-of-Way (The City of Tampa is currently procuring Right-of-Way and Temporary Construction Easements for work to be completed under the City of Tampa West Shore Boulevard section of this Project). The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional Right-of-Way if the subject acquisition was approved during the Alternative Technical Concept (ATC) process, and is in the

form of a donation with no cost under any circumstance to the Authority, Florida Department of Transportation (Department or FDOT), or any other entity. Any Technical Proposal that requires the acquisition of additional Right-of-Way will not extend the contract duration as set forth in the Request for Proposal under any circumstances. The Authority will have sole authority to determine whether the acquisition of additional Right-of-Way on the Project is in the Authority's best interest, and the Authority reserves the right to reject the acquisition of additional Right-of-Way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional Right-of-Way, the Design-Build Firm shall discuss such a proposal with the Authority as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional Right-of-Way and the Design-Build Firm fails to obtain Authority approval as part of the ATC process, then the Authority will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires additional Right-of-Way approved by the ATC process, the additional Right-of-Way (only allowed in the form of a no-cost donation) will be required to be directly acquired by the Design-Build Firm. The Design-Build Firm shall submit, along with the Technical Proposal, Right-of-Way maps and legal descriptions including area in square feet of any proposed additional Right-of-Way parcels in the Technical Proposal. The additional Right-of-Way will be acquired by the Design-Build Firm in accordance with all applicable state and federal laws, specifically including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations, if applicable. This includes completing a SEIR/NEPA evaluation as appropriate. The Authority will not exercise any taking powers on behalf of any bidder that desires to acquire additional right of way. All costs concerning the acquisition of additional Right-of-Way will be borne solely by the Design-Build Firm. These costs include, but are not limited to consultant acquisition, appraisal services, court fees, attorney and any expert fees, property cost, etc. The Authority will have sole discretion with respect to the entire acquisition process of the additional Right-of-Way.

If the Design-Build Firm's Technical Proposal requires additional Right-of-Way, the acquisition of any such Right-of-Way shall be at no cost to the Authority, and all costs associated with securing and making ready for use such Right-of-Way for the Project shall be borne solely by the Design-Build Firm as a part of the Design-Build Firm's Lump Sum Price Bid. The Authority will not advance any funds for any such Right-of-Way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional property, regardless of cause or source.

Any additional Right-of-Way must be acquired prior to the commencement of any construction on or affecting the subject property. The Design-Build Firm waives any and all rights or claims for information, compensation, or reimbursement of expenses with respect to the Design-Build Firm's payment to the Authority for costs associated with the acquisition of the additional Right-of-Way. The additional Right-of-Way cannot be used for any construction activity or other purpose until the Authority has issued an applicable parcel clear letter or a Right-of-Way Certification for Construction.

If the Design-Build Firm's attempt to acquire the additional Right-of-Way is unsuccessful, then the Design-Build Firm shall provide a design of the Project within existing Right-of-Way and be required to complete the Project solely for the Lump Sum Price Bid, with no further monetary or time adjustments arising therefrom. Under no circumstances will the Authority be liable for any increase in either time or money impacts the Design-Build Firm suffers due to the Design-Build Firm's proposed acquisition of additional Right-of-Way, whether or not the acquisition is successful.

Description of Work

Project Description

The Authority proposes the extension of the existing Leroy Selmon Expressway, located within the Interbay peninsula of the City of Tampa, in Hillsborough County, Florida. The project limits extend along and above the existing Gandy Boulevard from Old Tampa Bay east to Dale Mabry Highway (S.R. 600), and consists of the construction of an elevated roadway over existing Gandy Boulevard that will extend east from Old Tampa Bay approximately 2.5 miles before merging into the existing Expressway interchange, east of Dale Mabry Highway. The proposed elevated roadway section shall consist of two 15-foot lanes with inside and outside 6-foot to 12-foot shoulders. The proposed improvements will also include the construction of new on/off ramps at Gandy Boulevard and Dale Mabry Highway, the demolition of the existing bridge over Gandy Boulevard (Bridge #100304), as well as the expansion and re-grading of the existing stormwater ponds located near the ramps.

The improvements also include milling and resurfacing of Gandy Boulevard, as well as milling and resurfacing, replacement of all barrier wall, guardrail, and all lighting along the Leroy Selmon Expressway from the interchange north to the southern approach slab for the bridge crossing South Himes Avenue. Based on current FDOT Structures Design Guidelines, bridge rail replacement and associated end treatment attachments are required to accommodate the current traffic rail barrier standards and meet current crash testing requirements. The improvements also include the extension of the THEA fiber optic trunk line from the tolling sites for this project up to Mississippi Avenue.

Improvements to West Shore Boulevard are included thru an agreement with the City of Tampa. West Shore Boulevard will be widened to construct new turn lanes on the approaches to Gandy Boulevard for a distance of 660 feet south and 1,100 feet north of the intersection. Improvements will include; milling and resurfacing, pavement widening, concrete traffic separator, curb and gutter, sidewalks, driveway turnouts, bus shelter pads, new storm sewer system, signing and pavement markings, and new traffic signal mast arms in the northeast and southwest quadrants.

The existing 12" waterline along West Shore Boulevard shall be replaced within project limits as depicted in the City of Tampa Waterline Concept Plans. Waterline shall be replaced with new 12" D.I.P. from Station 27+70 to Station 46+50.

Project Goals

The Authority has established the following Project goals:

- Add safety, capacity, and mobility to the corridor within the limits described.
- Minimize the inconvenience to the travelling public.
- Meet all Project commitments as described in the SEIR Reevaluation document.
- Minimize environmental impacts, including impacts to established wetlands, to the maximum extent possible.
- Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
- Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
- Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
- Maintain direct access to adjacent properties at all times, with the exception in areas of limited access Right-of-Way where direct access is not permitted.

- Provide eastbound contraflow capabilities within the interchange at Dale Mabry Highway.
- Coordinate with adjacent construction Projects and maintaining agencies.

It is the intent to always preserve existing vegetation including trees and palms that do not conflict with proposed improvements. Tree and palm protection shall comply with FDOT Standard Index 544. Within the Project limits and within the Project Right-of-Way, it will be the responsibility of the Design-Build Firm to identify and remove all Category 1 invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org).

Tree removals, tree trimming and root pruning are required to construct the widening improvements along West Shore Boulevard. Tree removal and protection requirements for the work along West Shore Boulevard are included in the City of Tampa 60% plans. The City of Tampa is responsible for payment of mitigation fee for tree removals along West Shore Boulevard. The Design-Build Firm shall coordinate with the City of Tampa before submittal of the right-of-way use permit.

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation and evaluation, design, preparation of all documentation related to the acquisition of all permits not acquired by the Authority, preparation of any and all information required to modify permits acquired by the Authority if necessary, maintenance of traffic, demolition, and construction on or before the Project completion date indicated in the Proposal. The Design-Build Firm shall coordinate all utility relocations.

The Design-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to Project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and the public.

The Design-Build Firm shall be responsible for reviewing the SEIR Reevaluation.

The Design-Build Firm is responsible for coordinating with the THEA Planning Director any engineering information related to Environmental Reevaluations. The Design-Build Firm will not be compensated for any additional costs or time associated with Reevaluation(s) resulting from proposed design changes.

The Design-Build Firm may propose changes which differ from the approved Interchange Proposal Report (if applicable) and/or the Project SEIR. Proposed changes must be coordinated through the Authority. If changes are proposed to the configuration, the Design-Build Firm shall be responsible for preparing the necessary analyses and documentation required for the Authority to analyze and satisfy requirements to obtain approval of the Authority.

The Design-Build Firm shall provide the required documentation for review and processing. Approved revisions to the configuration may also be required to be included in the Reevaluation of the National Environmental Policy Act (NEPA) document or SEIR Reevaluations, per Section M (Environmental Services/Permits/Mitigation) of the RFP. The Design-Build Firm will not be compensated for any additional costs or time resulting from proposed changes.

The Design-Build Firm shall examine the Contract Documents and the site of the proposed work carefully before submitting a Proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions discovered during the

design or construction phase of the Project will be given to the Authority's Project Manager.

The Design-Build Firm shall be responsible for obtaining all Federal Aviation Authority (FAA) 7460 approvals, as necessary, for design and construction impacts associated with the runways at MacDill Air Force base. The Design-Build Firm shall confirm that all design and construction elements comply with all requirements associated with FAA 7460 requirements necessary to construct the Project.

The Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions to be encountered. The submission of a proposal is prima facie evidence that the Design-Build Firm has made an examination as described in this provision.

The Design-Build Firm shall demonstrate good Project management practices while working on this Project. These include communication with the Authority and others as necessary, management of time and resources, and documentation.

The Design-Build Firm shall provide Litter Removal and Mowing in accordance with Specification Section 107 (Litter removal to take place just before each mowing operation). The Litter Removal and Mowing operations shall be carried out within the entire project right-of-way limits, including untouched areas. The Litter Removal shall be carried out by the Design-Build Firm every 21 calendar days for the Contract duration. The Mowing operations shall be carried out by the Design-Build Firm every 21 calendar days for the Contract duration and anytime the length of the grass exceeds 6 inches. The exact timing for each Litter Removal and Mowing application shall be coordinated with, and approved by, the Authority in advance of each operation.

B. Authority Responsibility

The Authority will provide contract administration, management services, construction engineering inspection services, environmental oversight, and quality acceptance reviews of all work associated with the development and preparation of the contract plans, permits, and construction of the improvements. The Authority will provide Project specific information and/or functions as outlined in this document.

The Authority will determine the environmental impacts and coordinate with the appropriate agencies during the Design-Build firm's preparation of any SEIR Reevaluations. Any subsequent SEIR reevaluation will require at least a nine (9) month review and approval schedule built in to the Design-Build firm's project schedule.

Communications between Design-Build Firms and Authority and Department:

Proposers or persons acting on their behalf may not contact, between the Project Advertisement and the posting the notice of intended award, any employee or officer of the executive or legislative branch or any, employee or officer or member of Authority, or FDOT, concerning any aspect of the RFP, except in writing to Mr. Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com). Violation of this provision may be grounds for rejecting Proposals.

II. Schedule of Events.

Below is the current schedule of the events that will take place in the procurement process. The Authority reserves the right to make changes or alterations to the schedule as the Authority determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any changes or alterations in the

schedule. Unless otherwise notified in writing by the Authority, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

| Date | Event |
|--|--|
| <u>January 20, 2017</u> | Advertisement; The RFP will be posted on THEA’s website at : http://selmonextension.com/procurement-docs/ |
| <u>February 10, 2017</u> | Expanded Letters of Interest (ELOI) for Phase I of the procurement process due in Authority Office by 2:00pm local time. Letters to be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com). |
| <u>February 17, 2017</u> | Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit, 2:00pm local time |
| <u>February 20, 2017</u> | THEA Contracting Unit provides Letter of Interest scores to Selection Committee, 5:00pm local time |
| <u>February 27, 2017</u> | Public Meeting of Selection Committee (THEA Board Meeting) to review and confirm Letter of Interest scores, 1:30 pm local time |
| <u>March 1, 2017</u> | Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process, 2:00pm local time |
| <u>March 2, 2017</u> | THEA Contracting Unit updates shortlist of firms continuing to Phase II by 5:00pm local time |
| <u>March 8, 2017</u> | Mandatory Pre-proposal meeting, facilitated by the Director of Expressway Operations, at 9:00am local time at the THEA office, 1104 East Twiggs Street Suite 300, Tampa, FL 33602. All Utility Agency/Owners that the Authority contemplates an adjustment, protection, or relocation is possible are to be invited to the mandatory Pre-Proposal meeting. |
| <u>March 8, 2017</u> | Utility Pre-Proposal Meeting facilitated by the Director of Expressway Operations, at 10:30am local time at the THEA office, 1104 East Twiggs Street Suite 300, Tampa, FL 33602. |
| <u>March 30, 2017</u> | Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1. Requests to be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com). |
| <u>April 6, 2017</u> | Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1. List shall be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com). |
| <u>April 12, 2017 and April 13, 2017</u> | One-on-One Alternative Technical Concept Discussion Meeting No. 1 and Viaduct Erection Plan presentation No. 1. 90 Minutes will be allotted for each Meeting. |
| <u>April 28, 2017</u> | Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2. Requests to be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com). |
| <u>April 28, 2017</u> | Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2. List to be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com). |

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|------------------------------------|--|
| <u>May 3, 2017 and May 4, 2017</u> | One-on-One Alternative Technical Concept Discussion Meeting No. 2 and Viaduct Erection Plan presentation No. 2. 90 Minutes will be allotted for each Meeting. No new ATC submittals will be accepted unless presented at either ATC meeting No.1 or No.2. |
| <u>May 16, 2017</u> | Deadline for submittal of Alternative Technical Concept Proposals, 2:00pm local time. |
| <u>May 16, 2017</u> | Final deadline for submission of requests for Design Exceptions or Design Variations. |
| <u>May 19, 2017</u> | Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com). |
| <u>May 26, 2017</u> | Deadline for the Authority to post responses to the Project website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal. Responses will be posted to the project website: http://selmonextension.com/procurement-docs/ |
| <u>May 26, 2017</u> | Erection Plans due in Authority Office by 2:00p.m. local time |
| <u>June 23, 2017</u> | Technical Proposals due in Authority Office by 2:00p.m. local time |
| <u>June 28, 2017</u> | Deadline for Design-Build for to “opt out” of Technical Proposal Page Turn meeting. |
| <u>July 6, 2017</u> | Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 60 Minutes will be allotted for this Meeting. |
| <u>July 19, 2017</u> | Question and Answer Session. Times will be assigned during the pre-proposal meeting. Two hours will be allotted for questions and responses. |
| <u>July 27, 2017</u> | Deadline for submittal of Written Clarification letter following Question and Answer Session 2:00pm local time |
| <u>July 25, 2017</u> | Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com). |
| <u>August 1, 2017</u> | Deadline for the Authority to post responses to the Project website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal. Responses will be posted to the project website: http://selmonextension.com/procurement-docs/ |
| <u>August 7, 2017</u> | Price Proposals due in Authority Office by 11:00am local time. |
| <u>August 7, 2017</u> | Public announcing of Technical Scores and opening of Price Proposals at 1:30pm local time at the THEA office, 1104 East Twiggs Street Suite 300, Tampa, FL 33602 |
| <u>August 7, 2017</u> | THEA Contracting Unit posts final scores and bid prices to THEA website by 5:00pm local time |
| <u>August 14, 2017</u> | Public Meeting of Selection Committee (THEA Board Meeting) to determine intended Award |
| <u>August 14, 2017</u> | Posting of the Authority’s intended decision to Award |
| <u>August 18, 2017</u> | Anticipated Award Date |
| <u>September 5, 2017</u> | Anticipated Execution Date |

III. Threshold Requirements.

A. Qualifications

Design-Build Firms must be qualified in accordance with Rule Chapter 14-91, Florida Administrative Code, as demonstrated by possession of a valid FDOT certificate of qualification. Proposers are required to be pre-qualified in all work types required for the Project. The technical qualification requirements of Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the Project, must be satisfied.

The Contractor or Joint Venture members collectively, must be qualified in the advertised Construction Contractor Work Classes. The Contractor or Joint Venture cannot utilize subcontractors to meet the qualification requirements for the Construction Work Classes. The design consultant may utilize subconsultants to meet the advertised Professional Services Work Type requirements. All qualification requirements must be met prior to the Response Deadline. Two or more qualified parties submitting as a Joint Venture must meet the Joint Venture requirements of Rule Chapter 14-22, specifically Rule 14-22.007, Florida Administrative Code. Parties to a Joint Venture must submit a Declaration of Joint Venture, FDOT Form No. 375-020-18, and receive approval from the Authority prior to the Response Deadline for Letters of Response (LOR) or submittal of the Proposal, whichever occurs first.

Independent Peer Reviewer: The Design-Build Firm is not required to identify the pre-qualified structural independent peer reviewer team member as part of the Letter of Interest. The independent peer review role will not be a part of the Letter of Interest evaluation.

B. Joint Venture Firm

Two or more Firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, F.A.C. Parties to a Joint Venture must submit a Declaration of Joint Venture and Power of Attorney FDOT Form No. 375-020-18, prior to the deadline for receipt of Letters of Interest.

If the Proposer is a Joint Venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the proposal. The proposal shall clearly identify who will be responsible for the engineering, quality control, and geotechnical, and construction portions of the Work. The Joint Venture shall provide an Affirmative Action Plan specifically for the Joint Venture.

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the the Authority and the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any proposer failing to attend will be deemed non-responsive and eliminated from further consideration. The purpose of this meeting is to provide a forum for the Authority to discuss with all concerned parties the proposed Project, the design and construction criteria, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, Design Exceptions, Design Variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Authority will issue a written addendum to this Request for Proposals as the Authority determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Authority. Proposers shall direct all questions to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com). Responses to all questions shall be posted on the Authority's website: <http://selmonextension.com/procurement-docs/>

Failure by a Proposer to attend or be represented at the pre-proposal meeting will constitute a non-responsive determination of their bid package. Bids found to be non-responsive will not be considered. All Proposers must be present and signed in prior to the start of the mandatory pre-proposal meeting. The convener of the meeting will circulate the attendee sign in sheet at the time the meeting was advertised to begin. Once all Proposers have signed, the sign in sheet will be taken and the meeting will “officially” begin. Any Proposer not signed in at the “official” start of the meeting will be considered late and will not be allowed to propose on the Project.

E. Technical Proposal Page-Turn Meeting

The Authority will meet with each Proposer, formally for sixty (60) minutes, for a page-turn meeting. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, per the Schedule of Events section of this RFP. The Authority will terminate the page-turn meeting promptly at the end of the allotted time. The Authority will record all of the page-turn meeting. All recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Authority upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the sixty (60) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to eight (8) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Authority.

F. Viaduct Erection Plan Meeting

The Authority seeks to provide a degree of flexibility and innovation to the Design-Build Firm in the means of constructing the viaduct over Gandy Boulevard safely and efficiently while meeting all of traffic restraints and business access requirements of the project. As safety of the traveling public is of paramount importance to the success of the project, the procurement of the project includes an initial and revised Gandy Boulevard Viaduct Erection Plan submission package and two discussion sessions as outlined below prior

to making the final technical proposal submission:

The Design-Build Firm shall prepare and submit a Gandy Blvd Viaduct Erection Plan submission package as noted in the procurement schedule that will include:

- A detailed step-by-step sequence of construction of a representative sampling of all Gandy viaduct foundation, and substructure elements. Show the construction sequence of all viaduct typical footing and pier types and conditions relative to the underlying roadway (e.g. turn lanes, median openings, etc.). Denote clearly when construction operations are limited to nighttime or daytime work hours. For each step denote the Gandy Boulevard traffic lanes and show representative business driveway access points.
- A detailed step-by-step sequence of construction for either segmental erection or steel erection. For segmental erection, meet the requirements of Specification 452-8.1. For steel erection, meet the requirements of Specification 460-7.1.3. Show the construction sequence of a typical viaduct superstructure unit. Denote clearly when construction operations are limited to nighttime or daytime work hours. For each step denote the Gandy Boulevard traffic lanes and show representative business driveway access points.

The Authority's intent for the Viaduct Erection Plan is to evaluate the detailed erection steps and plans meeting the requirements of Specification 452-8.1 for segmental erection or 460-7.1.3 for steel erection for a representative unit for each type of erection being proposed. Therefore, detailed calculations will not be required for the Viaduct Erection Plan meetings. However, the Authority reserves the right to request additional details, including structural calculations, if necessary.

The Authority will meet with each Proposer for a mandatory One-on-One Gandy Boulevard Viaduct Erection Plan Meetings, in conjunction with the ATC meetings, in order for the Design-Build Firm to describe proposed their Erection Plan approach for constructing the viaduct meeting the traffic restrictions and business access requirements of the project. The Design-Build Firm will be given sixty (60) minutes to present their step-by-step Erection Plan and construction approach to the project, which will be followed by thirty (30) minutes of Q&A/Discussion with Authority staff. The concepts presented within this meeting shall be in accordance Erection Plan Meeting Requirements as described elsewhere in this RFP.

The Design-Build Firm shall submit their Erection Plan prior to the submittal of their Technical Proposal, as identified in the Schedule of Events. Erection Plan submittals will be reviewed and approval letters will be provided to the Design-Build Firm for inclusion with the Technical Proposal submittal.

G. Question and Answer Session

The Authority may meet with each Proposer, formally, for a Question and Answer (Q&A) session. The purpose of the Q & A session is for the Authority to seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Q&A session may last up to two (2) hours. The Authority may terminate the Q & A session promptly at the end of the allotted time. The Authority shall record all of the Q & A session. All recordings will become part of the Contract Documents. The Q & A session will not constitute "discussions" or negotiations. Proposers will not be permitted to ask questions of the Authority except to ask the meaning of a clarification question posed by the Authority. No supplemental materials, handouts, etc. will be allowed to be presented in the Q & A session. No additional time will be allowed to research answers.

Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Authority a written

clarification letter summarizing the answers provided during the Q & A session. The questions, answers, and written clarification letter will become part of the Contract Documents and will be considered by the Authority as part of the Technical Proposal. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Authority during the evaluation of the Technical Proposal.

One (1) week prior to the Price Proposal due date the Design-Build Firm shall submit to the Authority a written statement as follows: “[insert name of the Design-Build Firm] confirms that, despite any provision in the Design-Build Firm’s Technical Proposal or any Q&A written clarification letter that may be inconsistent with the other requirements of the Contract Documents, [insert name of the Design-Build Firm] intends to comply fully with the requirements otherwise provided for in the Contract Documents, except for, pursuant to Section I – Order of Precedence – of the RFP, any [insert name of Design-Build Firm]’s statements, terms, concepts or designs that can reasonably be interrupted as offers provide higher quality items than otherwise required by the other Contract Documents or to perform services or meet standards in addition to or better than those otherwise required which such statements, terms, concepts and designs are the obligations of [insert name of the Design-Build Firm].” In case of the failure of the Design-Build Firm to timely provide such a written statement, the Authority may determine the Build Firm to be deemed non-responsive.

The Authority will provide some (not necessarily all) proposed questions to each Design-Build Firm as it relates to their Technical Proposal approximately 72 hours before the scheduled Q & A session.

H. Protest Rights

Any person who is adversely affected by the Authority decision or intended decision shall file with the Authority a notice of protest in writing within 72 hours after the posting of the notice of decision or intended decision. With respect to a protest of the terms, conditions, and specifications contained in a solicitation, including any provisions governing the methods for ranking bids, proposals, or replies, awarding contracts, reserving rights of further negotiation, or modifying or amending any contract, the notice of protest shall be filed in writing within 72 hours after the posting of the solicitation. The formal written protest shall be filed within 10 days after the date the notice of protest is filed. Failure to file a notice of protest or failure to file a formal written protest shall constitute a waiver of the protest. The formal written protest shall state with particularity the facts and law upon which the protest is based. Saturdays, Sundays, and state holidays shall be excluded in the computation of the 72-hour time periods provided by this paragraph. At the time the protest is filed with the Authority, the protestor shall provide the Authority with a protest bond in the amount of \$100,000.00. The bond shall be payable to the Authority and shall be conditioned upon the payment of all costs and charges that are adjudged against the protestor in any hearing in which the action is brought and in any subsequent appellate court proceeding.

Upon receipt of the formal written protest that has been timely filed, the Authority shall stop the solicitation or contract award process until the subject of the protest is resolved by final Authority action, unless the Authority head sets forth in writing particular facts and circumstances which require the continuance of the solicitation or contract award process without delay in order to avoid an immediate and serious danger to the public health, safety, or welfare.

The Authority shall provide an opportunity to resolve the protest by mutual agreement between the parties within 7 days, excluding Saturdays, Sundays, and state holidays, after receipt of a formal written protest.

If the subject of a protest is not resolved by mutual agreement within 7 days, excluding Saturdays, Sundays, and state holidays, after receipt of the formal written protest, the adversely affected party may seek relief in the Hillsborough County Circuit Court.

In a protest to an invitation to bid or request for proposals procurement, no submissions made after the bid or proposal opening which amend or supplement the bid or proposal shall be considered. In a protest to an invitation to negotiate procurement, no submissions made after the Authority announces its intent to award a contract, reject all replies, or withdraw the solicitation which amend or supplement the reply shall be considered. Unless otherwise provided by statute, the burden of proof shall rest with the party protesting the proposed Authority action. In a competitive-procurement protest, other than a rejection of all bids, proposals, or replies, the judge shall conduct a de novo proceeding to determine whether the Authority's proposed action is contrary to the Authority's governing statutes, the Authority's rules or policies, or the solicitation specifications. The standard of proof for such proceedings shall be whether the proposed Authority action was clearly erroneous, contrary to competition, arbitrary, or capricious. In any bid-protest proceeding contesting an intended Authority action to reject all bids, proposals, or replies, the standard of review by an administrative law judge shall be whether the Authority's intended action is illegal, arbitrary, dishonest, or fraudulent.

The required notice of protest and bond, and formal written protest must each be timely filed with:

Tampa- Hillsborough Expressway Authority
1104 East Twiggs Street Suite 300
Tampa, FL 33602
Attn: Man Le, Contracts and Procurement Manager

Failure to file a notice of protest or formal written protest within the time prescribed or failure to post the bond or other security required within the time allowed for filing a bond shall constitute a waiver of proceedings.

I. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. A proposal may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional proposals, incomplete proposals, indefinite or ambiguous proposals, failure to meet deadlines and improper and/or undated signatures.

Other conditions which may cause rejection of proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name (also included for Design-Build Projects are those proposals wherein the same Engineer is identified in more than one proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Comptroller General's List of Ineligible Design-Build Firms for Federally Financed or Assisted Projects.

The Authority will not give consideration to tentative or qualified commitments in the proposals. For example, the Authority will not give consideration to phrases as “we may” or “we are considering” in the evaluation process for the reason that they do not indicate a firm commitment.

Proposals will also be rejected if not delivered or received on or before the date and time specified as the

due date for submission.

Any proposal submitted by a Proposer that did not sign-in at the mandatory pre-proposal meeting will be non-responsive.

J. Waiver of Irregularities

The Authority may waive minor informalities or irregularities in proposals received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Proposers. Minor irregularities are defined as those that will not have an adverse effect on the Authority's interest and will not affect the price of the Proposals by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design submittals that are part of a proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Authority, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.
3. In no event will any such elections by the Authority be deemed to be a waiving of the Design and Construction Criteria.
4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.
5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Authority policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.
6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

K. Modification or Withdrawal of Technical Proposal

Proposers may modify or withdraw previously submitted Technical Proposals at any time prior to the Technical Proposal due date. Requests for modification or withdrawal of a submitted Technical Proposal shall be in writing and shall be signed in the same manner as the Technical Proposal. Upon receipt and acceptance of such a request, the entire Technical Proposal will be returned to the Proposer and not considered unless resubmitted by the due date and time. Proposers may also send a change in a sealed envelope to be opened at the same time as the Technical Proposal provided the change is submitted prior to the Technical Proposal due date.

L. Authority's Responsibilities

This Request for Proposal does not commit the Authority to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services.

M. Design-Build Contract

The Authority will enter into a Lump Sum contract with the successful Design-Build Firm. In accordance with Section V, the Design-Build Firm will provide a schedule of values to the Authority for their approval. The total of the Schedule of Values will be the lump sum contract amount. The lump sum contract amount will be comprised of three (3) different subtotals, each representing a specific work area. The first work area will represent the scope associated with all City of Tampa work. The second work area will represent the scope associated with all Authority bridges and work within the Authority's right-of-way. The third work area will represent the scope associated with work solely contained in the Department's right-of-way. A sketch depicting the boundaries for these work areas is provided in the Attachments.

The terms and conditions of this contract are fixed price and fixed time. The Design-Build Firm's submitted bid (time and cost) is to be a lump sum bid for completing the scope of work detailed in the Request for Proposal.

IV. Small Business Enterprise (SBE) Program.

A. SBE Availability:

THEA's Small Business Enterprise (SBE) Policy requires nondiscrimination on the basis of race, color, national origin, and gender in its employment and contracting practices and encourages the solicitation and utilization of SBE's. This means that the Authority's goal is to spend a portion of the highway dollars with Certified SBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Authority believes that the overall goal can be achieved through the normal competitive procurement process.

V. Project Requirements and Provisions for Work.

A. Governing Regulations:

The services performed by the Design-Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Florida Department of Transportation (Department), City of Tampa, 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), Design Standards and Revised Index Drawings. 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, Design Standards and Revised Index Drawings in effect at the time the bid price proposals are due in the Authority Office. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). 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.

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
<http://www.fdot.gov/roadway/PPMManual/PPM.shtm>
2. Florida Department of Transportation Specifications Package Preparation Procedure
<http://www.fdot.gov/programmanagement/PackagePreparation/Handbooks/630-010-005.pdf>
3. Florida Department of Transportation Design Standards
<http://www.fdot.gov/roadway/DesignStandards/Standards.shtm>
4. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
<http://www.fdot.gov/programmanagement/default.shtm>
5. Florida Department of Transportation Surveying Procedure
<http://www.fdot.gov/procedures/procedures.shtm>
6. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
http://www.fdot.gov/geospatial/doc_pubs.shtm
7. Florida Department of Transportation Drainage Manual and Handbooks
<http://www.fdot.gov/roadway/Drainage/ManualsandHandbooks.shtm>
8. Florida Department of Transportation Soils and Foundations Handbook
<http://www.fdot.gov/structures/Manuals/SFH.pdf>
9. Florida Department of Transportation Structures Manual
<http://www.fdot.gov/structures/DocsandPubs.shtm>
10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
<http://www.fdot.gov/cadd/downloads/publications/CADDManual/default.shtm>
11. Instructions for Design Standards
<http://www.fdot.gov/structures/IDS/IDSportal.pdf>
12. AASHTO – A Policy on Geometric Design of Highways and Streets
https://bookstore.transportation.org/collection_detail.aspx?ID=110
13. MUTCD – 2009, with Revisions 1 and 2 dated March 2012
<http://mutcd.fhwa.dot.gov/>
14. Safe Mobility For Life Program Policy Statement
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/FormsAndProcedures/ViewDocument?topicNum=000-750-001>
15. Traffic Engineering and Operations Safe Mobility for Life Program
<http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm>
16. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure 625-020-015
<http://www.fdot.gov/procedures/procedures.shtm>
17. Florida Department of Transportation Florida Sampling and Testing Methods
<http://www.fdot.gov/materials/administration/resources/library/publications/fstm/disclaimer.shtm>

18. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
<http://www.fdot.gov/materials/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf>
19. Florida Department of Transportation Design Bulletins and Update Memos
<http://www.fdot.gov/roadway/Bulletin/Default.shtm>
20. Florida Department of Transportation Utility Accommodation Manual
<http://www.fdot.gov/programmanagement/utilities/UAM.shtm>
21. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR
22. Florida Department of Transportation Flexible Pavement Design Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
23. Florida Department of Transportation Rigid Pavement Design Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
24. Florida Department of Transportation Pavement Type Selection Manual
<http://www.fdot.gov/roadway/PM/publicationS.shtm>
25. Florida Department of Transportation Right-of-Way Manual
<http://www.fdot.gov/rightofway/Documents.shtm>
26. Florida Department of Transportation Traffic Engineering Manual
<http://www.fdot.gov/traffic/TrafficServices/Studies/TEM/tem.shtm>
27. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.fdot.gov/traffic/Doc_Library/Doc_Library.shtm
28. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
<http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm>
29. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116
30. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17
31. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
<http://www.fdot.gov/roadway/FloridaGreenbook/FGB.shtm>
32. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
<http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm>
33. Florida Department of Transportation Driveway Information Guide
<http://www.fdot.gov/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf>
34. Florida Department of Transportation Express Lanes Handbook
<http://www.floridaexpresslanes.com/wp-content/uploads/2015/08/FDOT-Express-Lanes-Handbook.pdf>

35. AASHTO Highway Safety Manual
<http://www.highwaysafetymanual.org/>
36. Florida Statutes
<http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948>
37. Florida Department of Transportation Construction Project Administration Manual – Section 10.4
<http://www.dot.state.fl.us/construction/manuals/cpam/CPAMManual.shtm>
38. Florida Administrative Code, Rule Chapter 14-51
<https://www.flrules.org/gateway/ChapterHome.asp?Chapter=14-51>
39. AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals
[AASHTO Bookstore - Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 6th Edition, with 2015 Interim Revisions](#)
40. AASHTO Manual for Bridge Evaluation (MBE)
[AASHTO Bookstore - Manual for Bridge Evaluation, 2nd Edition, with 2011, 2013, 2014, and 2015 Interim Revisions](#)
41. Florida Department of Transportation Bridge Load Rating Manual
<http://www.fdot.gov/maintenance/LoadRating.shtm>
42. Florida Turnpike Traffic Guide Drawings
<http://www.floridasturnpike.com/design/Documents/DocsPublications/Guide%20Drawings/2016/Traffic/>
43. Code of Federal Regulations – Title 14, Chapter 1, Subchapter E, Part 77
<http://www.ecfr.gov/cgi-bin/textid-SID=fc6beedf7113c850b426533e0a9fa0eb&mc=true&node=pt14.2.77&rgn=div5>
44. National Electrical Code
http://catalog.nfpa.org/NFPA-70-National-Electrical-Code-NEC-2014-Edition-P1194.aspx?order_src=D347&gclid=CPT6k6zP0M0CFQcMaQodkooAuQ
45. National Electrical Safety Code
<http://standards.ieee.org/about/nesc/>

B. Innovative Aspects:

All innovative aspects shall be identified separately as such in the Technical Proposal.

An innovative aspect does not include revisions to specifications, standards or established Authority policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, etc.

Certain critical elements of this Project, which may reduce the construction coverage, diminish the design criteria or quality, or increase impacts, shall not be allowed. These elements include:

- Reduction in the begin and end Project limits;
- Reduction in the number of lanes and lane widths as depicted in the Typical Section Package and Concept Plans;
- Reduction in permanent Design Speeds on all State or local roads;
- Reduction in the Access Classification and Control, or changes to the access management or property access requirements;
- Reduction in the minimum storage lengths at intersections, as depicted in the Concept Plans;
- Relocation of the viaduct centerline outside of the Gandy Boulevard median;
- Location of piers adjacent to median openings shown in the Concept Plans (cannot move any closer to the median opening)
- Addition of bridge piers in the concept design;
- Increase in pier widths that reduce lateral offset to the adjacent roadway;
- Providing a superstructure design other than a single closed box for the viaduct;
- Elimination of tolling point locations;
- Elimination or relocation of proposed median openings shown in the Concept Plans; and
- Elimination of tolling site and equipment

1. Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. Any deviation from the RFP that the Design-Build Firms seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be discussed and submitted to the Authority for consideration through the ATC process, ATCs also include items defined in PPM Volume 1, Chapter 26.3.2. Any proposed material or technology not addressed by the RFP is considered an ATC and therefore must be submitted to the Authority for consideration through the ATC process. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Authority. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

The Authority will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Authority will issue an addendum for all ATC Proposals contained in the list below, the Authority will endeavor to maintain confidentiality of the Design-Build Firms specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- SEIR Reevaluation commitments;
- Approved Design Variations and Design Exceptions;
- New Design Exceptions or Design Variations required or modifications to Authority / Department approved Design Exceptions or Design Variations already provided in the Attachments;
- Significant changes in scope as determined by the Authority;
- Changes to the proposed location of CSX crossing gates as proposed in the RFP; and
- Changes to the City of Tampa's West Shore Boulevard intersection improvement work

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting, as defined below, and submitted to the Authority for review and approval through the ATC process described herein. The Authority may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Authority approval of the proposed alternates through the ATC process. Authority approval of an ATC proposal that is related to the items listed below will NOT result in the issuance of an Addendum to the RFP.

- Modifications to the horizontal and/or vertical geometry requiring an ATC submittal as described in Section VI.F of this RFP.
- Deviations to Roadway Typical Sections exclusive of design speeds, lane widths, number of lanes and shoulder widths.
Note: the Design-Build Firm must provide traffic operational documentation to support the proposed concept is equal or better than the Concept Plans.
- Deviations to horizontal alignments (more than 5') and vertical alignments (more than 2') from those depicted in the Concept Plans.
Note: the Design-Build Firm must provide traffic operational documentation to support the proposed concept is equal or better than the Concept Plans.
- Changes to the interchange layout or operation, provided that the new layout will maintain all free flow traffic movements shown in the Concept Plans as free flow and will not cause an increase in traffic delays (for each of the intersection legs and for the overall intersection delay) when compared to the layout in the Concept Plans;
- Information associated with the Gandy Boulevard Viaduct Erection Plan Package;
- Increase in the minimum number of lanes as shown in the Concept Plans;
- Changes to MOT elements;
- Changes to tolling point locations and equipment;
- Changes to the eastbound contraflow ramp geometry and/or location;
- Deviations to bridge structure types or bridge materials as specified in the RFP.
- Changes to the barrier-embedded LED lighting system on the Viaduct.
- Deviations to the pier shape requirements of the RFP.
Note: The Design-Build Firm must show that revised piers shapes are equal to or better than those required in the RFP regarding placement in proximity to median openings and as shown in the design variation package for clear zone.
- Relocation of bridge piers outside of the locations provided in the concept plans;
Note: The Design-Build Firm must show that the revised pier locations are equal to or better than those required in the RFP regarding creating less visual obstruction, and must obtain the required design variation.

The Authority seeks to provide a degree of flexibility and innovation to the Design-Build Firm in the means of constructing the viaduct over Gandy Blvd safety and efficiently while meeting all of traffic restraints and business access requirements of the project. To this end, the Authority would consider ATCs waiving the requirements of Index 600 Option 4, provided that an Overhead Protection System meeting the requirements outlined in the attachments was provided. Overhead Protection System ATCs shall be included as part of the Gandy Boulevard Viaduct Erection Plan Package.

2. One-on-One ATC Proposal Discussion Meetings

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each

Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the One-on-One ATC discussion meetings. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Authority to identify appropriate personnel to participate in the One-on-One ATC discussion meetings. The purpose of the One-on-One ATC discussion meeting is to discuss the ATC proposals, answer questions that the Authority may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and the Authority and Department staff as needed to provide feedback on the ATC proposal. The Design-Build Firm shall provide one (1) hard copy and one (1) electronic copy of all materials presented at the One-on-One ATC discussions. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Authority will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

- The Proposal meets the criteria established herein as a qualifying ATC Proposal; therefore an ATC Proposal submission IS required, or
- The Proposal does not meet the criteria established herein as a qualifying ATC proposal since the Proposal is already allowed or contemplated by the original RFP; therefore an ATC Proposal submission is NOT required.

3. Submittal of ATC Proposals

All ATC submittals must be in writing and may be submitted at any time following the Shortlist Posting but shall be discussed and submitted prior to the deadline shown in the Schedule of Events of this RFP.

All ATC submittals are required to be on plan sheets or on roll plots no wider than 36" and no longer than 8', and shall be sequentially numbered and include the following information and discussions:

- a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
- b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
- c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
- d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
- e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
- f) Risks: A description of added risks to the Authority, Department, or third parties associated with implementation of the ATC;

- g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP;
- h) Operations: Any changes in the Authority's and the Department's operation requirements associated with the ATC, including ease of operations;
- i) Maintenance: Any changes in the Authority's and the Department's maintenance requirements associated with the ATC, including ease of maintenance;
- j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

4. Review and Approval of ATC Submittals

After receipt of the ATC submittal, the Director of Expressway Operations (DEO), or designee, will communicate with the appropriate staff as necessary, and respond to the Design-Build Firm in writing within 10 calendar days of receipt of the ATC submittal as to whether the ATC is acceptable, not acceptable, or requires additional information. If the DEO, or designee, determines that more information is required for the review of an ATC, questions should be prepared by the DEO, or designee, to request and receive responses from the Design-Build Firm. The review should be completed within 10 calendar days of the receipt of the ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance of the 10 day deadline with an estimated timeframe for completion.

Approved Design Exceptions required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s). Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals.

The Authority reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any errors of the RFP that are identified during the One-on-One ATC meetings, except to the extent that the Authority determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

ATC's are accepted by the Authority at the Authority's discretion and the Authority reserves the right to reject any ATC submitted. The Authority reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal. All Authority approvals of ATCs submissions are based upon the known impacts on the project at the time of submission. The Authority reserves the right to require a modification or amendment to a previously approved ATC as a result of a contract change which is issued by an addendum subsequent to the Authority's initial approval of the ATC.

The Project file will clearly document all communications with any Design-Build Firm.

5. Incorporation of Approved ATC's into the Technical Proposal

The Design-Build Firm will have the option to include any Authority Approved ATC's in the Technical Proposal. The Proposal Price should reflect any incorporated ATC's. All approved ATC's that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

By submitting a Proposal, the Design-Build Firm agrees, if it is not selected, to disclosure of its work product to the successful Design-Build Firm, only after receipt of the designated stipend (if applicable) or after award of the contract whichever occurs first.

C. Geotechnical Services:

1. General Conditions:

The Design-Build Firm shall be responsible for identifying and performing any geotechnical investigation, analysis and design of foundations, foundation construction, foundation load and integrity testing, and inspection dictated by the Project needs in accordance with Authority and Department guidelines, procedures and specifications. All geotechnical work necessary shall be performed in accordance with the Governing Regulations. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

The authority has provided geotechnical exploration materials as a reference document in this RFP. No additional field exploration or testing shall be performed by any Design-Build Firm prior to the shortlist date. After the shortlist date, shortlisted Design-Build Firms must submit a boring plan and all applicable FDOT permit requests to FDOT District 7 and copy the Authority to receive approval.

D. Authority Commitments:

The Design-Build Firm will be responsible for adhering to the project commitments identified below:

| No. | Commitment | Responsible Party | Status |
|-----|---|-------------------|--|
| 1 | Further study the need for a noise wall at the east end of the project limits. | THEA | An updated noise analysis has been conducted for the entire project as part of the re-evaluation process. The current findings are found in Attachment A, D.1 Highway Traffic Noise of the SEIR Reevaluation document |
| 2 | To continue coordination with CSX railroad regarding the Gandy Boulevard crossing and the height of structures and warning gates. | Design-Build Firm | THEA held a coordination meeting with FDOT and CSX on 9/21/2016, and is currently coordinating with the CSX railroad representatives with the modified conceptual plans that cross the CSX right-of-way. More information is provided in Attachment A, D.4 Utilities and Railroads of the SIER document. |
| 3 | Continue to coordinate with the City of Tampa on finding coordinated solutions for the project drainage requirements. | Design-Build Firm | THEA has developed a proposed conceptual drainage design that meets federal, state and local stormwater management requirements for the proposed improvements which can be accommodated within the existing right of way. Stormwater permit application packages for this design are currently being completed for submittal to the Southwest Florida Water Management District (SWFWMD) and the U.S. Army Corps of Engineers (USACE). THEA will continue to coordinate with the City of Tampa as needed |

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| | | | throughout the design and construction phases of the project. More information is provided in Attachment A, C.3 Water Quality and C.5 Drainage and Floodplains of the SIER document |
| 4 | To continue the participation of the Project Advisory Group (PAG) and the community in the final design and construction process with specific focus on aesthetic features. | Design-Build Firm | Since restarting the project in October 2015, THEA has worked to expand the number of individuals exposed to and participating in the project, thereby expanding the Project Advisory Group (PAG). By October 2016, THEA met with all local elected officials, presented at several home owners associations, dozens of businesses and the South Tampa, Greater Tampa, Brandon, Riverview, Ybor and St. Petersburg Chambers of Commerce, and over 300 individuals via two virtual town halls, have been reached with details of the project. THEA is committed to continuing the dialog with the stakeholders. See Attachment A, A.2 Economic of the SIER document. |
| 5 | To warrant further environmental assessment to contamination sites ranked "Medium" risk pending the final roadway alignment; while the single contamination site ranked "High" risk (US Marine Corp) will warrant a further environmental investigation based on the results of the final roadway alignment and design. | THEA / Design-Build Firm | An updated contamination screening has been conducted as part of the reevaluation process. Level II evaluation is currently underway for sites identified with a risk rating of Medium or High as part of the updated contamination screening. The current findings are found in Attachment A, D.3 Contamination of the SEIR Reevaluation document |
| 6 | Perform an Investment Grade Revenue and Toll Study for the feasibility to build the facility as a toll road. | THEA | An Investment Grade Revenue and Toll Study for the feasibility to build the Selmon West Extension as a toll road is currently being conducted by THEA, and will be completed prior to NTP. |
| 7 | Coordinate with communities of Regency Cove, Culbreath Key, and the City of Tampa on the final design and aesthetics details of the proposed shared access point opposite Bridge Street. | THEA / Design-Build Firm | The previous concept plans from the SEIR included a “shared access point” on the north side of Gandy Boulevard which utilized a roundabout in addition to other geometric design features. The current design maintains the existing median openings which maintain current access patterns, and the piers for the elevated roadway will be spaced to accommodate a future full median opening and traffic signal for the previously proposed future shared access point opposite Bridge Street. At this time, a signal is not warranted at Bridge Street. As part of this project, a U-turn will be provided under the proposed |

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| | | | bridge to the west of Bridge Street to provide eastbound access along Gandy Boulevard for residents within Culbreath Key and Regency Cove, as shown in the SIER document. A reevaluation of the Bridge Street connection may be considered when traffic conditions for the southern approach of Bridge Street warrant installation of a traffic signal. |
| 8 | Conduct additional analysis during final design phase for the eastbound and westbound access ramps to and from the Elevated Express Lanes in the vicinity of Dale Mabry Highway | THEA / Design-Build Firm | The updated conceptual design plans included modification to and from the elevated section of the Selmon West Extension at the Dale Mabry Highway. This commitment has been accomplished with this reevaluation. |
| 9 | Define a project building system that would minimize roadway and driveway closures during peak hours during construction and minimize direct construction impacts to the existing Gandy Boulevard roadway, street lighting, traffic signalization and roadway signs. | Design-Build Firm | The Conceptual Design Plans, which include a Maintenance of Traffic (MOT) plan, have been developed specifically with the intent of minimizing roadway closures during peak hours during construction as well as direct construction impacts to the existing Gandy Boulevard roadway, street lighting, traffic signalization and roadway signs. With most of the construction limited to the median of Gandy Boulevard, impacts to existing businesses along Gandy Boulevard due to driveway closures are not anticipated. Design criteria requirements in the RFP package for the Design-Build project will continue this commitment to minimize roadway closures and direct impacts to the existing Gandy Boulevard roadway. |
| 10 | Further evaluate the traffic operations at the eastbound loop (off) ramp of the elevated Express Lanes. | THEA / Design-Build Firm | The updated conceptual design plans show that this eastbound loop off-ramp is substantially longer than the previous design (which will provide a longer deceleration distance), and it includes a longer weaving section to allow motorists to connect to the existing southwest bound to eastbound Gandy Boulevard off ramp. This commitment has been accomplished with this reevaluation. |

E. Environmental Permits:

1. Storm Water and Surface Water:

Plans shall be prepared in accordance with Chapters 373 and 403 (F.S.) and Chapters 40 and 62 (F.A.C.).

2. Permits:

The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. The Design-Build Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Authority with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Authority prior to submittal to the agencies.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permittee, the Authority is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Authority has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy (electronic and hard copy) of any and all correspondence with any of the environmental permitting agencies shall be sent to the DEO. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Authority with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit extensions, for review and approval by the Authority prior to submittal to the agencies.

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions.

The Authority is responsible for providing mitigation of all wetland impacts identified in the Concept Plans. If any design modifications by the Design-Build Firm propose to increase the amount of wetland impacts such that mitigation is required, the Design-Build Firm shall be responsible for providing the Authority information on the amount and type of wetland impacts as soon as the impacts are identified (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). Prior to submitting a permit modification to a regulatory agency, the Design-Build Firm shall provide the Authority a draft of all supporting information. The Authority will have up to 15 calendar days (excluding weekends and Authority observed holidays) to review and comment on the draft permit package. The Design-Build Firm will address all comments by the Authority and obtain Authority approval, prior to submittal of the draft permit. The Design-Build Firm shall be solely responsible for all time and costs associated with providing the required information to the Authority, as well as the time required by the Authority to perform its review of the permit package, prior to submittal of the permit application(s) by the Design-Build Firm to the regulatory agency(ies).

Any additional mitigation required due to design modifications proposed by the Design-Build Firm shall

be the responsibility of the Design-Build Firm and shall be satisfied through the purchase of mitigation bank credits. The Design-Build Firm shall purchase credits directly from a permitted mitigation bank. In the event that permitted mitigation bank credits are unavailable or insufficient to meet the project needs, the Design-Build Firm will be responsible for providing alternative mitigation consistent with the provisions of section 373.-4137, Florida Statutes, and acceptable to the permitting agency(ies). The Design-Build Firm shall be solely responsible for all costs associated with permitting activities and shall include all necessary permitting activities in their schedule.

The Design-Build Firm shall be responsible for procurement of a City of Tampa right-of-way use permit. The City of Tampa is responsible for providing mitigation of all tree removal impacts along West Shore Boulevard as identified and tabulated within the West Shore Boulevard 60% Concept Plans. The City of Tampa has obtained an ERP permit exemption determination from the SWFWMD for the widening work along West Shore Boulevard as depicted in the 60% Concept Plans.

However, notwithstanding anything above to the contrary, upon the Design-Build Firm's preliminary request for extension of Contract Time, pursuant to Division I, Subarticle 8-7.3, being made directly to the DEO, the Authority reserves unto the DEO, in their sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the Design-Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the DEO unless the Design-Build Firm clearly establishes that it has continuously from the beginning of the Project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to overcome all impacts. There shall be no right of any kind on behalf of the Design-Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the DEO under this provision.

F. Railroad Coordination:

The Authority will conduct the required contract negotiations and plans review coordination. All required Railroad Reimbursement Agreements will be between the CSX Corporation (CSX) and the Authority. Copies of the approved Agreements will be made available to the Design-Build Firm. The Design-Build Firm must comply with the terms of these agreements. The Design-Build Firm must make the necessary arrangements with CSX prior to encroachments into the railroad rights-of-way.

Based on the Authority's Concept Plans, it is anticipated that protective services (i.e., watchman or flagging services) furnished by CSX Transportation, Inc., will be required for twenty (20) or more consecutive calendar days (long-term) and the Authority has notified CSX Transportation, Inc. It should be noted that CSX requires a flagman anytime the construction activity is over or near the tracks. Until the bridge is completely constructed over the tracks, a flagman could be onsite every day, at the discretion of CSX. The Design-Build Firm shall be responsible for all costs associated with these protective services, and shall submit schedule and schedule changes to the Engineer so the Authority can coordinate the scheduling of protective services.

The Design-Build Firm will need to coordinate with CSX Railroad and CSX's Contractor for the construction work at the existing crossing. The signals, gates, and replacement crossing will be constructed by CSX's Contractor after the Design-Build Firm has constructed the roadway and sidewalk improvements on Gandy Boulevard at the crossing.

G. Survey:

The Design-Build Firm shall perform all surveying (Terrestrial, Mobile and/or Aerial) and mapping services necessary to complete the Project. Survey services must also comply with all pertinent Florida Statutes (Chapters 177 and 472, F.S.) and applicable rules in the Florida Administrative Code (Rule Chapter 5J-17, F.A.C.). All field survey data will be furnished to the Authority in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department’s Surveying and Mapping Procedure, Topic Nos. 550-030-101, the Surveying and Mapping Handbook, and Terrestrial Mobile LiDAR Surveying and Mapping Guidelines, dated July 1, 2015. This work must comply with Chapter 5J-17, F.A.C., pursuant to Section 472.027, F.S. This survey also must comply with Chapter 177, F.S.

H. Verification of Existing Conditions:

The Design-Build Firm shall be responsible for verification of existing conditions, including research of all existing Department and Authority records and other information.

By execution of the contract, the Design-Build Firm specifically acknowledges and agrees that the Design-Build Firm is contracting and being compensated for performing adequate investigations of existing site conditions sufficient to support the design developed by the Design-Build Firm and that any information is being provided merely to assist the Design-Build Firm in completing adequate site investigations. Notwithstanding any other provision in the contract documents to the contrary, no additional compensation will be paid in the event of any inaccuracies in the preliminary information.

I. Submittals:

- **Component Submittals:**

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire contract plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the Plans Preparation Manual, components of the contract plans set are roadway, signing and pavement marking, signalization, ITS, lighting, landscape, structural, and toll facilities.

The Design-Build Firm may divide the project into separate areas and submit components for each area; however, sufficient information on adjoining areas must be provided to allow for a complete review. Submittals for bridges are limited to foundation, substructure, and superstructure. Further dividing the foundation, substructure, or superstructure into individual elements (Pier 2, Abutment 1, Span 4, etc.) will not be accepted.

- **Phase Submittals:**

The Design-Build Firm shall provide the documents for each phase submittal listed below to the Authority’s Project Manager. The particular phase shall be clearly indicated on the documents. The Authority’s Project Manager will send the documents to the appropriate office for review and comment. The review period commences upon the Authority’s receipt of the valid submittal or re-submittal and terminates upon the transmittal of the submittal back to the Design-Build Firm. The Authority’s review is not meant to be a complete and detailed review. Once all comments requiring a response from the Design-Build Firm have been satisfactorily resolved as determined by the Authority, the Authority’s Project Manager will initial, date and stamp the signed and sealed plans and specifications as “Released for Construction”.

Prerequisites to 90% Phase Submittal (60% completion level)

- Line and Grade Master Plan
- Traffic Control Master Plan
- Lighting Master Plan
- Barrier wall embedded lighting luminaire materials, as outlined in the Lighting section in this RFP
- Overhead Signing Master Plan
- ITS Master Plan
- Toll Facility Site Plans
- Landscape Concept Plan that includes the number of trees, size, height, species and preliminary location

90% Phase Submittal

- 8 copies of 11” X 17” plans
- 1 signed and sealed geotechnical report
- 1 copies of signed and sealed geotechnical report
- 4 copies of Settlement and Vibration Monitoring Plan (SVMP) for Authority acceptance and update throughout the construction period
- 1 copies of signed and sealed Bridge Hydraulic Report
- 4 copies of design documentation
- 1 copy of Technical Special Provisions
- 1 copy of Bridge Load Rating Calculations
- 1 copy of Completed Bridge Load Rating Summary Detail Sheet
- 1 copy of Load Rating Summary Form
- 1 copy of Independent Peer reviewer’s comments and comment responses
- 10 CD’s containing the above information in .pdf format

Final Submittal

- 4 sets of signed and sealed 11” X 17” plans
- 8 copies of signed and sealed 11” X 17”
- 2 sets of signed and sealed design documentation
- 5 copies of signed and sealed design documentation
- 2 copies of Settlement and Vibration Monitoring Plan (SVMP)
- ___1 set of final documentation
- 1 signed and sealed copy of the Bridge Load Rating Summary Detail Sheet
- 1 signed and sealed copy of the Load Rating Summary Form
- 1 signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
- 2 copies of signed and sealed copy of Construction Specifications Package or Supplemental Specifications Package
- 2 sets of electronic copies of Technical Special Provisions on CD
- 1 set of Independent Peer Reviewer’s signed and sealed cover letter that all comments have been addressed and resolved.

4 CD's containing the above information in .pdf format

The Design-Build Firm shall provide a list of all changes made to the plans or specifications that were not directly related to the 90% plans review comments. Significant changes (as determined by the Authority) made as a part of the Final submittal, that were not reviewed or provided in response to the 90% submittal comments, may require an additional review phase prior to stamping the plans or specifications "Released for Construction."

- **Requirements to Begin Construction:**

The Design-Build Firm may choose to begin construction prior to completion of the Phase Submittals and the Authority stamping the plans and specifications Released for Construction except for bridge construction. To begin construction the Design-Build Firm shall submit signed and sealed plans for the specific activity; submit a signed and sealed Construction Specifications Package or Supplemental Specifications Package; obtain regulatory permits as required for the specific activity; obtain utility agreements and permits, if applicable; and provide five (5) days notice before starting the specific activity. The plans to begin construction may be in any format including report with details, 8 1/2" X 11" sheets, or 11" X 17" sheets, and only the information needed by the Design-Build Firm to construct the specific activity needs to be shown. Beginning construction prior to the Authority stamping the plans and specifications Released for Construction is at the Design-Build Firm's risk, and does not reduce or eliminate the Phase Submittal requirements.

- **As-Built Set:**

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (sign, seal, and certify) the As-Built Plans, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual.

The Design-Build Firm shall complete the As-Built Plans as the Project is being constructed. All changes made subsequent to the "Released for Construction" Plans shall be signed/sealed by the EOR. The As-Built Plans shall reflect all changes initiated by the Design-Build Firm or the Authority in the form of revisions. The As-Built Plans shall be submitted prior to Project completion for Authority review and acceptance as a condition precedent to the Authority's issuance of Final Acceptance.

The Authority shall review, certify, and accept the As-Built Plans, including all permitting agency As-Built, prior to issuing Final Acceptance of the project in order to complete the As-Built Plans. The Department shall also review the as-built plans and Project documentation and perform such additional inspections as it requires to verify completion of the Project. Modifications to any submitted As-Built material as requested by the Authority or the Department shall be completed by the Design-Build Firm.

The Authority shall certify the As-Built Plans per Chapter 5.12 of the Construction Project Administration Manual (TOPIC No. 700-000-000).

The Design-Build Firm shall furnish to the Authority, upon Project completion, the following:

- 1 set of 11" X 17" signed and sealed plans
- 4 sets of 11 "X 17" copies of the signed and sealed plans
- 1 set of design computations, signed and sealed, bound in 8½" x 11" sheets

- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's containing the items listed above
- 2 sets of 11 "X 17" copies of the signed and sealed West Shore Boulevard plans for City of Tampa
- 1 Final Project CD for West Shore Boulevard for City of Tampa

The Design-Build Firm shall also submit the as-built drawings in CADD files, using a format and layering system reasonably acceptable to the Department.

The Design-Build Firm shall complete all As-Built requests as required by all permitting agencies.

- **Milestones:**

Component submittals, in addition to the plan submittals listed in the previous section will be required. In addition to various submittals mentioned throughout this document the following milestone submittals will be required.

- Permit applications and subsequent Requests for Information (RFI) correspondence for Authority Review
- Approved Permits Package
- Pavement Design Package
- Typical Section Package
- Design Exception and Variation Package
- Stormwater Management Report
- Noise and Vibration

Railroad Submittals:

3 sets of the plan sheets listed below are required for review by the railroad. The sets are to be provided to the Authority. The Authority will be the point of contact for railroad submittal materials. The required sheets are:

- Key Sheet
- Typical Section(s)
- Plan & Profile Sheet(s)
- Rail-highway grade crossing detail sheet
- Signing and Pavement Marking Sheet(s)
- Cross Section Sheets

J. Contract Duration:

The Design-Build Firm shall establish the Contract Duration for the subject Project. In no event shall the Contract Duration be less than **1000 calendar days**. The Proposed Contract Duration shall be submitted with the Bid Price Proposal.

K. Project Schedule:

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) calendar days (excluding weekends and Authority observed Holidays) 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 requires FDOT Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Authority and Department observed Holidays) for these reviews. The Design-Build Firm shall allow for 45 calendar days for shop drawing reviews and 30 calendar days for shop drawing resubmittals.

The Design-Build Firm shall provide a submittal schedule a minimum of 60 calendar days prior to the Authority's receipt of the first submittal. All required submittals shall be shown in the schedule. Submittals include permit modifications, SEIR reevaluations, Typical Section submittals, Pavement design submittals, design exception submittals, design variance submittals, QMP, etc. The schedule shall be further broken down to detail the Design-Build Firm's expected component submittals and Project areas. The submittal schedule shall be updated on a monthly basis, and will accompany the Design-Build Firm's monthly invoice.

The Authority will perform the review of Foundation Construction submittals in accordance with Section 455. The Department may also perform these reviews, at their discretion.

The following Special Events have been identified in accordance with Specification 8-6.4:

- MacDill Air Fest
- Gasparilla Parade
- Gasparilla Children's Parade
- Gasparilla Distance Classic
- Riverfest

In addition to the limitations on lane closures, detours, and non-working days, the Authority may direct up to ten (10) days when no lane closures and detours will be permitted. The contractor will be provided no less than 24 hour notice of these events and shall be at no additional cost or time to the Authority.

The minimum number of activities included in the Schedule shall be those listed in the Schedule of Values and those listed below:

- Anticipated Award Date
- Design Submittals
- Shop Drawing Submittals
- Other Contractor-Initiated Submittals including RFI's, RFM's, RFC's, and NCR's
- Design Survey
- Submittal Reviews by the Authority
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction
- Clearing and Grubbing
- Construction Mobilization
- Coordination and Planning of Dewatering and Removal of Contamination and Hazardous Material in conjunction with the Authority's Contamination and Remediation Contractor(s)
- Dewatering and Removal of Contamination and Hazardous Material

- Drainage Analysis (Including Temporary)
- Drainage Design (Including Temporary)
- Drainage Construction (Including Temporary)
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Railroad Crossing Construction Coordination with CSX
- Utility Design (work performed under UWHCA)
- Utility Construction (work performed under UWHCA)
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization Design
- Signalization Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Intelligent Transportation System Testing
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Landscape and Irrigation Design
- Permit Submittals
- Maintenance of Traffic Set-Up, Maintenance, and Take-Down (per duration)
- Erosion Control
- Tolling Facilities Design
- Tolling Facilities Construction
- 30 Day Notice to Integrator for Testing
- Toll Equipment Installation, Testing, and Commissioning (90 days)
- Holidays and Special Events (shown as non-work days)
- Utility Coordination/Relocation
- Subsurface Utility Engineering
- UWHCA Utility Work (for City of Tampa Water Main)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the Letter of Interest and/or Technical Proposal by the Design-Build Firm. In the event a change in key personnel is

requested, the Design-Build Firm shall submit the qualifications of the proposed key personnel and include the reason for the proposed change. Any changes in the indicated personnel shall be subject to review and approval by the DEO. The Authority shall have sole discretion in determining whether or not the proposed substitutions in key personnel are comparable to the key personnel identified in the Letter of Interest and/or Technical Proposal. The Design-Build Firm shall have available professional staff meeting the minimum training and experience set forth in Florida Statute Chapter 455.

M. Partner/Teaming Arrangement:

Partner/Teaming Arrangements of the Design-Build Firm (i.e., Prime Contractor or Lead Design Firm) cannot be changed after submittal of the Letter of Interest without written consent of the Authority. In the event a change in the Partner/Teaming Arrangement is requested, the Design-Build Firm shall submit the reason for the proposed change. Any changes in the Partner/Teaming Arrangement shall be subject to review and approval by the DEO. The Authority shall have sole discretion in determining whether or not the proposed substitutions in Partner/Teaming Arrangements are comparable to the Partner/Teaming Arrangements identified in the Letter of Interest and/or Technical Proposal.

N. Meetings and Progress Reporting:

The Design-Build Firm shall anticipate periodic meetings with Authority personnel and other agencies as required for resolution of design and/or construction issues. These meetings may include:

- Authority technical issue resolution
- Local government agency coordination
- Maintenance of Traffic Workshop
- Pavement Design Meeting
- Drainage Design coordination meetings
- Permit agency coordination
- Scoping Meetings
- System Integration Meetings

During design, the Design-Build Firm shall meet with the Authority's Project Manager on a monthly basis and provide a one month look ahead of the activities to be completed during the upcoming month.

During construction, the Design-Build Firm shall meet with the Authority's Project Manager on a weekly basis and provide a two-week look ahead for activities to be performed during the coming week.

The Design-Build Firm shall, on a monthly basis, provide written progress reports that describe the items of concern and the work performed on each task.

O. Public Involvement:

1. General:

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. The Authority will serve as the Public Involvement Consultant (PIC) to carry out an exhaustive Public Involvement Campaign and a marketing effort. The Design-Build Firm will continue to assist the Authority and be part of the Public Involvement effort but on a limited basis as described below.

2. **Community Awareness:**

The Design-Build Firm will review and comment on a Community Awareness Program provided by the PIC for the Project.

3. **Public Meetings:**

The Design-Build Firm shall provide all support necessary for the PIC to hold various public meetings, which may include:

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings
- MPO Transportation Technical Committee Meetings
- MPO Meetings
- Public Information Meetings
- Weekly on site project meetings
- Elected and appointed officials
- Special interest groups (private groups, homeowners associations, environmental groups, minority groups and individuals)

The Design-Build Firm shall include attendance at five meetings per month for the term of the contract to support the public involvement program.

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and information necessary for the PIC to produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed Project will create. This includes workshops, information meetings, and public hearings.

The Design-Build Firm shall, on an as-needed basis, attend the meetings with an appropriate number of personnel to assist the Authority's Project Representative/PIC. The Design-Build Firm shall forward all requests for group meetings to the PIC. The Design-Build Firm shall inform the PIC of any meetings with individuals that occur without prior notice.

4. **Public Workshops, Information Meetings:**

The Design-Build Firm shall provide all the support services listed in No. 3 above.

All legal/display ads announcing workshops, information meetings, and public meetings will be prepared and paid for by the PIC.

The Authority will be responsible for the legal/display advertisements for design concept acceptance. The Authority will be responsible for preparing and mailing (includes postage) for all letters announcing workshops and information meetings.

5. **Public Involvement Data:**

The Design-Build Firm is responsible for the following:

- Coordinating with the Public Involvement Consultant.

- Identifying possible permit and review agencies and providing names and contact information for these agencies to the PIC.
- Providing required expertise (staff members) to assist the PIC on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Authority, Department, local governments, and other agencies.
- Provide information to the Authority to keep the Authority website current.

The collection of public input occurs throughout the life of the Project and requires maintaining files, newspaper clippings, letters, and especially direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the PIC for their use and records.

In addition to collecting public input data, the Design-Build Firm may be asked by the PIC to prepare responses to any public inquiries as a result of the public involvement process. The Authority shall review all responses prior to mailing.

P. Quality Management Plan (QMP):

1. Design:

The Design-Build Firm shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications, geotechnical and other services furnished by the Design-Build Firm under this contract.

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design-Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design-Build Firm, as part of their normal operation or it may be one specifically designed for this Project. The Design-Build Firm shall submit a QMP within fifteen (15) working days following issuance of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

The Design-Build Firm shall, without additional compensation, correct all errors or deficiencies in the surveys, designs, drawings, specifications and/or other services.

2. Construction:

The Design-Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Standard Specifications which describes their Quality Control procedures to verify, check, and maintain control of key construction processes and materials.

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) developed by the Design-Build Firm and submitted to the Authority for review and approval. The Design-Build Firm will allow Authority audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in

the Department's database, which may be used by the Design-Build Firm. When materials being used are not in the Department's database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing.

Prepare and submit to the Authority a Job Guide Schedule (JGS) in accordance with Section 105 of Standard Specifications.

The Authority shall maintain its rights to inspect construction activities and request any documentation from the Design-Build Firm to ensure quality products and services are being provided in accordance with the Department's Materials Acceptance Program.

Q. Liaison Office:

The Authority and the Design-Build Firm will designate a Liaison Office and a Project Manager who shall be the representative of their respective organizations for the Project.

R. Engineers Field Office:

The Design-Build Firm will provide an Engineers Field Office in accordance with Special Provision 109. The office size provided shall include 4,000 SF for CEI occupancy, and shall be one single office address located within 1500 feet of the Gandy Boulevard corridor. The office shall include an alarm system and the Design-Build Firm shall be responsible for monthly monitoring costs.

S. Schedule of Values:

The Design-Build Firm is responsible for submitting estimates requesting payment. Estimates requesting payment will be based on the completion or percentage of completion of tasks as defined in the schedule of values for each particular work area, as defined in the attachments. Final payment will be made upon final acceptance by the Authority of the Design-Build Project. Tracking SBE participation will be required. The Design-Build Firm must submit the schedule of values to the Authority for approval. No estimates requesting payment shall be submitted prior to Authority approval of the schedule of values.

Upon receipt of the estimate requesting payment, the Authority's Project Manager will make judgment on whether or not work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

T. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Authority policies and procedures. The Authority supports MicroStation and GEOPAK as its standard graphics and roadway design platform as well as Autodesk's AutoCAD Civil 3D as an alternate platform. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are in the FDOT CADD Software Suite. Furnish As-Built documents for all building related components of the project in AutoCAD format. It is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm will be required to furnish the Project's CADD files after the plans have been Released for Construction. The Design-Build Firm's role and responsibilities are defined in the

Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / Micro station format.

As part of the As-Built Set deliverables, field conditions shall be incorporated into MicroStation and/or AutoCAD design files. Use the cloud revision utility as well as an “AB” revision triangle to denote field conditions on plan sheets. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / MicroStation format. Final as-built CADD files for the West Shore Boulevard section of the project shall be delivered to the Authority in AutoCAD format.

U. Construction Engineering and Inspection:

The Authority is responsible for providing Construction Engineering and Inspection (CEI) and Quality Assurance Engineering.

The Design-Build Firm is subject to the Department’s Independent Assurance (IA) Procedures.

V. Testing:

The Authority or its representative will perform verification and resolution sampling and testing activities at both on site, as well as, off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc. in accordance with the latest Specifications.

The Design-Build Firm shall perform all required testing and inspection, and shall prepare all required documentation, associated with the design and construction of the Project in accordance with the CPAM.

W. Value Added:

The Design-Build Firm may provide Value Added Project Features, in accordance with Article 5-14 of the Specifications for the following features:

- Roadway features
- Roadway drainage systems,
- Bearings
- Expansion joints
- Approach slabs
- Superstructure
- Substructure
- Structure drainage systems
- Paint systems
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- Lighting
- Landscaping

- Irrigation
- And any other products or features the Design-Build Firm desires.

The Design-Build Firm shall develop the Value Added criteria, measurable standards, and remedial work plans in the Design-Build Firm's Technical Proposal for features proposed by the Design-Build Firm.

X. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating construction activities with other construction Projects that are impacted by or impact this Project. This includes Projects under the jurisdiction of local governments, the Authority, or other regional and state agencies.

Y. Issue Escalation:

In the event issues arise during prosecution of the work, the resolution of those issues will be processed as described below unless revised by a project specific Partnering Agreement:

The escalation process begins with the Construction Project Manager (CEI). All issues are to be directed to the CEI. If the issue cannot be resolved by the CEI in coordination with the General Engineering Consultant representing THEA as applicable, the General Engineering Consultant representing THEA shall forward the issue to the DEO who will coordinate with the General Engineering Consultant representing THEA and CEI, as applicable. Each level shall have a maximum of five (5) calendar days (excluding weekends and Authority observed holidays) to answer, resolve, or address the issue. The Design-Build Firm shall provide all supporting documentation relative to the issue being escalated. The five (5) calendar day period (excluding weekends and Authority observed holidays) begins when each level in the issue escalation process has received all required supporting documentation necessary to arrive at an informed and complete decision. The five (5) calendar day period (excluding weekends and Authority observed holidays) is a response time and does not infer resolution. Questions asked by the Authority may be expressed verbally and followed up in writing within one (1) calendar day (excluding weekends and Authority observed holidays). Responses provided by the Design-Build Firm may be expressed verbally and followed up in writing within one (1) working day. Once a response is received from the DEO, the CEI will respond to the Design-Build Firm in a timely manner but not to exceed three (3) calendar days (excluding weekends and Authority observed holidays).

The Design-Build Firm shall provide a similar issue escalation process for their organization with personnel of similar levels of responsibility.

VI. Design and Construction Criteria.

A. General:

All design and construction work completed under the Contract shall be in accordance with the United States Standard Measures.

B. Vibration and Settlement Monitoring:

The Authority has identified vibration sensitive sites along the Project corridor. The Design-Build Firm shall be responsible for the identification of and coordination with vibration sensitive sites impacted by the

Work for the duration of the construction period.

The following locations, not all inclusive, are known vibration sensitive sites:

- 4925 W. Gandy Boulevard
- 4923 W. Gandy Boulevard (Gandy Bait & Tackle)
- 4811 W. Gandy Boulevard (Rockwell Collins, Inc.)
- 4870 W. Gandy Boulevard (Westshore Club Condos)
- 4901 S. West Shore Boulevard (Westshore Club Office Center)
- 4747 W. Gandy Boulevard (7-Eleven Gas Station)
- 4738 W. Gandy Boulevard (Walgreens)
- 4714 W. Gandy Boulevard (Gandy Animal Hospital)
- 4711 W. Gandy Boulevard (Chinese Restaurant & Marco's Pizza)
- 4707 W. Gandy Boulevard (Royal Palm Suites)
- 4702 W. Gandy Boulevard (Citgo Gas Station)
- 4644 W. Gandy Boulevard (Gandy Plaza)
- 4625 W. Gandy Boulevard (Budget car & Truck Rental)
- 4621 W. Gandy Boulevard
- 4620 W. Gandy Boulevard (La Quinta Inn)
- 4602 W. Gandy Boulevard (Enterprise)
- 4601 W. Gandy Boulevard (Simplistic Fabrication & Collision)
- 4546 W. Gandy Boulevard
- 4530 W. Gandy Boulevard (Checkers)
- 4520 W. Gandy Boulevard (Monday's Maid Coin Laundry)
- 4511 W. Gandy Boulevard (Community Merchant Services)
- 4411 W. Gandy Boulevard (Applebee's)
- 4404 W. Gandy Boulevard (Dunkin' Donuts)
- 4403 W. Gandy Boulevard (Burger King)
- 4402 W. Gandy Boulevard (KFC)
- 4320 W. Gandy Boulevard
- 4316 W. Gandy Boulevard (Jiffy Lube)
- 4314 W. Gandy Boulevard (Wendy's)
- 4101 W. Gandy Boulevard (Chevron Gas Station)
- 4023 W. Gandy Boulevard (Fine Wine & Spirits Warehouse)
- 4005-4015 W. Gandy Boulevard
- 4002 W. Gandy Blvd. (radio stations: IHeart Media, 93.3 FM, WHNZ)

Additionally, the existing foundation of bridges over Gandy Boulevard and Dale Mabry Boulevard require vibration monitoring as well as settlement monitoring due to new ramps (NB, SB, A, E and F) are proposed to be supported by driven piles.

The Design-Build Firm is responsible for evaluating the need for, design of, and the provision of any necessary precautionary features to protect existing structures from damage, including, at a minimum, selecting construction methods and procedures that will prevent damage. The Design-Build Firm shall submit for Authority acceptance a Settlement and Vibration Monitoring Plan (SVMP) as part of the 90% plans submittal and update the SVMP throughout the Construction Period. The Design-Build Firm is responsible for establishing maximum settlement and vibration thresholds equivalent to or lower than the Department Specification requirements for all construction activities, including vibratory compaction

operations and excavations.

Submittals for Settlement and Vibration Monitoring Plan (SVMP) shall include the following as a minimum:

- Identify any existing structures in addition to those identified that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels. The maximum vibration levels stated for existing structures shall not be exceeded.
- Identify any existing structures in addition to those identified that will be monitored for settlement during the construction period.
- Establish the maximum settlement levels for the existing structures that must not be exceeded. The maximum settlement level stated shall not be exceeded.
- Identify any existing structures in addition to those identified that require pre-construction and post-construction surveys.

The Authority will perform the review of Vibration and Settlement submittals in accordance with Authority Specifications.

Construction Noise

The Design-Build Firm shall use means and methods of construction that minimize noise throughout all phases of the Project. Location of mobile and stationary equipment such as, air compressors, generators, pumps, etc., shall be such as to minimize impact to businesses and residences in the vicinity of the Project. All equipment associated with the work must be equipped with noise suppression devices which must be maintained in their original operating condition considering normal wear. Manufacturer installed noise suppression devices such as mufflers, engine covers, insulation, etc. must not be removed nor rendered ineffectual nor remain off the equipment while the equipment is in use. Additional noise suppression, beyond standard manufacturer feature, shall be used where necessary.

The Design-Build Firm shall follow all local noise ordinances and shall coordinate with the local entities enforcing said ordinances prior to the beginning of construction.

C. Geotechnical Services:

The authority has provided geotechnical exploration materials as a reference document in this RFP. No additional field exploration or testing shall be performed by any Design-Build Firm prior to the shortlist date. After the shortlist date, shortlisted Design-Build Firms must submit a boring plan and all applicable FDOT permit requests to FDOT District 7 and copy the Authority to receive approval.

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Static or Statnamic Load Test. Before the resistance factors for static/statnamic load testing may be used for pile foundations, a minimum of two (2) successful load tests must be performed

relatively evenly spaced within the area of the project with driven piles at locations approved by the Authority.

The Design-Build Firm shall be responsible for the following:

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Authority may observe the installation of test piles and all pile testing.
6. Preparing and submitting a Pile Installation Plan for the Authority's acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.
10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. Providing safe access, and cooperating with the Authority in verification of the piles, both during construction and after submittal of the certification package.

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Bi-Directional Load Test or Statnamic Load Test. For Bi-Directional Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts on the Project, a minimum of four (4) successful load tests must be performed relatively evenly spaced across the project at locations approved by the Authority.

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier. For non-redundant drilled shaft foundations, perform at least one SPT boring in accordance with the Soils and Foundation Handbook at each drilled shaft location prior to establishing the drilled shaft tip elevations and socket requirements.
3. Determining the locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for each shaft location and for test holes (also known as test shafts or method shafts) and load test shafts and providing the results of the pilot hole borings and the computations of calculated shaft tip elevations to the Authority at least one (1) week before beginning construction of these shafts.
5. Preparing and submitting a Drilled Shaft Installation Plan for the Authority's acceptance. Drilled shafts within six (6) shaft diameters of each other shall not be excavated

- concurrently. Excavation of a drilled 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.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
 7. Providing all personnel and equipment to perform a load test program on the load test shafts.
 8. Determining the production shaft lengths.
 9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Authority.
 10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
 11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
 12. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform Cross-Hole Sonic Logging (CSL) or Thermal Integrity testing on any shaft suspected of containing defects.
 13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
 14. Submitting Foundation Certification Packages in accordance with the specifications.
 15. Providing safe access, and cooperating with the Authority in verification of the drilled shafts, both during construction and after submittal of the certification package.
 16. Complying with the tolling gantry foundation requirements provided in the Authority's GTR.

Spread Footings Foundations

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the spread footing.
2. Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels, in accordance with the specifications.
3. Inspecting and documenting the spread footing construction.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access, and cooperating with the Authority in verification of the spread footing, both during construction and after submittal of the certification package.

Specialty Geotechnical Services Requirements

Specialty geotechnical work is any alternative geotechnical work not covered by Department Specifications and requires the development of a Technical Special Provision (TSP). Any TSP for geotechnical work shall include the following:

- Criteria of measurable parameters to be met in order to accept the specialty geotechnical work,
- A field testing and instrumentation program to verify design assumptions and performance,
- A quality control program to be performed by the Design-Build Firm that includes sampling and testing to ensure the material quality, products, and installation procedures meet , requirements,
- A verification testing program to be performed by the Geotechnical Foundation Design Engineer of Record (GFD EOR) that includes inspection, sampling, and testing to verify the material,

products, and procedures meet requirements. The TSP shall include language providing separate lab samples to be used for the Authority’s independent verification.

- A certification process

After construction of the specialty geotechnical work, the Design-Build Firm shall submit a certification package for Authority’s review. The certification package shall include the results of all the field testing, instrumentation and lab testing performed and a signed and sealed letter by the GFD EOR certifying that the specialty geotechnical work meets the requirements. The Authority may issue comments and require additional verification testing.

D. Utility Coordination:

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design-Build Firm’s proposal. The Design-Build Firm shall notify the Authority in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and utility coordination practices,
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design-Build Firm’s Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations
3. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build firm’s plans.
4. Scheduling and attending utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build Project.
7. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Authority for review, all Utility Agreements.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate “*Sunshine State One Call of Florida*” tickets.
10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
11. Providing periodic Project updates to the Authority’s Project Manager as requested.
12. Coordination with the Authority on any issues that arise concerning reimbursement

- of utility work costs.
13. Complying with the electrical and communications requirements for toll facilities.

The following Utility Agency/Owners (UA/O’s) have been identified by the Authority as having facilities within the Project corridor for which Authority contemplates an adjustment, protection, or relocation is possible. It is anticipated that each UA/O will be responsible for the adjustment, protection or relocation of their own facilities at their own cost (non-compensable), and that all relocations associated with the design provided in the Concept Plans will be completed prior to anticipated execution date. The Design-Build Firm shall confirm all relocations with respect to their design. Should additional relocations be required, it is the responsibility of the Design-Build Firm to account for said relocations in their schedule and bid.

Summary of UAO having facilities within the Proposed Project Limits

| UAO | Contact | Address / Phone Number | E-Mail |
|--|-----------------|---|--|
| AT&T Transmission | Michael Gamboa | 6015 Benjamin Road, Suite 306 Tampa, FL 33634 (813) 888-8300 | gtjacobson@att.com |
| Bright House Networks | Gary Blevins | 4145 Falkenburg Road Suite 4 Riverview, FL 33578 (813) 684-6100 ext. 34081 | gary.blevins@charter.com |
| Centurylink (Formerly Quest) | Mike Fitzgerald | 5908 Hampton Oaks Pkwy, Suite A Tampa, FL 33610 (941) 661-7557 | mike.fitzgerald@centurylink.com |
| Fiberlight | Tim Green | 6089 Johns Rd Suite 7 Tampa, FL 33634 (813) 877-7183 | Tim.Green@fiberlight.com |
| Frontier Communications (formerly Verizon LLC) | Dan Collings | 7701 E. Telecom Parkway Tampa, FL 33637 (813) 978-2158 | daniel.collings@ftr.com |
| Level 3 Communication | Jay Malinowski | 3923 Coconut Palm Dr. Tampa, FL 33619 (813) 623-2070 | jay.malinowski@level3.com |
| Verizon Business (formerly MCI) | John Bachelder | 2400 N. Glenville Dr. Richardson, TX 75082 (972) 729-6016 | Investigations@Verizon.com |
| City of Tampa Water | Zack Worley | Tampa Water Department Administration Division 306 E. Jackson Street Tampa, FL 33602 (813) 274-7516 | zack.worley@tampagov.net |
| City of Tampa | Viet Tram | Tampa Water | viet.tram@tampagov.net |

| | | | |
|------------------------------------|------------------|--|--|
| Wastewater | | Department Administration Division 306 E. Jackson Street, 6N Tampa, FL 33602 (813) 274-8944 | |
| Tampa Electric Co. Transmission | Phillip Marshall | (813) 635-1773 | pgmarshall@tecoenergy.com |
| Tampa Electric Co. Distribution | Heather Lovett | 2200 E. Sligh Avenue Tampa, FL 33610 (813) 275-3433 | hclovett@tecoenergy.com |
| Tampa Airport Pipeline, Co. | Tim Suter | 7403 Hoadley Street Tampa, FL 33616 813 839-4947 | tapc1@hotmail.com |
| Teco Peoples Gas | Chris Uria | 1400 Channelside Drive Tampa, FL 33605 (813) 275-3731 | ckuria@tecoenergy.com |

In addition to the list above, there is an unmarked buried utility/utilities servicing nearby military and government facilities. Should construction activities encounter said utility/utilities, the Authority shall be notified immediately and the Design-Build Firm shall cease construction activities and immediately contact the Authority.

Overhead transmission facilities shall remain energized throughout the duration of the contract. The Design-Build Firm shall provide a design and perform construction activities in a manner that does not require the de-energization of any transmission facilities.

The Authority has performed SUE locates. This information has been provided in the reference documentations and may be used in the Design-Build Firm’s design with no liability on the Authority.

The Design-Build Firm may request the utility to be relocated to accommodate changes from the conceptual plans; however, these relocations require the Authority’s approval and the Authority will not pay the Utility Agency/Owner (UA/O) or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.

All utility conflicts shall be fully resolved by the Design-Build Firm directly with the applicable utility, at no cost or expense to the Authority or Department, provided that no resolution shall impose any new or different obligations on the Authority or Department or vary the terms of any permit or other authorization under which a utility occupies any part of the Authority or Department Property.

Any relocation of a utility to a new location within Department owned right-of-way shall be coordinated with the Department through the Authority to avoid creating conflicts with future Department projects.

Any fire hydrants on or adjacent to the Project right-of-way shall be kept accessible at all times and no material or obstruction shall be placed within fifteen (15) feet of any such fire hydrant. Heavy equipment shall not be operated close enough to pipe headwalls or other structures to cause damage or displacement.

Any relocation agreements, plans, work schedules and permit application are to be forwarded to the Authority for review by the DEO and CEI. The CEI only reviews the documents and are not to sign them.

Once reviewed, the utility permit application will be forwarded to the DEO for the permit to be signed and recorded.

E. Roadway Plans:

General:

The Design-Build Firm shall prepare the Roadway Plans Package. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, Traffic Control Plans, Environmental Permits and other necessary documents.

The Design-Build Firm may elect to utilize the design depicted in the Concept Plans as a starting point for the proposed design. The Design-Build Firm is not limited to the work identified in the Concept Plans; however, the proposed design must comply with the Authority Commitments and the requirements of this RFP.

All intersections (both signalized and unsignalized), shall comply with the requirements of Index 546, Sight Distance at Intersections. No bridge piers, abutments, walls, or any other miscellaneous structures shall be located within the Clear Sight Triangle, beyond the locations outlined in the Design Variation for clear zone provided in the Attachments.

The Park areas identified in the Attachments will be made available to the Design-Build Firm for use as staging areas. The Design-Build Firm will be responsible for obtaining any required permits for use of the properties, as well as cleaning and leveling the properties to the Authority's satisfaction at the completion of construction. Public access to the parks will not need to be provided, as both park areas will be closed to the public for the duration of construction if they are utilized by the Design-Build Firm.

Design Analysis:

The Design-Build Firm shall develop and submit a signed and sealed Typical Section Package, Pavement Design Package and Drainage Analysis Report for review and concurrence by the Authority.

Any deviation from the Authority's or Department's design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. All such Design Variations and Design Exceptions must be approved. The Authority has identified the following design variations. This list is not meant to be all inclusive. The Design- Build Firm is required to identify and obtain design variations for all design criteria within the Project that does not meet the applicable and appropriate design criteria. The concept plans as currently designed will require those variations listed in the SEIR Reevaluation. The Design- Build Firm shall prepare and obtain all design variations required for their design.

The City of Tampa improvements along West Shore Boulevard have been developed based upon Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) minimum design criteria. Design variations for work along West Shore shall be based upon the Florida Greenbook standards.

The Authority has obtained approval from the Department for the following design variations:

- Lateral offset for Gandy Boulevard - The intent is for the lateral offset to the Selmon West Extension bridge piers along Gandy Boulevard to not be less than the lateral offsets included in the

design variation. Design deviations reducing the lateral offset or the pier station limits included in the design variation will require resubmittal of the design variation for approval.

- Lane widths for Gandy Boulevard - The intent is for the lane widths on Gandy Boulevard within the limits of the Selmon West Extension bridge piers to not be less than the lane widths included in the design variation in order to provide the minimum lateral offset included in the design variation. Design deviations reducing the lane widths or station limits of the lane width included in the design variation will require resubmittal of the design variation for approval.
- Stopping sight distance for Gandy Boulevard - The intent is for the intersection stopping sight distance at the intersection of Gandy Boulevard and Church Avenue due to the substantial volume of heavy vehicles entering Gandy Boulevard from Church Avenue since the median width is not sufficiently wide to provide a pause location for an intermediate semi-trailer design vehicle, which causes the bridge piers to encroach into the intersection sight triangle for the side street. Design deviations of the pier station limits or an increase in size of the piers included in the design variation will require resubmittal of the design variation for approval.
- Clear zone for Gandy Boulevard - The intent is for the clear zone distance to the Selmon West Extension bridge piers along Gandy Boulevard to not be less than the clear zone distance included in the design variation. Design deviations reducing the clear zone distance or the pier station limits included in the design variation will require resubmittal of the design variation for approval.

The Design-Build Firm will need to prepare and submit for approval the following design variations:

- Bicycle lanes along Gandy Boulevard - The intent is to exclude bicycle lanes along Gandy Boulevard within the urban typical section only, to match the existing condition.
- Median width along Gandy Boulevard - The intent is to match the existing median width along Gandy Boulevard within the rural typical section at the west end of the project only.
- Horizontal curve length - The intent for the design variation is only applicable to the ramps as currently configured in the concept plans. The geometric constraints of the proposed ramps include horizontal curve lengths that do not meet the FDOT design criteria for minimum length of curve.

The Design-Build Firm shall request written approval from the City of Tampa for the allowance of a minimum gutter grade of 0.2% along West Shore Boulevard.

The Design Exception and Variations included as Attachments are site specific and therefore the Design-Build Firm is required to submit and obtain approval of any additional exceptions or variations including modifications to the previously approved exceptions or variations for the Project. As additional variations are identified by the Design-Build Firm, those variations must be submitted to the Authority for approval prior to implementation in the design.

- **Roadway Design:**

See PPM Volume 2; Chapter 2 for Roadway Design sheets, elements and completion level required for each submittal.

1. **Typical Section Package:**

- Transmittal letter
- Location Map
- Roadway Typical Section(s)
 1. Pavement Description (Includes milling depth)
 2. Minimum lane, shoulder, median widths
 3. Slopes requirements
 4. Barriers
 5. Right-of-Way
- Data Sheet
- Design Speed

2. **Pavement Design Package:**

The design/build firm shall prepare a pavement design package in accordance with the FDOT Flexible Pavement Design Manual. The following requirements shall be met:

- Minimum design period: 20 years
- Minimum ESAL's: See FDOT AADT Traffic Data and Equivalent Single Axle Loading (ESAL) values Attachment.
- Minimum design reliability factors
 - Selmon Expressway, Selmon West Extension and all Ramps: 95%
 - Gandy Boulevard: 90%
- Roadbed resilient modulus: See Resilient Modulus Recommendations Attachment

The Design Build Firm shall follow the flexible pavement designs as provided below:

Gandy Boulevard (Gandy Bridge to Selmon West Extension)

- **New Construction**
 - Optional Base Group 9 (Type B-12.5 only)
 - Structural course Type SP (Traffic D) (2.00")
 - Structural Course Type SP (Traffic D) (PG 76-22) (2.00")
 - Friction Course FC-5 (Traffic D) (PG 76-22) (0.75")
- **Shoulder Pavement**
 - Optional Base Group 9 (Type B-12.5 only)
 - Structural course Type SP (Traffic D) (PG 76-22) (2.00")
 - Friction Course FC-5 (Traffic D) (PG 76-22) (0.75")
- **Variable Depth Milling**
 - Mill Existing Asphalt Pavement for Slope (2.25" average depth)

- **Resurfacing**
 - Structural Course Type SP (Traffic D) (PG 76-22) (2.50’)
 - Friction Course FC-5 (Traffic D) (PG 76-22) (0.75’)
- **Shoulder Milling**
 - Mill Existing Asphalt Pavement for slope (2.25’ average depth)
- **Shoulder Pavement Resurfacing**
 - Structural Course Type SP (Traffic D) (PG 76-22) (2.50’)
 - Friction Course FC-5 (Traffic D) (PG 76-22) (0.75’)

Gandy Boulevard (Selmon West Extension to Dale Mabry Highway)

- **Widening**
 - Optional Base Group 9 (Type B-12.5 only)
 - Structural Course Type SP (Traffic C) (PG 76-22) (2.50’)
 - Friction Course FC-12.5 (Traffic C) (PG 76-22) (1.50’)
- **Variable Depth Milling**
 - Mill Existing Asphalt Pavement for slope (1.50’ average depth)
- **Resurfacing**
 - Friction Course FC-12.5 (Traffic C) (PG 76-22) (1.50’)

Selmon West Extension, including the NB and SB Ramps

- **New Construction / Full Depth Shoulders**
 - Optional Base Group 9
 - Structural Course Type SP (Traffic C) (2.00’)
 - Structural Course Type SP (Traffic C) (PG 76-22) (2.00’)
 - Friction Course FC-5 (Traffic C) (PG 76-22) (0.75’)

Selmon Expressway

- **Widening**
 - Optional Base Group 10
 - Structural Course Type SP (Traffic D) (2.00’)
 - Structural Course Type SP (Traffic D) (PG 76-22) (2.00’)
 - Friction Course FC-5 (Traffic D) (PG 76-22) (0.75’)
- **Shoulder Pavement**
 - Optional Base Group 2
 - Structural Course Type SP (Traffic D) (PG 76-22) (2.00’)
 - Friction Course FC-5 (Traffic D) (PG 76-22) (0.75’)
- **Variable Depth Milling**
 - Mill Existing Asphalt Pavement for slope (2.25’ average depth)

- **Resurfacing**
 - Structural Course Type SP (Traffic D) (PG 76-22) (1.50’)
 - Friction Course FC-5 (Traffic D) (PG 76-22) (0.75’)
- **Shoulder Milling**
 - Mill Existing Asphalt Pavement for slope (2.25’ average depth)
- **Shoulder Pavement Resurfacing**
 - Structural Course Type SP (Traffic D) (PG 76-22) (1.50’)
 - Friction Course FC-5 (Traffic D) (PG 76-22) (0.75’)

Interchange Ramps

- **New Construction**
 - Optional Base Group 10
 - Structural Course Type SP (Traffic B) (PG 76-22) (2.00’)
 - Friction Course FC-5 (Traffic B) (PG 76-22) (0.75’)
- **Shoulder Pavement**
 - Optional Base Group 2
 - Structural Course Type SP (Traffic B) (PG 76-22) (2.00’)
 - Friction Course FC-5 (Traffic B) (PG 76-22) (0.75’)

The Design Build Firm shall follow the rigid pavement designs as provided below:

Selmon West Extension, including NB and SB Ramps

- **New Construction / Shoulder**
 - Optional Base Group 1 (Type B-12.5 only)
 - Plain Cement Concrete (11’)
- **Toll Gantry Loop Pavement Area**
 - Glass Fiber Reinforced Polymer Concrete (11’)

Ramp D

- **New Construction / Shoulder**
 - Optional Base Group 1 (Type B-12.5 only)
 - Plain Cement Concrete (9.5’)
- **Toll Gantry Loop Pavement Area**
 - Glass Fiber Reinforced Polymer Concrete (9.5’)

All pavement designs will include 12” Type B Stabilization LBR 40 with the following exception: Toll gantry loop pavement area to be constructed on embankment per Index 505 Sheet 4 of 4 with either a 3” layer of #57 stone between the embankment and the Glass-Fiber-Reinforced-Polymer-Concrete or #89 stone mixed into the top 6” of embankment.

In areas outside of the limits outlined above, where pavement markings have been removed for Maintenance of Traffic purposes, constant depth milling is required to remove scarred pavement. In those specific areas it is permissible to mill the existing friction course and resurface at the existing cross slope to replace the friction course.

Rigid pavement to included edge drain for concrete pavement sub-drainage.

Toll gantry loop pavement area shall meet the requirements of FDOT General Tolling Requirements (GTR) Volume 1 Design and Process Florida's Turnpike Enterprise Toll Operations and Design Departments July 2016, Chapter 13.

Use of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for pavement design shall not be allowed.

3. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the Department's Environmental Management section and Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to Authority. These activities and submittals should be coordinated through the Authority's Project Manager.

The exact number of drainage basins, outfalls and water management facilities (retention/detention areas, weirs, etc.) floodplain compensation sites, and Impaired Water Body and Outstanding Florida Waters designations will be the Design-Build Firm's responsibility. The Design-Build Firm shall obtain approval of the stormwater treatment/attenuation design.

The objective is to obtain approved stormwater treatment/attenuation design.

The Design-Build Firm shall perform design and generate construction plans documenting the permitted systems function to criteria.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP. If any existing cross drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs shall be made in accordance with the requirements of this RFP.

The Design-Build Firm shall maintain its work in such condition that adequate drainage will exist at all times. The construction of the Project shall not temporarily or permanently cause a material adverse effect to existing functioning storm sewers, gutters, ditches, and other run-off facilities.

Existing drainage systems both inside and outside the Project Right of Way that (a) convey runoff from the Project ROW and (b) are to remain in service, shall be cleaned and desilted to the first existing drainage

structure downstream of the physical connection point, Right of Way, or limit of Project drainage improvement, whichever is further.

Permits from the SWFWMD have been obtained for this project. The Design-Build Firm shall be responsible for modifying issued permits as necessary to accurately depict the final design. It is noted that the permits reflect the regulations and conditions present at their date of issuance and the Design-Build Firm is responsible for accommodating any changes therein. Joint-use ponds or alternative SMFs can be considered; however, the Design-Build Firm is responsible for all associated coordination, costs, permitting fees and fines, as well as any permit time extensions. The Design-Build Firm shall design appropriate treatment and attenuation in accordance with SWFWMD and Department criteria for each existing outfall.

SWFWMD has issued an ERP permit exemption letter for the work along West Shore Boulevard as depicted in the conceptual plans.

It shall not be acceptable to place guardrails or barrier walls for the sole purpose of circumventing clear zone criteria for drainage structures.

If pond liners are utilized, the Design-Build Firm shall determine an appropriate factor of safety for pond liners to prevent failures. The minimum factor of safety shall be 1.20.

The Design-Build Firm shall perform double ring infiltrometer tests (same number of tests as performed for design and permitting) for any dry pond 180 days prior to obtaining Final Acceptance. The double ring infiltrometer tests shall demonstrate infiltration rates equal to or better than the permitted rates. The bottom of any dry pond shall not be sodded.

If deck drains are required on proposed bridges, they shall be closed systems with no direct discharge to the ground below the bridge. The minimum size pipe for the deck drain conveyance system shall be 8 inches in diameter for primarily vertical conveyances. Use 12-inch minimum diameter pipe for longitudinal conveyance and trunk lines. The diameter sizes used shall be supported by hydraulic calculations approved by the Authority. In addition, any pipes running along the bridge deck to the piers shall have a minimum slope of 2%, any inlets in a sag shall have a flanking inlet, the minimum inlet grate area shall be 6 square feet and inlets shall be sized and spaced based on an assumed 50% grate blockage. Orifice flow and pipe flow shall be considered to ensure the hydraulic grade line is kept at or below the grate elevation. Pavement spread widths for the elevated roadway shall not exceed the shoulder.

Vertical pipes adjacent to MSE walls shall have a concrete thrust block at the base of the pipe and a resilient connector at the base of the inlet.

Placing storm drain pipes below retaining walls shall not be allowed when other options may be available. Where a storm drain pipe needs to cross under a retaining wall, the pipe shall cross perpendicular to the wall at depths meeting the applicable design criteria to minimize impacts of any anticipated wall settlement. The alignment of pipes under retaining walls shall be configured to minimize the length of pipe under the wall.

The use of inverted siphons shall not be allowed on this project.

The Design-Build Firm will consider optional culvert materials in accordance with the Department's Drainage Manual Criteria. The minimum RCP class shall be Class II. The minimum HDPE pipe class shall be Class II. The Design-Build Firm shall only use the optional pipe materials tabulated for a given structure. The documentation supporting the chosen optional pipe material, including the Culvert Service Life

Estimator Program Analysis, shall be submitted to the Authority with the 90% plan submittal. Pipe material type installed on the Project shall be indicated on the Summary of Drainage Structures Sheets. The Design-Build Firm shall only use 1 type of pipe material on pipe runs between drainage structures.

A2000 PVC (ASTM F 949) shall not be used in areas exposed to direct sunlight such as above ground, unshaded installations, endwalls, and mitered end sections. Additional requirements are as follows:

- PVC pipe shall be manufactured from PVC compound having no less than 1.0 part of Titanium Dioxide per 100 parts of PVC resin, by weight.
- PVC pipe shall be installed within 2 years from the date of manufacture.

Reinforced Concrete Pipe (RCP) will be the only culvert pipe option permitted for use along West Shore Boulevard.

Water tight joints shall be required for all pipes. In the event of a leak at a pipe joint, hydrostatic calculations shall be submitted by the Design-Build Firm to demonstrate that the joint(s) are water tight per FDOT Specifications. Field measurement of the ground water elevation shall be required at the location of the leak to perform the required calculations.

All precast storm sewer manholes and inlets shall have resilient connectors. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage structure shop drawing submittals. Drainage structure shop drawings shall be reviewed and approved by the Drainage EOR. The Authority will not be responsible for approving the Drainage Structure Shop Drawings.

The Design-Build Firm shall provide a drainage design that incorporates galvanized grates and manhole covers. Manholes shall not be located within the vehicle wheel path in any travel lane. The design shall also incorporate all bridge downspouts within the bridge piers.

The RFP includes, as reference documentation, video inspection materials for the longitudinal culvert on the north side of the Gandy Boulevard from approximately Manhattan Avenue to west of Dale Mabry Highway. This material may be used by the Design-Build Firm as needed. The Design-Build Firm shall protect the culvert during construction activities near the culvert. It is noted that caution should be taken when placing a load (such as a crane, for example) atop this existing culvert.

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the Authority. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Authority observed holidays) prior to any submittals containing drainage components.

The Design-Build Firm shall provide the Authority a signed and sealed Drainage Design Report. It shall include all drainage computations, both hydrologic and hydraulic. The Engineer shall include all necessary supporting data. The Drainage Design Report shall include, at a minimum, the following items:

- Comprehensive narrative
- Existing conditions drainage pattern discussion and existing drainage map
- Proposed conditions drainage pattern discussion and proposed drainage map
- Outfall and boundary conditions

- Tailwater conditions and supporting documentation
- Design criteria
- Cross drain analysis
- Floodplain/floodway encroachment and compensation analysis
- Stormwater quality analysis, including volume recovery calculations
- Stormwater quantity analysis, including ICPR (or equivalent software) input and output
- A link-node diagram for the existing and proposed drainage conditions shall be provided for all hydraulic modeling. The diagram shall include, at a minimum, node names, link names, and overall drainage divides and areas.
- The drainage areas, Tc, CN, and other supporting data
- Control structure analysis, including skimmer and bleeder calculations
- Storm drain analysis (in approved format), including grate capacity for entire length of project along Gandy Blvd., including contributing bridge deck runoff and accounting for the fall from the bridge deck in the hydraulic gradient calculations
- Ditch conveyance analysis
- Pavement drainage analysis (sheet flow, gutter flow, pavement spread, hydroplane, special gutter grades)
- Culvert service life analysis
- Structure and liner flotation analysis
- Temporary drainage during construction
- Supporting data for the above items
- Relevant correspondence

All calculations shall require the Authority's approval. The drainage documentation shall not reference any previously prepared design documentation or existing permit information as support for the Design-Build Firm's Project design. All pertinent information prepared by others shall be verified by the Design-Build Firm before being incorporated into the corresponding sections of the Project design documentation. An attachment of entire previously prepared documents will not be accepted.

The drainage documentation shall include a discussion which clearly states how the Project design is consistent with the previously permitted condition. Where the Project design is not consistent with the previously permitted condition, the documentation shall clearly describe the location of the change, the nature of the change and the permitting activities required to address the change. Existing and proposed basin maps shall be provided at the beginning of the supporting documentation for each SMF design, showing the boundaries with areas of the permitted conditions for all basins. The maps shall include an aerial background, basin divides, basin areas, permitted SMFs identified with control elevation, DHW, permit number, and outfall location. Drainage Plans shall include, at a minimum, the following items:

- Drainage Map and Regional Drainage Map
- Interchange Drainage Map
- Box Culvert Data Sheet
- Summary of Drainage Structures
- Optional Pipe Materials Sheet
- Roadway Plan/Profile Sheets (include all drainage structures)
- Drainage Structure Sections
- SMF and FPC Sheets (Plan, Typical Section, Control Detail)
- Lateral Ditch Plan/Profile
- Lateral Ditch Cross Sections

- Drainage Detail Sheets

F. Geometric Design:

The Design-Build Firm shall prepare the geometric design for the Project using the Design Standards and criteria that are most appropriate with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this document.

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design-Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards. At a minimum, the criteria in the Department's Plans Preparation Manual shall be applied for the design of the roads in this Project.

Design for improvements along West Shore Blvd. may utilize minimum design standards contained in the Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook).

The Design-Build Firm shall adhere to the minimum number of lanes, minimum storage lengths, access points and access control for all roadways, auxiliary lanes, acceleration and deceleration lanes, and ramps as depicted in the Concept Plans.

The Design-Build Firm shall provide a design that will accommodate a future 6-lane typical section on the Selmon Expressway. This future 6-laning is anticipated to include widening in the median with two additional 12' lanes, two 6' inside paved shoulders and median barrier wall.

The Design-Build Firm shall construct the new U-turn movement under the first span of the viaduct structure. The existing U-turn movement shall not be removed from service until the new U-turn is constructed and open to traffic.

All curbs, sidewalks and pedestrian crosswalks impacted by construction shall be restored to meet current standards. Standard galvanized steel railing shall be used for the protection of pedestrians and bicyclists from drop-off hazards. Proposed sidewalks within this Project shall be constructed with 6-inch thick concrete.

The minimum storage length for all turn lanes at all intersections in the Project are as shown in the Concept Plans and shall not be reduced by the Design-Build Firm.

The Design-Build Firm shall construct the eastbound contraflow ramp within the interchange at Dale Mabry Highway, including temporary barrier to prohibit access during normal traffic operations. The contraflow ramp is shown in the concept plans.

The Design-Build Firm shall coordinate with Pinellas Suncoast Transit Authority (PSTA) and Hillsborough Area Regional Transit Authority (HART) on the relocation and reconstruction of existing bus stop pads and bus shelter pads that are impacted by the construction of the Project. All impacted bus stop pads and bus shelter pads shall be removed and reconstructed in kind per PSTA and HART Construction Standards. PSTA and HART will be responsible for furnishing and installing associated above-ground features. PSTA and HART will be responsible for removing existing associated above-ground features that are not intended to remain after construction and those that are necessary to be removed temporarily to avoid conflict with the Design-Build Firm's work.

All areas of the Project that are not shown in the RFC plans to be altered in elevation shall remain unaltered or be brought back to their original elevations/levels by the Design-Build Firm.

City of Tampa – Improvements to West Shore Boulevard intersection

Concept plans for improvements to the West Shore Boulevard intersection have been developed by the City of Tampa and will be completed as a part of this project. West Shore Boulevard will be widened to construct new turn lanes on the approaches to Gandy Boulevard for a distance of 660 feet south and 1,100 feet north of the intersection. Improvements will include; milling and resurfacing, pavement widening, concrete traffic separator, curb and gutter, sidewalks, driveway turnouts, bus shelter pads, new storm sewer system, signing and pavement markings, and new traffic signal mast arms in the northeast and southwest quadrants.

The design elements shown in the approved typical section shall be implemented as a part of this project.

G. Design Documentation, Calculations, and Computations:

The Design-Build Firm shall submit to the Authority design documentation, notes, calculations, and computations to document the design conclusions reached during the development of the construction plans.

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Authority. At the Project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the As-Built Plans and CADD files.

The design documentation, notes, calculations and computations shall include, but not be limited to the following data:

1. Design Standards and criteria used for the Project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits

H. Structure Plans:

For the written technical proposal, the Design-Build Firm shall develop three (3) different pier design options that strike a balance between structural functionality and aesthetically complementing and enhancing Gandy Boulevard's sense of place as the signature roadway in South Tampa's Gandy corridor. The alternatives shall feature different shapes, colors and textures that coordinate with the viaduct superstructure and walls. Pier aesthetic graphics have been provided as a reference document. These aesthetics have been previously presented to the public and are to be used as a guide to developing the alternatives. The Authority will choose two (2) of the alternatives and present them at a public meeting where the general public will determine the final aesthetic treatments to be implemented in the final design. The Design-Build Firm's submitted bid price shall not be altered based on the final aesthetic selection.

1. **Bridge Design Analysis:**

- a. The viaduct structure along Gandy Boulevard shall have a superstructure consisting of a single box and consisting of the same bridge type from the begin bridge to Station 703+30 in the Concept Plans. From Station 703+30 to the end of the bridge: 1) the viaduct bridge to the EB and WB Selmon Expressway shall include no more than two boxes and be of the same material (e.g., concrete, steel), structure depth, and web slopes as the rest of the viaduct; 2) the Ramp D bridge shall include one box of the same material (e.g., concrete, steel), structure depth, and web slopes as the rest of the viaduct. Provide a full width curtain wall at the transition pier located at Station 703+30. Provide transverse post-tensioning across longitudinal closure pours.
- b. The mainline Viaduct within the median of Gandy Boulevard shall have a minimum 30 foot vertical clearance to the bottom of the superstructure above the roadway below. As it is ascending or descending on each end' it should have a minimum 16.5 foot clearance above all roadways. Additionally, the bottom of the superstructure shall meet the minimum vertical clearance requirements from CSX as included in Attachment 11 (CSX Railroad Exhibit).
- c. The Design-Build Firm shall submit to the Authority final signed and sealed design documentation prepared during the development of the plans.
- d. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.
- e. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The Bridge Load Rating Calculations, the Completed Bridge Load Rating Summary Detail Sheet, and the Load Rating Summary Form shall be submitted to the Authority for review with the 90% superstructure submittal. The final Bridge Load Rating Summary Sheet and Load Rating Summary Form shall be submitted to the Authority for review with the Final superstructure submittal. A final, signed and sealed Bridge Load Rating, updated for as-built conditions, shall be submitted to the Authority for each phase of the bridge construction prior to placing traffic on the completed phase of the bridge. A final, signed and sealed Bridge Load Rating, updated for the as-built conditions as part of the As-Built Plans submittal shall be submitted to the Authority before any traffic is placed on the bridge. The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida.
- f. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.

- g. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falsework systems, etc.) to ensure compliance with the contract plan requirements and intent.
- h. The Design-Build Firm shall request bridge numbers from the Authority for all new structures not currently having a bridge number.

2. Criteria

The Design-Build Firm shall incorporate the following into the design of this facility:

- a. All plans and designs are to be prepared in accordance with the Governing Regulations of Section V. A.
- b. Bridge Widening: In general, match the existing as per the Department Structures Manual. Widened portions of existing bridges shall match the span arrangement of the existing bridges. The depth of the proposed exterior beams for any widening shall match the adjacent existing beam depth. Beams shallower than the adjacent existing beam depth shall only be used for the purpose of maintaining existing minimum vertical clearances. Under no circumstance shall the proposed minimum vertical clearance be less than existing. Where existing prestressed concrete bridges have end diaphragms, the widened portions shall use end diaphragms that shall be connected to the existing end diaphragms. Replace in-kind all existing expansion joints (excluding armoring, if present) coping-to-coping with new full width joints. Re-use of existing joint glands shall not be allowed. New cast-in-place concrete decks for widened section of bridges shall receive deck grooving.
- c. Critical Temporary Retaining Walls: Whenever the construction of a component requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.
- d. With the exception of the viaduct and Ramp D bridges, bridges within the Dale Mabry interchange shall be of similar structure type and material (e.g., AASHTO beams, FIB's) as the existing structures within the interchange. However, Ramp A bridge may be an AASHTO beams, FIB's, or flat slab structure.

- e. The use of intermediate pile bents is not allowed, except for Ramp A.
- f. The environmental classification to be used for all bridges shall be as follows:
 - Viaduct facility along Gandy Blvd and appurtenances:
 - Superstructure: Extremely Aggressive
 - Substructure: Extremely Aggressive
 - Interchange structures and appurtenances:
 - Superstructure: Moderately Aggressive
 - Substructure: Moderately Aggressive
- g. The design criteria associated with these environmental classifications shall be used for the entire structure and will not be allowed to vary at different locations along the structure.
- h. Where precast match-casting is utilized, provide steam curing of both the match-cast (conjugate) segment and segment being cast for segments meeting both criteria listed below:
 - When segments are wider than 50’.
 - When the segment-to-width ratio is equal or greater to 5.0
- i. Permanent Retaining Walls: The use of partial height walls such as perched walls or toewalls, as defined in the FDOT Structures Manual, shall not be allowed on this Project
- j. Open expansion joints in bridge decks are not permitted. Longitudinal expansion joints are not permitted.
- k. Alternate materials for use of backfill for MSE walls shall not be permitted. MSE wall backfill shall meet the requirements of the FDOT Specifications
- l. Lightweight concrete shall not be permitted for structural applications.
- m. The use of Geosynthetic Reinforced Soil (GRS) abutments or spread footings behind MSE walls in lieu of pile-supported or shaft-supported end bents is prohibited.
- n. The following bridges shall have the existing traffic railing upgraded to Index #427 Traffic Railing – (36” Single-Slope):
 - Bridge Number 100305 (EB LRSE over Gandy Blvd.)
 - Bridge Number 100306 (WB LRSE over Dale Mabry Hwy.)
 - Bridge Number 100307 (EB LRSE over Dale Mabry Hwy.)

Index #428 Traffic Railing – (42” Single-Slope) TL-4 shall be utilized on

the left barrier of the Ramp A bridge, the right barrier of the Selmon northbound Ramp bridge, the right barrier of the Mainline bridge from the approximate gore area station of 706+20 to the end bridge, and the left barrier of Ramp D from station 81+00 to end approach slab. Each location is shown in the typical section and concept plans. Transitions from roadway F-Shape traffic railings to the single-slope structure traffic railings shall be made off-structure (i.e., within the limits of the approach slabs) and shall be provided during final design by the Design Build firm. Retrofit the existing approach slabs, MSE wall junction slabs, guardrail transitions, and other appurtenances as necessary.

- o. Bridge Barriers: The 42” single slope Traffic Railing (Index #428) shall be used on bridges where the baseline radius of horizontal curvature is less than 1,100 feet.
- p. Transition from Index #427 Traffic Railing – (36” Single-Slope) TL-4 to Index #428 Traffic Railing – (42” Single Slope) TL-5 shall occur horizontally and vertically over a minimum of length of 6’-8”.
- q. The Design-Build Firm shall provide the associated crash test documentation for the barrier walls containing the embedded LED lighting. If an embedded lighting barrier wall is selected, the barrier wall must be crash tested or have the same cross section as the standard crash tested barriers. If lighting is fastened to the barrier wall, the barrier wall must have the same cross section as standard crash tested barriers. Any MSE wall located within 10 feet of the tolling loop pavement (60 feet from either side of the centerline of the gantry) must utilize non-metallic straps.
- r. Class 5 Applied Finish Coating shall be provided on all exposed superstructure and exposed substructure elements and the exposed face of concrete fascia (exterior) beams, traffic railing barriers, intrusion prevention walls, bridge deck coping and underside of bridge deck overhang. Colors shall be determined by the Design-Build team and approved by the Authority.
- s. Use of unpainted weathering steel is not permitted in this Project. All steel bridges shall be coated with a High Performance Coating System.
- t. Structural requirements for tolling gantries are provided in the Authority’s GTR documentation.
- u. Driven pile foundations are not permitted for the Viaduct structure anywhere within the Gandy Boulevard Right-of-Way.
- v. Where drilled shafts are proposed for bridges, a minimum of four (4) drilled shafts per footing shall be provided. For straddle piers, a minimum of three (3) drilled shafts per footing shall be provided. If other subsurface supports are proposed, they must be submitted and approved through the ATC process.

3. Aesthetic Criteria

Structures within the interchange shall meet the requirements of Aesthetic Level One.

The viaduct structure and its appurtenances shall meet the requirements of Aesthetics Level Three. The architectural renderings in the reference documents depict the minimum level of aesthetic treatment for the viaduct piers. Similar aesthetic treatments shall be integrated into the superstructure elements. The main longitudinal structural element shall have a single closed box section within the limits described previously. No lateral offsets (i.e. web off-sets) are allowed within the limits of the viaduct superstructure along Gandy Boulevard. Except where required due to the bifurcation of the travelway, the viaduct shall be supported by a single main longitudinal structural section.

Dissimilar Superstructure Heights: The maximum allowable difference in superstructure height between adjacent spans along the exterior fascia shall be 10 inches for all structures except the viaduct along Gandy Boulevard. The viaduct superstructure along Gandy Boulevard shall have a zero differential at the piers, and shall have tapers at a 1:20 rate.

Bridge Drain Pipes: All bridge drain piping shall be hidden from view. Longitudinal or vertical conveyance piping is not permitted inside enclosed spaces that cannot be directly inspected, e.g. standard Florida U-beams, hollow piers, etc. When longitudinal conveyance piping is required, locate deck drain inlets as close to pier locations as possible.

All surfaces of overhead monotube sign structures, high mast lighting poles, and traffic signal structures shall be galvanized per the Design Standards.

I. Specifications:

Department Specifications may not be modified or revised. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications.

The Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the Authority Office all Division II and III specifications provided as Attachments to this RFP, and any signed and sealed Technical Special Provisions. Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

The website for completing the training is at the following URL address:

<http://www2.dot.state.fl.us/programmanagement/PackagePreparation/TrainingConsultants.aspx>

Specification Workbooks are posted on the Department's website at the following URL address:

<https://www2.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fspecifi>

[cationspackage%2fDefault.aspx](#).

Upon review and approval by the Authority, the Construction Specifications Package will be stamped “Released for Construction” and initialed and dated by the Authority.

J. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual. When required to be submitted to the Authority, Shop Drawings shall bear the stamp and signature of the Design-Build Firm’s Engineer of Record (EOR), and Specialty Engineer, as appropriate. The Authority shall review the Shop Drawing(s) to evaluate compliance with Project requirements and provide any findings to the Design-Build Firm. The Authority’s review is not meant to be a complete and detailed review. Upon review of the Shop Drawing, the Authority will initial, date, and stamp “Released for Construction” or “Released for Construction as Noted”.

Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review.

K. Sequence of Construction:

The Design-Build Firm shall construct the work in a logical manner and with the following objectives as guides:

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access Right-of-Way where direct access is not permitted. The Design-Build Firm shall not be allowed to simultaneously close consecutive median openings along Gandy Boulevard during construction activities.
5. The Design-Build Firm shall propose a number of median closures and detours. The Authority has developed 164 median closures and 79 detours as an estimate for construction.
6. Construction on the West Shore Boulevard intersection section of the project within areas requires right of way acquisition (corner clip being acquired by the City of Tampa) and requires the use of temporary construction easements (TCE). The right of way and TCEs will not be available to the Design-Build Firm until September 2018. The Design-Build Firm shall not begin construction efforts within these areas until after September 2018. Work performed within any of the City Right-of-Way that is performed by the Design-Build Firm shall be at the Design-Build Firm’s own risk.
7. If for any reason the City is not able to acquire all of the necessary Right-of-Way and/or easements within the first 300 days after the Notice to Proceed has been issued to the Design-Build Firm, the Authority will have the right to issue a deductive change order deleting from the scope of work the construction of the improvements within the City Right-of-Way. The amount of the deductive change order will be limited to the dollar amount identified in the Design-Build Firm’s schedule of values for the work within the City’s Right-of-Way as required by Section V.S.

8. Construction of tolling support infrastructure shall be completed no later than 150 calendar days prior to substantial completion to allow for the Authority to incorporate tolling equipment and infrastructure and to provide for all required testing and integration. The project cannot be deemed substantially complete without the tolling elements being operational.
9. Coordinate with adjacent construction Projects and maintaining agencies.

L. Stormwater Pollution Prevention Plans (SWPPP):

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the Department's Project Development and Environment Manual and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. The SWPPP and the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) **NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES**) shall be submitted for Authority review and approval. Authority approval must be obtained prior to beginning construction activities.

M. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular and pedestrian traffic during all phases of construction. Topics to be addressed shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, temporary roadway lighting and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the Department's Advanced Maintenance of Traffic training course, and in accordance with the Department's Design Standards and the Plans Preparation Manual. Any Traffic Control Plan developed by the Design-Build Firm that deviates from the Department Design Standards must be signed and sealed by a Florida licensed professional engineer.

Transportation Management Plans (TMPs) are required for significant Projects which are defined as:

1. A Project that, alone or in combination with other concurrent Projects nearby, is anticipated to cause sustained work zone impacts.
2. All Interstate system Projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant Projects.

A TMP will consist of three components:

- (1) Temporary Traffic Control (TTC) plan component;
- (2) Transportation Operations (TO) component; and
- (3) Public Information (PI) component

Additional information can be found in Volume 1 / Chapter 10 of the PPM.

Due to the projects' vicinity and the limited access nature of the Selmon Expressway, this project meets the criteria of a Significant Project. As such, a Transportation Management Plan (TMP) is required and shall be developed by the Design-Build Firm.

The Temporary Traffic Control Plan shall be constructed in the minimal phases as possible.

Local events and the Project's impact on these events (lane closures) shall be considered in the development of the Temporary Traffic Control Plan. These events are listed in Section V, K of this RFP document.

Existing number of travel lanes shall be maintained along Gandy Boulevard and the Selmon Expressway at all times, except as specified during the lane closures identified below. One travel lane in each direction must be maintained at least a 10' width at all times along Gandy Boulevard and 12' along the Selmon Expressway.

The Design-Build Firm shall follow the City's approved truck route, provided as an Attachment.

The RFP references contain lane closure analysis for facilities impacted by this project. The Design-Build Firm shall supplement any changes to these lane closure forms with the use of advanced traffic modeling to assess queue build-up and dissipation time. This information shall help in the decision making process on number of lane closures allowable and time-of-day for closures and/or beginning of construction times. All lane closure analysis developed by Design-Build Firm shall be reviewed/approved by the Authority prior to implementation.

Modifications to local streets and traffic patterns will need to be clearly identified in the Traffic Control Plan. Modifications to traffic patterns to local streets will need to be approved by the local maintaining agency and will be the responsibility of the Design-Build Firm to obtain such approvals.

The regulatory speed of 45 mph along Gandy Boulevard and 55 mph along Selmon Expressway will be uniformly maintained within the limits of the work zone for each area. Regulatory speed on ramps may be lowered by 10 mph from the existing posted speed, but at no time shall be less than 25 mph.

2. Temporary Traffic Control Plans:

The Design-Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable. Should these standards be inadequate, a detailed Temporary Traffic Control Plan shall be developed. The Design-Build Firm shall prepare plan sheets, notes, and details to include the following:

- (1) typical/ cross section sheet(s)
- (2) profiles
- (3) drainage structures
- (4) temporary roadway lighting
- (5) retaining wall details
- (6) sheet piling details

- (7) general notes and construction sequence sheet(s)
- (8) typical detail sheet(s)
- (9) traffic control plan sheet(s)
- (10) curve data for all temporary alignments and
- (11) detour diagrams

Portable Changeable Message Signs (PCMS) shall be placed within five hundred (500) feet of the Project Limits. These signs serve as advanced construction notice and shall be in place two (2) weeks prior to the start of construction activities. At the completion of the two (2) week advanced construction notice period the signs shall be removed. The message should notify motorists that roadway construction is commencing and display the begin month and date. Portable Changeable Message Signs shall be in place seven (7) days in advance of any lane or ramp closure, and in advance of any new traffic patterns. The display shall alternate with messages stating the exit name to be closed and the date and time of closure.

The Design-Build Firm shall prepare additional plan sheets such as detours, cross sections, profiles, drainage structures, temporary roadway lighting, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

The Design-Build Firm shall maintain existing pedestrian access on all sidewalks, transit facilities, and at all intersections. Pedestrian sidewalks and paths shall be maintained and continue to conform to ADA requirements. When the Design-Build Firm allows work areas to encroach upon a sidewalk or crosswalk area, and a minimum clear width of 4' cannot be maintained for pedestrian use, an alternative accessible pedestrian route shall be provided.

3. **Traffic Control Restrictions:**

A lane may only be closed during active work periods, and during the times noted below. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the PIO. Also, the Design-Build Firm shall develop the Project to be able to provide for all lanes of traffic to be open in the event of an emergency.

NO LANE CLOSURES, MEDIAN CLOSURES, OR MEDIAN TURN LANE CLOSURES are allowed on the Project during the times shown below so as to minimize potential impacts:

- Gandy Boulevard shall not be closed between 6:00am to 9:00pm.
- Selmon Expressway shall not be closed between 6:00am to 7:00pm.
- West Shore Boulevard shall not be closed between 6:00am to 9:00pm.

A portion of median turn lanes may need to be closed for an extended period outside of the allowable closure windows for foundation and footing construction. However, the remainder of the turn lane adjacent to the median opening along with the median opening itself shall remain open to not constitute a median closure. Once the foundation and pier construction is completed for the location impacting the specific median turn lane, the entire turn lane must be opened as soon as possible.

In addition to the limitations on lane closures, median & median turn lane closures, detours, and non-working days in Section V., K., the Authority may direct up to 10 days when no lane closures and detours will be permitted. The contractor will be provided no less than 24 hour notice of these events and shall be at no additional cost or time to the Authority.

An approved “Lane Shift” or a “Diversion” that has no reduction in traffic lanes is not considered a “Lane Closure” or a “Detour”. Traffic pacing operations shall comply with the same time restrictions required for Lane Closures and Detours. Detours and traffic pacing operations, on the same facility and same direction and within one permitted Lane Closure/Detour time period (one night), will be considered as one detour rental operation with regard to the incentive-disincentive and damage recovery provision for detour rental.

A lane, median turn lane, or median opening may only be closed during active work periods. When median closures are restricted, the subsequent median turn lane shall be opened. All lane closures, including ramp closures, shall be reported to the local emergency agencies, the media and the Authority PIO a minimum of 14 calendar days prior to each closure. In addition, the Design-Build Firm shall develop the MOT scheme and TTC Plans such that all lanes of traffic can be opened promptly in the event of an emergency.

The Design-Build Firm shall construct the new U-turn movement under the first span of the viaduct structure. The existing U-turn movement shall not be removed from service until the new U-turn is constructed and open to traffic.

Special Provision for Detour Rental will apply to the Project as noted in the Design-Build Division 1 Specifications.

Pacing operations and detours will only be allowed during the lane closure times for the specific roadway. All detours shall be included in the Temporary Traffic Control Plans and approved by the Authority. The Design-Build Firm shall obtain written approval from local agencies for detours that utilize or otherwise impact roadways that are under the jurisdiction of those local agencies.

Any lane closures, median turn lane closure, median closure, or detours in excess of the times listed in the lane closure restrictions will be subject to Damage Recovery, which will be assessed as noted in the Design-Build Division 1 Specifications. Fees for lane closures will apply to each location of lane closure separately, with a capped fee per location, per direction, and per day. Fees for detours will apply to each location of detour separately, with a capped fee per location per day.

N. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permissible. The Design-Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete or erroneous permit application packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for a time extension or additional compensation. As the permittee, the Authority is responsible for reviewing, approving, signing, and submitting the permit application package including all permit modifications, or subsequent permit applications.

As the permittee, the Authority is responsible for reviewing, approving, and signing the permit application package including all permit modifications, or subsequent permit applications.

The following Project specific Environmental Services/Permits have been identified as specific requirements for this project:

1. Cultural Resources
2. Wetlands and Mitigation
3. Wildlife and Habitat

4. Contaminated Materials

1. Cultural Resources

Historical Sites / Districts

A Historic Resources Assessment Survey Reevaluation was conducted in accordance with the procedures contained in 36 CFR Part 800. This survey included background research and field surveys to identify potential historic structures within the Area of Potential Effect (APE) for the proposed project. A total of 22 historic structures, including one (1) historic railroad corridor segment (8HI11519) and 21 historic buildings (8HI11493-8HI11496, 8HI11503- 8HI11518 and 8HI1152), were identified during the survey. The buildings represent common forms of mid-century architecture and background research revealed no significant historical associations. The railroad corridor, as contained within the project APE, has suffered a loss of integrity and is not considered potentially eligible for listing in the National Register of Historic Places (NRHP). Evaluation of the entire historic railroad corridor was not conducted as part of this study. The proposed project and design options will have no effect on any historic resources which are listed, determined eligible, or considered potentially eligible for listing in the NRHP. This survey was completed in July 2009 and received concurrence from the State Historic Preservation Office (SHPO) on September 3, 2009.

As a result of the 2016 Historic Resources Survey Update (HRSU) and previous work, a total of 55 historic resources were identified within the Gandy Boulevard project area of potential effect (APE), including 32 newly identified resources and 23 extant previously recorded resources. Of the 32 newly identified resources, three are located within the standard project APE and 29 are situated within the expanded APE (the standard APE was expanded to include the viewshed of the elevated portion of the undertaking, as appropriate). The 32 newly identified resources (8HI13540 - 8HI13563, 8HI13647, and 8HI13701-8HI13707) consist of 21 dwellings, one office building, two commercial buildings, and one building complex resource group comprised of a pool, a shuffleboard court, a clubhouse, a statue, two residences and a boat basin. Twenty-four of these resources (8HI13540-8HI13563) represent common examples of their respective mid-20th-century architectural styles, and background research revealed no significant historic associations; therefore, they are not considered eligible for listing in the NRHP, either individually or as part of a historic district. Seven of these resources (8HI13701-8HI13707) are not considered individually eligible for the NRHP, but they are considered contributing resources to the Homes of Regency Cove/Guernsey City resource group (8HI13647), which is considered NRHP eligible under Criteria A & B in the areas of Community Planning & Development and for its association with Welburn Guernsey. The historic railroad corridor segment (8HI11519) as contained within the project APE was previously determined ineligible for the NRHP by SHPO.

The Authority has considered the potential effects of the proposed undertaking, per Title 36 Code of Regulations (CFR) Part 800, on the Homes of Regency Cove/Guernsey City resource group (8HI13647), which is considered eligible for the NRHP. As defined in CFR Part 800.4(d)(1), there are no historic properties affected, "if the agency official finds that either there are no historic properties present or there are historic properties present but the undertaking will have no effect upon them as defined in 800.16(i)". An effect is defined as an "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register" (CFR Part 800.16(i)). "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR Part 800.s(aX1)).

Based on the information in the updated HRSU and coordination with SHPO, the proposed project will

have no adverse effect on the NRHP-eligible Homes of Regency Cove/Guernsey City resource group (8H113647). While the proposed project will have a slight visual impact on the resource group and its contributing parts due to the construction of the elevated roadway along Gandy Boulevard, the project will cause no physical alteration or destruction to any part of the property, nor will it require the removal of the resource from its location or alter the use of or access to the property. Thus, the project will not alter the characteristics of the Homes of Regency Cove/Guernsey City resource group that qualify it for inclusion in the NRHP.

An updated letter was sent to SHPO on December 8, 2016, and concurrence was received on December 14, 2016. In conclusion, the proposed project will have no involvement with any historic resources that are listed, determined eligible, or considered potentially eligible for listing in the NRHP.

Based on the information above from the updated HRSU, there is no change in status.

Archaeological Sites

The project will avoid adverse impacts to significant historical and archaeological resources, under the provisions of section 267.061, F.S., by identifying potential resources and conducting additional field survey if potential resources may be affected. Known archaeological and historical resources have not been identified within the project limits to date

2. Wetlands and Mitigation

A total of 0.86 acre of permanent impacts to constructed littoral shelves within existing Pond 1 and Pond 2 are proposed. In addition, 1.27 acres of temporary impacts to existing other surface waters #1 and #2 are proposed.

Permanent Littoral Shelf Impacts

Pond 1: Pond 1 is located north of Gandy Boulevard and between Dale Mabry Highway and the Selmon Expressway, and is approximately 8.85 acres at top-of-bank with 2.31 acres of littoral shelf. This littoral shelf was planted with wetland vegetation to offset temporary impacts, but was not considered mitigation. The littoral shelf continues to support dense vegetative cover. Approximately 30 – 40 percent of the littoral shelf contains desirable vegetation including, softstem bulrush (*Schoenoplectus tabernaemontani*), pickerelweed (*Pontederia cordata*), arrowhead (*Sagittaria latifolia*), and spatterdock (*Nuphar advena*). Approximately 60 – 70 percent of the littoral shelf contains significant cover by nuisance/invasive species including cattail (*Typha* sp.) and Peruvian primrosewillow (*Ludwigia peruviana*). Bald cypress (*Taxodium distichum*) trees were planted at the normal water elevations along the perimeter of the littoral shelf and are growing as a line of trees. The open water portion contains areas of floating aquatic plants, primarily invasive/exotic water lettuce (*Pistia stratiotes*).

Pond 1 contains three (3) separate permanent littoral shelf impact areas. Impact #3 (0.34 acre) and Impact #4 (0.16 acre) are associated with fill impacts resulting from the construction of a new on-ramp from northbound Dale Mabry Highway to the Selmon West Extension. To minimize these impacts, the ramp will be constructed using an MSE wall to reduce the horizontal extent of the fill slope. The ramp cannot be elevated on piers in these locations due to the need to tie to at-grade roadway connections. Impact #5 (0.20 acre) is associated with the construction of the elevated portion of the Dale Mabry Highway to LSE on-ramp. Once the final pier design for the ramp's elevated section is complete, the total impact area for Impact #5 will be reduced. However, the maximum impact area is being included at this time.

Pond 2: Pond 2 is located north of Gandy Boulevard and between Dale Mabry Highway and the railroad. This pond is approximately 9.71 acres at top-of-bank with 2.32 acres of littoral shelf. This littoral shelf was

planted with wetland vegetation to offset temporary impacts, but was not considered mitigation. The littoral shelf continues to support dense vegetative cover. Approximately 60-70 percent of the littoral shelf contains desirable vegetation including, softstem bulrush, pickerelweed, arrowhead, yellow canna, (*Canna flaccida*), softrush (*Juncus effusus*), and mixed ferns along the upper limits. Approximately 30-40 percent of the littoral shelf contains significant cover by nuisance/invasive species including cattail, Peruvian primrosewillow, and Carolina willow (*Salix caroliniana*). Bald cypress trees were planted at the normal water elevations along the perimeter of the littoral shelf and are growing as a line of trees. The open water portion contains areas of floating aquatic plants, primarily invasive/exotic water lettuce.

Pond 2 contains two (2) separate permanent littoral shelf impact areas. Impact #1 (0.04 acre) is associated with the construction of bridge piers for the elevated portion of on-ramp from southbound Dale Mabry Highway to the Selmon West Extension. The construction of the bridge pier and associated footer is proposed to result in fill impacts within a corner of the existing littoral shelf. Placement of this pier is not flexible given the presence of stormwater pipes and other existing conflicts. Impact #2 (0.10 acre) is associated with fill impacts resulting from the construction of the new on-ramp from southbound Dale Mabry Highway to the Selmon West Extension. To minimize this impact, the ramp will be constructed using an MSE wall to reduce the horizontal extent of the fill slope.

Temporary OSW Impacts

Other Surface Water #1 (OSW #1) (ditch): OSW #1 is located within the existing Selmon Expressway off-ramp to Gandy Boulevard. The ditch was originally constructed with a 10-foot wide bottom and 2:1 side slopes, which persist today. OSW #1 is a 0.11-acre ditch with open water and steep slopes dominated by weedy vegetation. This ditch likely contains water year-round. Slope vegetation is dominated by Peruvian primrosewillow, elderberry (*Sambucus nigra*), and mixed vines.

OSW #1 contains one (1) temporary impact area. Temporary Impact #1 (0.11 acre) is associated with the construction of a stormwater facility. The existing northeast bank of OSW #1 will be reconfigured and the southwestern bank will be excavated along with the majority of the ramp infield to create a 1.8-acre stormwater pond. The proposed pond will provide similar surface water functions currently provided; however, the larger size will allow the pond to provide additional attenuation and treatment functions beyond those currently provided by the conveyance ditch.

Other Surface Water #2 (OSW #2) (pond): OSW #2 is located within the existing Selmon Expressway on-ramp from Gandy Boulevard, and is a 1.16-acre relatively shallow pond with water levels fluctuating between 1' and 4' deep on a seasonal basis. These water depths combined with a lack of routine maintenance and likely high concentrations of nutrients from runoff have led to the establishment of dense vegetative cover dominated by nuisance/invasive species including Peruvian primrosewillow, Carolina willow, and paragrass (*Brachiaria mutica*). In addition, Brazilian pepper (*Schinus terebinthifolius*) and creeping oxeye (*Sphagneticola trilobata*) are present along the upper limits. Desirable species are interspersed at lower densities and include elderberry, pickerelweed, leather fern (*Acrostichum danaeifolium*), and marshpennywort (*Hydrocotyle umbellata*). Although presently vegetated with wetland species, this area has been classified as an other surface water since it was excavated and is functioning as a stormwater pond. The existing vegetation could be removed as part of maintenance of the stormwater pond.

OSW #2 contains two (2) temporary impact areas. Temporary Impact #2 (0.91 acre) is associated with the excavation of the existing pond to a depth of -2.7' NAVD88 to provide additional stormwater attenuation and treatment capability. This area will continue to function as surfacewater following the pond enlargement. Temporary Impact #3 (0.25 acre) is associated with the re-grading of the existing pond to create the required 15-foot wide stormwater facility maintenance berm and its associated slopes. This

impact is considered temporary since the existing pond will be enlarged by approximately 0.94 acre as part of the construction of the larger stormwater pond.

Wetland Impacts

Wetland #MG1 (mangrove forest): Wetland #MG1 is located within the Gandy South Park on the south side of Gandy Boulevard. The wetland is bordered by the existing park frontage road on the north and Tampa Bay to the south; specifically, a deep water channel that provides access to industrial facilities, public boat ramp, and future planned residential community with marina. The uplands and wetlands on the north and south sides of existing Gandy Boulevard were created from dredge material when the causeway to the Gandy Bridge was constructed. The lands south MG1 and the deep water channel were created by dredge deposition to create uplands. Wetland MG1 is a mangrove forest with interconnected tidal channels that are connected to the deep water on the south. A boardwalk winds through the system as part of the park improvements. The wetland contains an open water tide pool to the west of the delineated portion with continuous forest in the vicinity of the delineated wetland. The mangrove system is dominated by red mangrove (*Rhizophora mangle*), black mangrove (*Avicennia germinans*), white mangrove (*Laguncularia racemosa*), and buttonwood (*Conocarpus erectus*). The area adjacent to delineated wetland limits is dominated by buttonwood. A 5-foot to 10-foot strip occurs at the wetland line where mangroves are less numerous and significant cover by Brazilian pepper is present. Also included in this zone is St. Augustine grass (*Stenotaphrum secundatum*), scattered sabal palms, and scattered necklace pod (*Sophora tomentosa* var. *truncata*). Frequent mowing, horizontal and vertical, along the edge has adversely affected the species composition. The wetland line appears to fall at the upper limit of infrequent tidal inundation above mean high water.

Impacts to Wetland #MG1 include 0.05 acre of direct impact from the placement of fill to constructed the driveway connection. The impact area will include the lower quality edge and higher quality mangrove forest. In addition, 0.06 acre of secondary impact beyond the direct impact is proposed.

Secondary (Indirect) Impacts

Given the current conditions (e.g. urban area with existing roadways) the proposed improvements will not result in adverse secondary impacts to the existing surface waters. Areas of littoral shelf not proposed for direct impact will have reduced buffer from new ramps and travel lanes; however, the existing maintained grassed banks provide minimal buffer benefits.

A secondary impact to Wetland #MG1 is proposed for the area within 25 feet of the direct impact. This area may experience indirect impacts from the movement of the existing road closer to the mangrove forest and the establishment of a new maintained wetland edge, which may be subject to similar vegetative composition impacts that are currently observed along the wetland edge.

Compensatory Mitigation

This project also proposes 0.05 acre of permanent direct and 0.06 acre of secondary impacts to mangrove swamp wetland. These impacts are associated with the re-alignment of driveway connections between the existing park and re-constructed Gandy Boulevard. To offset the proposed direct and secondary impacts to the mangrove swamp, mitigation bank credits will be purchased from the Tampa Bay Mitigation Bank. To quantify the required mitigation bank credits, Uniform Mitigation Assessment Method (UMAM) assessments were completed and are included in Appendix A. Based on the UMAM assessments, the functional loss from the 0.05-acre direct impact is 0.03 units and the functional loss from the 0.06-acre secondary impact is 0.01 units. Therefore, the Permittee proposes to purchase 0.04 credits of “estuarine forested (mangrove)” mitigation from Tampa Bay Mitigation Bank.

This project also proposes permanent impacts to wetland-dominated littoral shelves that were constructed to offset temporary impacts to previously existing borrow pits that were classified as waters of the State.. These constructed littoral shelves were not considered mitigation based on Item IV of SWFWMD Wetland Resource Permit Number 4111755.00, which reads: "...The created littoral zones will be larger and more diverse than the existing littoral areas and will provide greater wetland wildlife and habitat functions, in addition to improving stormwater quality. Therefore, mitigation was not required."

Multiple options were considered to offset the proposed 0.84 acre of permanent littoral shelf impacts associated with the proposed project. The initial option considered was the construction of additional littoral shelf area at a 1:1 acreage ratio within Pond 1 and Pond 2, similar to the offset provided under the previously mentioned permit. This would have required the filling, planting, maintenance, and monitoring of an approximate 0.84-acre portion of Pond 1 and Pond 2. However, filling the existing deeper pond areas would result in reduced water quality treatment function. In addition, the littoral shelves provide minimal habitat value in these locations due to the surrounding urban land uses and roadways.

The second option was the enhancement/creation of herbaceous wetland within the existing ramp infields where OSW #1 and OSW #2 are located. However, these areas are better suited for stormwater ponds and the additional stormwater pond area is needed to offset the increase in impervious surface proposed by the project. More importantly, these infield areas provide little to no habitat value and actually present hazardous conditions for wildlife due to the close proximity to traffic.

The third, and preferred, option to offset the proposed permanent littoral shelf impacts is the purchase of freshwater marsh/palustrine emergent mitigation credits from the Tampa Bay Mitigation Bank (TBMB). The proposed project is wholly contained within the service area of the TBMB and the littoral shelves are classified as freshwater marsh/palustrine emergent habitats. This option offsets the proposed littoral shelf impacts with freshwater wetlands that provide water quality benefits to the basin that are equal to or greater than that provided by the littoral shelves, wildlife habitat benefits to directly connected upland, wetland, and estuarine habitats, and eliminates the time lag and risk associated with littoral shelf creation.

In addition to providing increased water quality and habitat function, the use of mitigation bank credits for this project will result in a potential reduction in cost to taxpayers for the proposed improvements to public roadways. Further, this project will be let and constructed as a design-build project, which will be simplified by the use of mitigation bank credits to offset proposed impacts.

To facilitate the use of mitigation bank credits, Uniform Mitigation Assessment Method (UMAM) assessments were conducted for the proposed permanent littoral shelf impacts. Please reference the attached UMAM worksheets in Appendix A detailing the results of the UMAM assessments. Based on the UMAM assessments, Permanent Littoral Shelf Impacts #1 and #2 total 0.14 acre of permanent impact with a calculated UMAM functional loss of 0.05 units. Permanent Littoral Shelf Impacts #3, #4, and #5 total 0.70 acre of permanent impact with a calculated UMAM functional loss of 0.23 units. Therefore, the total calculated functional loss for the 0.84 acre of permanent littoral shelf impacts is 0.28 units.

To offset the proposed impacts, the Permittee proposes to purchase 0.28 freshwater marsh/palustrine emergent UMAM credits from the TBMB.

Mitigation is not proposed for the 1.27 acres of temporary impacts associated with the existing ramp infield conveyance ditch (OSW #1) and ramp infield pond (OSW #2). The temporary impacts will be offset through the construction of the enlarged stormwater ponds that will provide a substantial increase in water quality treatment. The location of OSW #1 and OSW #2 within the ramp infields results in minimal wildlife access and surrounding land use/cover does not provide habitat for wildlife. Access to both surface waters for

aquatic species is adversely impacted by the presence of weir structures and long piped connections to Tampa Bay that lack daylighting features.

3. Wildlife and Habitat

Protected Plants

The database review conducted for the FNAI protected plant list for Hillsborough County resulted in a list of 17 potential species that could possibly occur in Hillsborough County. Of the 17 species identified, 13 are designated as endangered by the state and 4 are designated as Threatened by the state. Four (4) of the species are designated as federally Endangered and one is designated as federally Threatened, as well as being listed by the state.

Given the urban character of the project area and lack of undisturbed natural habitats, potential for protected plant species to be present is extremely low and likely non-existent. During field assessments conducted throughout the project phases, no observations of these species were made.

Protected Wildlife

The following species are known to occur within Hillsborough County and potential exists that habitat for these species occurs within or adjacent to the project limits. Each species was reviewed to document known impacts and potential impacts associated with the proposed project.

- Bald eagle (*Haliaeetus leucocephalus*): This species is protected under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act. No documented or observed eagle nests are known to exist within 2 miles of the project limits.
- Wood stork (*Mycteria americana*): This species is listed as a state and federally threatened species. No wood storks were observed within or adjacent to the project limits during field assessment activities. This project is located within the core foraging area (CFA) of three (3) wood stork colonies (615333, Sheldon Rd., and East Lake/Bellows Lake) with the nearest nest colony (615333) located over 6 miles away. Portions of the littoral shelves with less dense vegetation provide suitable foraging habitat (SFH).

The USACE, Jacksonville District, USFWS, Jacksonville Ecological Services Field Office, and State issued an Effect Determination Key for the Wood Stork in Central and North Peninsular Florida (September 2008). This document determined that the action area for wood storks encompasses a 15-mile radius of CFA around all known wood stork colonies in north Florida that have been active in the last ten years.

More than ½ acre of temporary impact to SFH will occur within the CFA of multiple colonies. The purchase of mitigation bank credits at the Tampa Bay Mitigation Bank will provide compensation for the proposed SFH impacts. The Tampa Bay Mitigation Bank falls within the CFA for three (3) colonies with one colony (615333) shared with the impact site. According to the wood stork key, it is concluded that this project “may affect, not likely to adversely affect” (NLAA) the wood stork.

- Other listed wading birds that are state listed as species of special concern (SSC) include the snowy egret (*Egretta thula*), little blue heron (*Egretta caerulea*), tri-colored heron (*Egretta tricolor*), white ibis (*Eudocimus albus*), limpkin (*Aramus guarauna*), and roseate spoonbill (*Platalea ajaja*). The project limits contain forage habitat for wading birds and several were observed during field assessment activities. No impacts to these species are anticipated because the loss of littoral shelf

area will be minimal and extensive suitable forage habitat will remain onsite. In addition, the Tampa Bay Mitigation Bank provides suitable forage habitat for these species as well.

- Florida sandhill crane (*Grus canadensis pratensis*): This species is listed as a state threatened species and forages in open pastures, prairies, and similar habitats. The sandhill crane nests in freshwater marshes with water depths suitable to minimize predator access. Minimal foraging habitat occurs within the vicinity due to the urban character of the project area. No individuals were observed during field assessment activities. No nests were observed, but the vegetated littoral shelves do provide potential nesting habitat. Given the proposed impacts, adverse impacts to the sandhill crane are not anticipated. The design-build contractor will be responsible for completing pre-construction nest surveys if construction will occur during the breeding season (January – June).
- Gopher tortoise (*Gopherus polyphemus*): This species is listed as a state threatened species and occupy upland habitat including forests, pastures, and yards. They dig deep burrows for shelter and forage on low-growing plants. In addition, gopher tortoises have the potential to remain in fragmented habitats where suitable conditions persist in areas where gopher tortoise populations previously existed. No gopher tortoises, their burrows, or signs were observed during onsite field work within the project limits. While presence of gopher tortoises is unlikely, the design-build contractor will be responsible for any gopher tortoise permitting, avoidance, and relocation activities if tortoises or their burrows are encountered, per the Florida Fish and Wildlife Conservation Commission (FWC) Gopher Tortoise Permitting Guidelines in effect at the time of construction
- Eastern indigo snake (*Drymarchon corais couperi*): Optimal habitat has not been identified within the project limits; however, this species can utilize a wide range of suitable habitats. While the presence of eastern indigo snakes is unlikely, the design-build contractor will be responsible for following the U.S. Fish and Wildlife Service (FWS) Standard Protection Measures for the Eastern Indigo Snake (August 12, 2013).

Habitat for the following species is not present within the project limits: Florida scrub-jay (*Aphelocoma coerulescens*), Florida burrowing owl (*Athene cunicularia floridana*), southeastern American kestrel (*Falco sparverius paulus*), red-cockaded woodpecker (RCW) (*Picoides borealis*), gopher frog (*Lithobates capito*), Sherman's fox squirrel (*Sciurus niger shermani*), and Florida mouse (*Podomys floridanus*).

No blasting is authorized for this Project. If blasting is required, informal Section 7 Consultation will be initiated with the USFWS. A blast plan would be developed and submitted to the USFWS for their approval prior to beginning blasting activities.

4. Contaminated Materials

The Authority has conducted soil, groundwater, and buried solid waste contamination assessments based on the Concept Plans provided in the Reference Documents. A total of 26 sites were reviewed within the project boundary. Of the 26 sites, 17 sites received a ranking of Low risk, eight sites received a ranking of Medium risk, and one site received a ranking of High risk. For sites ranked No or Low risk, no further action was warranted. For sites with a risk ranking of Medium or High, it was recommended that Level 2 field screening be conducted prior to construction. No sites with a risk ranking of Medium or High were anticipated to be impacted by the proposed project.

The Authority's Contamination Assessment/Remediation Contractor (CAR) contractor will be responsible for necessary assessment and remediation of contamination and buried solid waste within the Project limits. Additional assessment may be required during construction based on the proposed construction plans. The Authority will be listed as the generator of contaminated waste and hazardous waste if encountered.

The Design-Build Firm shall not work concurrently in more than 5 areas requiring CAR contractor support without prior approval by the Authority.

For each site requiring CAR contractor services, the Design-Build Firm shall provide a separate written notification to the Authority no more than 2 months and no fewer than 3 weeks prior to any construction activities in the area including remobilizations. In addition, when the Design-Build Firm does not start earnest construction activities within 7 calendar days after the date stated on the notice or ceases construction activities for more than 7 calendar days, the CAR contractor may demobilize the site and the notification process stated above shall again be followed. The Design-Build Firm shall work within these areas in an expeditious manner to reduce costs incurred by the Authority. For each individual contaminated site the Design-Build Firm shall coordinate with the Authority and CAR contractor to establish level staging area locations and area requirements for equipment set up, treatment, and storage of contaminated materials during assessment and remediation activities. Staging areas shall not conflict with construction activities and are to remain available to the CAR contractor throughout construction or until such time as they are no longer required by the CAR contractor.

Dewatering operations at locations having contaminated groundwater shall be kept separate from locations with non-contaminated groundwater to prevent the comingling of produced groundwater. If the Design-Build Firm elects to dewater a contaminated area and adjacent non-contaminated area(s) simultaneously, the Design-Build Firm shall be required to use separate header section(s) to keep the discharge separate. The Design-Build Firm shall not utilize the CAR contractor's treatment system to discharge water from non-contaminated areas. The Design-Build Firm shall be responsible for the installation of all well points and attachment to the CAR contractor's dewatering pump. The CAR contractor will treat contaminated groundwater prior to discharge. For each dewatering site and dependent on the extent of construction activity the CAR contractor will require a dedicated staging area measuring approximately 50 feet by 90 feet within 250 feet to the dewatering discharge location, unless otherwise approved by the Authority. For every additional 250 gallons per minute in excess of a base 250 gallon per minute on any site requiring dewatering by the CAR contractor, the Design-Build Firm shall provide an additional staging area of approximately 50 feet by 90 feet.

The Design-Build Firm will be required to meet any additional general or specific requirements included in Dewatering Permits issued for this Project.

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that avoid potential contamination impacts and that are permissible. 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.

The Authority will require the Design-Build Firm to dispose of all oil, chemicals, fuel, etc. utilized to construct the Project and/or execute Project work in an acceptable manner according to local, state, and federal regulation and forbid dumping of contaminants on the ground, canals, or other water bodies. The Design-Build Firm shall indemnify the Authority and the Department against any and all claims arising from improper handling of contaminated materials. The Design-Build Firm shall also be solely and totally responsible at its own cost for completely cleaning up any contamination caused by its own activities. This

includes, but is not limited to, spillage/leakage of contaminants from equipment and/or portable tanks used in constructing the Project.

O. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria. Project includes constructing new overhead cantilever and span sign structures (monotube) to guide motorists through tolled and non-tolled roadways throughout the Project. Begin and end signing limits will extend beyond begin and end Project limits, and other limits of construction, to adequately inform the drivers of downstream decision points. All overhead signs shall conform to PPM and MUTCD criteria for sign lighting.

A Conceptual Signing Plan has been provided by the Authority identifying potential signing locations and language within the Project limits. No structural analysis was performed for the Conceptual Signing Plan. The proposed signage layout and sign locations shown in the conceptual Master Signing Plan (MSP) are approximate. The Design-Build Firm shall adjust the layout/locations as per field conditions to accommodate their proposed design. Furthermore, the Design-Build Firm shall design the final MSP to meet the requirements of this RFP, the MUTCD and the FDOT Traffic Engineering Manual for all elements of the signs (signing convention, size, color, lettering, location, placement, structure type, required lighting, etc.). It is the responsibility of the Design-Build Firm to design, supply and construct the signs shown on the MSP approved by the Authority, along with all other applicable signs, and provide structural analysis for all proposed or affected sign structures. All guide signs shown in the conceptual MSP Reference Document shall be provided, unless otherwise approved by the Authority. Not all signs (regulatory, warning, recreational or cultural, general service or logo, toll, preferential or managed lane, emergency, ramp designation, mile post etc.) required for complete signing installations are shown in the conceptual MSP Attachment. However, it is the Design-Build Firm's responsibility to: field inventory, show all existing signs, design and construct all signs per Governing Regulations. All overhead signs along frontage roads, C-D roads and side streets shall be designed per MUTCD Expressway Signing criteria. LOGO signs can be relocated if they meet section 700 of the FDOT Standard Specifications. Signs with down arrows shall be centered over the lane to which they apply.

All signs shall be placed such that the sign will not be obscured partially or as a whole by any other element including: bridge abutments, column structures, landscaping, support structure upright of any sign, signal, lighting or ITS element. All signs shall meet the minimum visibility distance requirements.

The Design-Build Firm shall use white/black contrast markings for temporary skip, turn arrow pavement markings, and all edge line markings on concrete surfaces. Permanent tape including white stripes with black outline will be utilized for all pavement markings on concrete pavement and bridges. Crosswalks shall be provided along main line and frontage roads (as appropriate) at cross streets, on or off ramps, major driveways, and all approaches at signalized intersections for pedestrian crossings unless otherwise noted here in. All crosswalks shall be special emphasis type and marked utilizing preformed thermoplastic materials.

The signing and pavement marking plans shall include overhead sign cross section sheets (excluding bridge mounted signs) clearly showing proposed/existing foundations (excluding bridge mounted signs), sign structure, sign panel/s, panel locations, finished roadway and ground surface with resulting vertical clearance, any overhead and underground utilities if applicable, lighting and ITS facilities, and any other roadway features such as barrier walls, guardrails and ditches.

All above ground hazards (i.e. sign structures, overhead structures, signal and light poles) shall be placed

at the required clear zones as applicable by the design standards. It will not be acceptable to place guard rails or barrier walls for the sole purpose of protecting those elements placed in the clear zones.

The Design-Build Firm shall be responsible for the design of all new or retrofit sign supports (post, overhead span, overhead cantilever, bridge mount and any applicable foundations). The Design-Build Firm shall show all details (anchor bolt size, bolt circle, bolt length, etc.) as well as all design assumptions (wind loads, support reactions, etc.) used in the analysis. Mounting types for various signs shall not be changed by the Design-Build Firm (i.e. if the proposed or existing sign is shown as overhead it shall be overhead and not changed to ground mount) unless approved by the Authority. Any existing sign structure to be removed shall not be relocated and reused, unless approved by the Authority.

It shall be the Design-Build Firm's responsibility to field inventory and show all existing signs within the Project limits and address all regulatory, warning and signage along the Project. Existing single and multi-post sign assemblies impacted by construction shall be entirely replaced and upgraded to meet current standards. Existing sign assemblies not impacted by construction can remain.

P. Lighting Plans:

The Design-Build Firm shall provide a lighting design and a lighting analysis, and prepare lighting plans in accordance with Department criteria, including all necessary photometric analysis, associated reports and maintaining agency agreements. The term 'roadway lighting' in this RFP refers to roadway pavement, roadway bridge structure, underdeck, internal bridge box girder and pedestrian facilities (including sidewalks adjacent to roadway, curb-cut ramps, marked crosswalks, multi-use trails adjacent to roadway, etc.) lighting. All new lighting assemblies within Project limits shall be lit with LED fixtures.

The Design-Build Firm shall provide a decorative luminaire that has remote control color changing capabilities for the aesthetic lighting of the viaduct piers and superstructure. The aesthetic lighting system shall provide capabilities to allow shades across the color spectrum to be utilized through capabilities of lights and controller. The Design-Build Firm shall provide a full-scale mock-up on the completed viaduct structure at two or more pier locations in order to finalize system settings before placing the final system for the Authority's review and approval. The Design-Build Firm shall provide an initial viaduct aesthetic light system to have some built in flexibility for mock-up testing (e.g. arm lengths, fixture location, fixture angle, shielding adjustments, color lenses, etc.). Once the Authority selects the final arm lengths, fixture locations, fixture angles, shielding adjustments, color lenses, etc. based on the mock-up testing, provide a final lighting system which incorporates these features.

The Design-Build Firm shall ensure that there are no gaps in roadway lighting within the Project or in transition areas at the begin and end Project limits of each roadway from proposed to existing roadway lighting.

The Design-Build Firm shall provide continuous LED lighting embedded in the barrier wall on the elevated viaduct structure. The lighting design for this continuous lighting system shall meet illumination levels, voltage drop, and all other applicable design criteria. Because this product is not on the Department's Approved Product List (APL), the Design-Build Firm shall provide manufacturer "cut sheets", lighting calculations, product availability, and warranty of the proposed LED luminaire, including mounting requirements to the Authority prior to the prerequisite to 90% submittal for review and approval by the Authority and the Department. The LED barrier wall lighting design shall minimize the concern of the visibility of the lights in motorists rear view mirrors causing distraction to the drivers. LED lighting designs that have not been previously approved by the Department will require Department and Authority approval prior to implementation.

If the Design-Build Firm proposes for the luminaire to be attached to the barrier wall (i.e. not embedded), this must be presented as an ATC and must meet crash requirements and be aesthetically acceptable.

In the event that Department illumination criteria cannot be met on the Viaduct structure with the embedded or attached barrier lighting, the Design-Build Firm may provide conventional lighting of the low-level type, typically used near airport runway approaches. The low-level lighting shall be mounted on the median barrier. In order for low-level conventional lighting to be considered, the Design-Build Firm must submit lighting illumination calculations at one of the ATC meetings, validating the barrier embedded or attached LED system will not meet the illumination criteria.

The Viaduct lighting system shall have proper shielding to prevent lighting spillage in to adjacent residences.

The project intent is to have the existing lighting system along Gandy Boulevard remain. Should the Design-Build firm impact an existing light fixture, the Design-Build firm shall replace the fixture with an equivalent fixture.

The Design-Build Firm shall develop and submit for approval, a Load Center/Circuit/Pole Number identification plan that is compatible with the adjacent lighting systems maintenance identification scheme.

Where existing roadway lighting circuit sources (services, load centers, etc.) are being removed, the Design-Build Firm shall either:

1. Provide a new load center per current codes and all applicable criteria.
2. Identify an existing load center capable of feeding the proposed lighting while meeting all current codes and all applicable criteria.

All modified load centers shall comply with all applicable criteria and be approved by the Authority.

Existing light poles, luminaire arms, luminaires, and load centers identified for removal shall be coordinated with the Authority as to whether these features will become the property of Design-Build Firm or salvaged, transported, and delivered to the Authority for future use.

Where new electrical services are required, the Design-Build Firm shall coordinate final locations of distribution transformer and service pole to minimize service and branch circuit conductors and conduit lengths. Load centers shall be separated by jurisdictional responsibility/maintenance. Each service point shall be separately metered. Each light pole and its corresponding load center shall be located within the jurisdictional boundary of the agency that is to maintain it.

The Design Build Firm is responsible for submitting voltage drop calculations showing the equation or equations used along with the number of luminaries per circuit, the length of each segment in the circuit, the conductor size, the conductor ohm resistance values, and the source of these values. The voltage drop incurred on each service feeder from the service source (power company transformer) to the load center and the voltage drop of each circuit from the load center to furthest load (luminary) shall be calculated. The maximum allowable voltage drop shall be calculated from the service source to the furthest luminary on each circuit. All work necessary to calculate the voltage drop values for each circuit.

The Design-Build Firm shall perform detailed field reviews. Review and document all lighting (poles/luminaires, sign luminaires, etc.), circuiting, load centers, service points, utility transformers, etc., within the scope of work. This review includes: conductors, conduit, grounding, enclosures, voltages,

mounting heights, pullboxes, etc. This review also includes circuits outside the scope of work that originate or touch this Project's scope of work.

All deficiencies within the Project scope shall be identified and corrected. Any deficiencies outside the Project scope shall be brought to the attention of the Authority.

The location of proposed light poles and load centers shall be coordinated with the design of all walls, bridges, signs, utilities as necessary. Load center panels shall be readily accessible by maintenance vehicles and inspections crews. The Design-Build Firm shall analyze the impact to surrounding environment and impacts to residential areas and shall show that the lighting design includes measures to minimize those adverse impacts.

After the field reviews are completed, all damaged and/or non-functioning equipment shall be documented and forwarded to the Authority prior to the start of construction. All damaged and/or non-functioning equipment within the scope of work are required to be replaced or repaired to meet all applicable criteria and shall be in like-new condition.

Where new electrical services are required, the Design-Build Firm shall coordinate final locations of distribution transformer and service pole to minimize service and branch circuit conductors and conduit lengths. Each service point shall be separately metered.

The Design-Build Firm shall comply with the requirements of each jurisdictional authority within the Project limits. Compliance with the jurisdictional authority includes but is not limited to: field reviews, technical meetings, special deliverable, etc. It is the Design-build Firm's responsibility to verify and comply with all jurisdictional authority's requirements.

Q. Signalization

The Design-Build Firm shall prepare Signalization Plans in accordance with Department and City of Tampa criteria. The Design-Build Firm may contact Mr. Vik Bhide, Chief Traffic Management Engineer, City of Tampa Transportation & Stormwater Services, 1104 East Twiggs Street, Suite 200, Tampa, FL 33602, (813) 274-8066, for any City specific criteria beyond Department requirements. Plans shall be accurate, legible, and complete in design, drawn to the scale indicated in the Department's manuals.

Signalization plans are required for all signalized intersections within the Project limits that are impacted by the Project. Impact(s) to existing traffic signal includes: lane addition/deletion, change in lane assignment and/or alignment at an approach to a signal, and physical conflict with or modification to an existing signal equipment. Impact(s) to existing pedestrian crossings include: add or modify pedestrian crossing alignment, add or modify existing pedestrian equipment, extending or shortening of existing pedestrian crossing, begin/end points in an approach to a signalized intersection. A signal head per lane (excluding certain turn-lanes that do not require dedicated signal heads) shall be provided when implementing any changes to an existing traffic signal.

The following signal work is required at the signalized intersections within the Project limits:

1. Gandy Boulevard at West Shore Boulevard

This signalized intersection shall be upgraded according to the City of Tampa's plans provided in the 60% concept plans.

2. Gandy Boulevard at S. Manhattan Avenue

There shall be no changes to this signalized intersection

3. Gandy Boulevard at S. Lois Avenue

There shall be no changes to this signalized intersection

4. Gandy Boulevard at S. Dale Mabry Highway

The mast arm on the southwest quadrant of the intersection shall be replaced due to lane alignment conflict with the existing assembly.

All existing and proposed signals shall maintain the existing interconnect at all times throughout the duration of the project. The Design-Build Firm shall be responsible for all repairs due to damages to the existing interconnect facility. The Design-Build Firm shall coordinate with the local maintaining agency regarding its signalization requirements including, but not limited to: type of controller, cabinet, signal wire, and, pull box types.

R. Intelligent Transportation System:

1. General

The Design-Build Firm shall prepare Intelligent Transportation Plans in accordance with the City and Department criteria, including but not limited to the ITS Standard Specifications for all proposed work. Plans shall be accurate, legible, and complete in design, drawn to the scale indicated in the Department's manuals. The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the Intelligent Transportation System devices for a traffic management CCTV camera subsystem, including the extension of the existing fiber optic trunk line.

A CCTV Camera subsystem is required to provide 100% video coverage of the project corridor's general purpose lanes, shoulders, exit/entrance ramps, master hubs, tolling facilities, ITS cabinets and other field devices. If the Design-Build Firm impacts existing coverage such that 100% coverage cannot be provided with their design, additional CCTV cameras will need to be provided. Minimal blind spots significantly smaller than a vehicle will be acceptable with a detailed camera coverage diagram that details the coverage.

The CCTV devices shall be compatible with the current Authority's video management software platforms and the existing communication protocols. The Design-Build firm shall submit CCTV camera shop drawings to the Authority for review and approval.

The Design-Build firm is responsible for ensuring project compliance with the Regional ITS Architecture and Rule 940 as applicable.

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all ITS design and engineering services relating to the Project. All ITS system components shall be new unless otherwise identified for relocation.

The design of the new system shall integrate with the existing devices. The design shall include the necessary infrastructure and components to ensure proper connection of the new ITS components. This shall include but not be limited to all proposed ITS components of this project as well as existing sub-systems that remain or are re-deployed as the final project.

At a minimum, the ITS work in this project consists of the following major components:

- Replacement of any ITS System components that are impacted by the Design-Build Firm’s scope of work as approved by the Authority. All equipment shall be new unless otherwise specified.
- Removal of any ITS System components that are impacted by the Design-Build Firms scope of work as approved by the Authority.
- Design and Installation of all fiber communication, ITS control equipment and CCTV cameras to ensure 100% coverage of the existing Gandy Boulevard corridor. Minimal blind spots significantly smaller than a vehicle will be acceptable with a detailed camera coverage diagram that details the coverage.
- All ITS conduit installed underground shall be high density polyethylene (HDPE).
- CCTV camera’s lowering devices shall be oriented perpendicular to the roadway and shall be located on the same side of the pole as the handhole access point. The lowering devices are required for all new cameral installations, and shall not interfere with any related components, such as CCTV camera cabinets, MVDS or other pole mounted devices. CCTV locations shall not be more than one (1) mile apart and must be at least 200 feet minimum from any digital message or tolling sign.
- Each camera location will require a separate 12 count SM fiber drop with a new fiber pullbox unless approved to use existing pullbox location by the Authority.
- Separate ITS cabinets shall be used for each CCTV to house network switch, power supply, electrical equipment and all other appurtenances as required in the standard project specifications.
- Design and testing of the CCTV/Intelligent Transportation System and equipment installed by the Design Build firm must follow project specifications and requirements.
- Design-Build Firm shall design, provide, and test a 96 strand single mode backbone fiber optic cable, with a spare empty inner duct from the termination of the existing THEA fiber optic cable near the intersection of the Selmon Expressway and Mississippi Avenue, to the tolling sites. The fiber shall be tested and left ready for the Toll Equipment Contractor to splice and connect into the existing network.

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all ITS construction and integration services relating to the installation of the 2 cameras installed on this Project.

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, and system acceptance tests. The times and dates of tests must be accepted in writing by the Authority Project Manager. The Design-Build Firm shall conduct all tests in the presence of the Authority Project Manager or designated representative.

The field tests and burn in period required for the ITS/CCTV system is described in the project plans and specifications.

5. Existing Conditions

The existing ITS components and system located within the project limits shall not be disturbed or impacted by the proposed scope of work on this project. The Design-Build Firm shall conduct field surveys and provide a complete inventory with locations of all existing ITS components and infrastructures within the project limits within 60 calendar days of NTP.

There are 3 existing DMS signs within the project limits. These assemblies should not be impacted by the final structure. If the Design-Build Firm impacts a DMS sign or its corresponding infrastructure (conduit, pull boxes, etc.) with their final design, it will need to be relocated or replaced at no cost to the Authority or the Owner of the impacted assembly.

There is an 80 foot pole with a camera on the southwest corner of Westshore Boulevard and Gandy Boulevard. There is an 80 foot pole with a camera on the northeast corner of Manhattan Avenue and Gandy Boulevard. There is a 65 foot pole with a camera on the northwest corner of Dale Mabry Highway and Gandy Boulevard. Each of these cameras are connected to the existing fiber network running along Gandy Boulevard.

The existing cameras and poles are not within the viaduct's construction footprint and should not be impacted by this project. If Design-Build Firm impacts the 65 foot pole and camera, a new pole and camera must be provided that meet City specifications. The Design-Build Firm shall coordinate with the City of Tampa for approval of any new equipment.

The Design-Build Firm shall prepare and submit to the Authority a Maintenance of Communications (MOC) plan. The MOC plan shall detail and document existing ITS equipment and report which devices will be removed, relocated, or impacted by project work. Authorized removal of existing devices, if any, will be verified operational by the Authority or its designee, the Department or its designee, and/or the City of Tampa or its designee before the Design-Build Firm is allowed to remove or relocate the device.

The Design-Build Firm shall prepare and submit an ITS Repair Plan. The ITS Repair Plan shall outline the procedures, resources and points of contact for a step-by-step guideline in the event the Design-Build Firm damages any ITS infrastructure within or adjacent to the project limits.

S. Landscape & Irrigation Plans:

The Authority has established a budget of \$2,000,000.00 to develop landscape / hardscape plans for this project. The budget includes protecting, relocating or replacing existing trees within the median of Gandy Boulevard, and does not include the removal of exotic plants within the median of Gandy Boulevard. The Design-Build Firm shall prepare Landscape, Hardscape and Irrigation construction documents in accordance with the latest design standards and practices. The intent of the landscape / hardscape design is to enhance the proposed project area and provide attractive gateways to the surrounding area.

The landscape/hardscape plans shall satisfy the following design objectives:

- The landscaping shall respond to the natural ecosystems of the area and geography of the site, including the underside of the viaduct structure.
- The landscape design shall provide ease of maintenance by local agency maintenance crews.
- An enhanced level of landscape treatment shall be provided at stormwater facilities. The enhanced design shall include grasses, groundcovers, and shrubs along with canopy trees and palms.

- The careful placement of canopy and palm trees shall avoid roadway lighting, utilities and traffic management cameras. All existing and proposed utilities must be coordinated with plant placement in the final design and construction documentation.
- All planting design shall allow for the future growth of shrubs and grasses adjacent to sidewalks.
- Tree planting allows for adequate setbacks from fences and utilities
- Landscaping mitigates or enhances roadway structures.

In addition to the Standards, specific design criteria shall be utilized by the Design-Build Firm during the design of the final plans as follows:

- Ensure proper setbacks from overhead utilities.
- Any tree planted within 5' of any underground utility shall require a root barrier placed 15' centered (30' total width) on the tree and to a minimum depth of 42".
- Landscape plans shall include the removal of all Category I Invasive/Exotic plants as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) within the project limits and within the project right of way.
- All existing landscaping damaged or destroyed during construction shall be replaced with plant material of like size, quantity and species.

The Design/Build Firm shall be responsible for obtaining all landscaping maintenance agreements from the local entities.

The Design-Build Firm shall prepare a plant list to be used for this project. The plant list shall be provided as a part of the landscape concept submitted in the technical proposal.

All tree pruning work shall be directed by an Arborist Certified by International Society of Arboriculture and all Landscape installation shall be directed by a FNGLA Certified Landscape Contractor (FCLC). All existing trees shall be either protected, relocated or replaced. The Design Build Firm shall provide an existing Tree Inventory Plan, Tree Disposition Plan, Concept Plan, Landscape Plan, and Landscape Establishment Plan prepared by a Licensed State of Florida Registered Landscape Architect.

1. Existing Tree Inventory Plan

Perform an Existing Tree Inventory by an International Society of Arboriculture Certified Arborist. Using ¼ inch hemp rope encircle the tree; attach aluminum tags impressed with the tree identification number matching the tree identification numbering in the Tree Inventory Plan provided. Submit tree Tagging method to the DLA for review. Remove tree tags at the completion of the Establishment Period.

Produce an Existing Tree Inventory Plan graphically illustrating locations of existing trees. Include an Existing Tree Inventory chart with the following:

- Tree number
- Species
- Caliper of tree
- Clear trunk of palm
- Condition
- Disposition - Protect, Relocate or Replace

2. Landscape Plan

The Design-Build Firm shall produce a Landscape Plan as a component of the Roadway Plan. A minimum of 50% of large plant material must be native, canopy trees. Terrace sloped embankments for level planting areas.

A Landscape plan is not required along West Shore Boulevard.

3. Landscape Establishment Plan

The Establishment Plan includes existing, proposed and relocated trees. Produce an Establishment Plan detailing the activities required throughout the Establishment Period and submit to the DLA for review and approval. Include at a minimum:

- Watering
- Weeding
- Mulching
- Fertilizing
- Pruning
- Mowing and extents of mowing
- Litter removal
- Fruit removal
- Species specific establishment requirements

Submit the Landscape Establishment Plans for review with the 90% and 100% Landscape Plans.

The Design-Build Firm shall provide the Authority with a Warranty/Maintenance Bond in the amount of \$2,000,000 as a condition precedent to final acceptance. The cost of the Warranty/Maintenance Bond shall be included in other bid items.

The surety of the Warranty/Maintenance Bond shall have a resident agent in the State of Florida, meet all of the requirements of the laws of Florida and the regulations of the Authority, and have the Authority's approval. Ensure that the surety's resident agent's name, address, and telephone number are clearly stated on the face of the Warranty/Maintenance Bond. The Warranty/Maintenance Bond shall have a surety that remains acceptable to the Authority throughout the duration of the Establishment Period. In the event that the surety executing the Warranty/Maintenance Bond, although acceptable to the Authority at the time of execution of the Warranty/Maintenance Bond, subsequently becomes insolvent or bankrupt, or becomes unreliable or otherwise unsatisfactory due to any cause that becomes apparent after the Authority initial approval of the company, then the Authority may require that the Contractor, at the Contractor's expense, immediately replace the Warranty/Maintenance Bond with a similar one drawn on a surety company that is reliable and acceptable to the Authority.

T. Tolling Requirements

The Design-Build Firm shall furnish and install tolling infrastructure per the Authority's GTR. The Authority's GTR includes toll gantry structural, geotechnical, electrical, mechanical, communication and supplemental pavement design criteria specific to each of the tolling facility requirements. The Design-Build Firm shall refer to the Authority's GTR for the design criteria and construction requirements needed for a complete and fully operational tolling point.

1. General

• Toll Facility Locations

- Toll gantry locations shall be located within the Authority right-of-way, and shall not change unless the roadway layouts are modified by the Design-Build Firm through approved ATCs and shall be reevaluated by the Design-Build Firm against the Authority's GTR. In such cases, the toll gantry locations shall be adjusted and submitted for written approval by the Authority prior to design.
 - Required tolled movements –
 - Selmon SB Ramp/Ramp F
 - Selmon NB Ramp
 - Ramp D
 - Potential location of toll gantries – the following are recommended toll gantry locations
 - Selmon SB Ramp and Ramp F – stations 402+50 and 403+00 (lane widths must be constant, and not merging)
 - Selmon NB Ramp - stations 501+50 and 502+90
 - Ramp D - to allow for potential contraflow, stations 91+50 and 92+50
 - The option exists for the Design Build Firm to combine the generators and maintenance pull off area for tolling sites of Selmon SB Ramp/Ramp F and Selmon NB Ramp. However, each shall have unique gantries and toll infrastructure.
- Non –accessible gantries – the Authority's intent is to use a similar design to the current tri-cord truss structure used at most other Authority tolling sites with modifications as described herein and to meet the GTR requirements.
 - Toll Equipment Concrete Pad – the Authority's intent is to use concrete pads with appropriate conduit and electrical communication service terminating at the pads. These pads are where the toll equipment contractor will install exterior toll equipment enclosures. Therefore, no buildings are required. The Design-Build Firm shall provide for the electrical services, electrical enclosures, and any support bracketing to mount the toll equipment enclosures to the concrete pad as described in the Authority's GTR.
 - Protection of Toll locations – concrete barrier wall shall separate the roadway from the tolling location
 - Grade separation and access – the identified tolling locations in the concept plan may require the toll readers to be at the grade of roadway and the remainder or some combination of toll equipment (pad, toll controller cabinets, generator, fuel tank, etc) at the grade of the below access road. Design-Build Firm shall then provide a maintenance pull off areas and exterior secured staircase with hand rail to access the reader cabinets, pull boxes and gantry located at an elevated grade.
 - Electrical service – toll sites with 2 or less gantries shall have minimum 200 Amp single phase service; toll sites with more than 2 gantries shall have minimum 400 Amp single phase service.
 - Generators and fuel tanks – shall be liquid propane, commercial, permanent, exterior units. Toll sites with 2 or less gantries shall have minimum 35 KW generators; toll sites with more than 2 gantries shall have minimum 45KW generators. All generators shall provide for electronic monitoring by the toll equipment. The Generators supplying emergency power for the tolling equipment shall be of such design as to provide commercial grade power (i.e. frequency and

voltage) to the sensitive computer and communications equipment allowing for uninterrupted operation while under full load.

- Rigid pavement - Non-steel reinforced concrete pavement is required for all toll locations. A full pavement design is required to be provided for review and approval, and pavement joint design details shall be developed in coordination with the Toll Equipment Contractor (TEC).
- Tolling locations in curves or in gore areas - these locations may require additional pavement markings, tubular delineators or additional devices to reduce weaving or lane changing at the tolling locations.

The Design-Build Firm shall refer to the Authority's GTR for the design criteria and construction requirements, and Technical Special Provisions (TSP) needed for a complete and fully operational tolling point. Any modifications to the TSP in Appendix 1 of the Authority's GTR shall be marked so as to clearly (such as the use of "track changes") indicate the original and any changed special provision.

The Design-Build Firm shall allow for at least 150 calendar days within its construction schedule for the installation and testing of tolling equipment by the Authority's Toll Equipment Contractor.

2. Toll Fiber Optic Cable and Conduit

The Design-Build Firm shall be responsible for all design and engineering services relating to the Project. All system components shall be new unless otherwise identified for relocation.

The fiber design for this project shall include installing a 96 count single mode fiber optic cable backbone, connecting to the existing 96 count single mode fiber optic cable on the Selmon Expressway and the Mississippi Avenue overpass and extending through the limits of construction. Connections to toll sites shall utilize a 24 count single mode fiber optic drop cable connected to the 96 single mode backbone, following an approved fiber allocation plan coordinated with THEA. The conduit and fiber shall be designed, installed and tested. Once complete the fiber will be turned over to the TEC for the splicing and connection into the existing THEA network.

An existing 24 count fiber optic cable north of West Bay to Bay Boulevard shall be protected and spliced into the new 96 count backbone between Mississippi Avenue and West Bay to Bay Boulevard using a full 216 count fiber patch panel and enclosed cabinet.

All toll and ITS fiber installed shall utilize two (2), 2-inch HDPE conduits, locate tone wire, warning tape, fiber route markers and splice boxes parallel to the traveled route. The fiber backbone shall be located along one side of the Expressway. One conduit shall be used for the fiber backbone and one conduit shall be a spare. For additional details and requirements for fiber and toll communications refer to the General Tolling Requirements (GTR) document.

The Design-Build firm shall investigate and design all existing conflicts with structures, driveways, overpasses and potential grade conflicts for proposed fiber and equipment locations. The typical elevation of fiber conduit shall be 36 inches below final grade. Fiber trenches can be open cut unless crossing existing driveways, roadways and existing utilities. When bored, the conduit duct bank shall be 48 inches below final grade (refer to FDOT specifications).

Bridge mounted conduit and pull boxes must be approved by THEA.

The Design-Build Firm shall prepare design plans and necessary documentation for the installation of the fiber and conduit for connection from an existing hub or splice vault to each toll facility location.

At a minimum, the fiber and conduit work in this project consists of the following major components:

- Preserve any existing ITS systems and infrastructure and ensure its operation before, during and after construction activities.
- Coordination is required with the TEC on this project.
- Installation and routing of the fiber optic cable and conduits at any location shall not damage existing trees and landscaping. The fiber optic drop system shall maintain a minimum clearance from utilities as outlined in the FDOT Design Standards and Utilities Accommodation Manual.
- Extend 96 strand count single mode backbone fiber from the toll gantries at the west end to the existing THEA 96-fiber box near Mississippi Avenue and the Selmon Expressway on the east end.
- All cabinet penetrations shall be sealed and waterproofed.
- Avoid existing and proposed utilities.
- Avoid future roadway, ramp and toll plaza widening.
- Minimize clearing and grubbing.
- Located fiber outside the existing and future clearzone.
- Maintain a straight conduit line.
- Typically, install fiber and conduit 15 feet from right-of way where there are no sound walls and 5 feet in front of existing any walls whenever possible.
- All conduit installation and construction activity should take place within existing right-of-way. In the event that the conduit route is outside of the project limits, the Design-Build Firm shall coordinate all aspects of the route, permits and construction.
- All spare conduits shall have a pull tape installed and shall be capped with a waterproof seal approved by the conduit manufacturer immediately after testing. Ensure all conduit duct banks have a tone wire connection from end to end.
- All fiber conduit installed underground shall be high density polyethylene (HDPE).
- All conduit interconnect system, locate tone wire, fiber route markers, warning tape and other associated equipment shall comply with the FDOT's Specifications for Road and Bridge Construction ITS specification and applicable FDOT Design Standards.
- Spacing of fiber optic pull boxes shall not compromise the maximum pulling tension of the fiber optic cable. All pull boxes must meet HS-20 loading if they are installed in the limited access right-of-way.
- Termination splice vaults at the tolling sites and the connection to the existing fiber shall have 100 feet of fiber coiled and protected in the splice box for the TEC to splice into.

3. Testing and Acceptance

All materials furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination

and performance of material inspection, testing, and field acceptance tests.

ITS testing shall include a Spare Conduit Test (SCT), Fiber Optic Cable Test (FOCT), Stand Alone Test (SAT), Operational System Acceptance Test (OSAT). The Authority reserves the right to have a representative witness to all testing. The Design-Build firm shall request in writing the Authority's approval for each test procedure a minimum of 14 calendar days prior to the requested test date.

Fiber optic testing must be complete a ready to turn over to the TEC at least 45 days prior to turning over the tolling site to the TEC. The Design Build Firm shall cooperate with the TEC for access to the fiber optic cable. In the event that the TEC encounters incomplete or errors in the installation of the fiber optic cable, the Design-Build Firm shall correct as necessary.

VII. Technical Proposal Requirements:

A. General:

Each Design-Build Firm being considered for this Project is required to submit a Technical Proposal. The proposal shall include sufficient information to enable the Authority to evaluate the capability of the Design-Build Firm to provide the desired services. The data shall be significant to the Project and shall be innovative, when appropriate, and practical.

B. Submittal Requirements:

The Technical Proposal shall be bound with the information, paper size and page limitation requirements as listed herein.

A copy of the written Technical Proposal must also be submitted in PDF format including bookmarks for each section on a CD, DVD, or Flash Drive. Bookmarks which provide links to content within the Technical Proposal are allowed. Bookmarks which provide links to information not included within the content of the Technical Proposal shall not be utilized. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Only upon request by the Authority, provide calculations, studies and/or research to support features identified in the Technical Proposal. This only applies during the Technical Proposal Evaluation phase.

Submit 1 Original, seven (7) CD's, DVD's or Flash Drives containing the Technical Proposal in PDF format and seven (7) collated, complete sets of hard copies, including roll plots, of the Technical Proposal to:

Tampa- Hillsborough Expressway Authority
1104 East Twiggs Street Suite 300
Tampa, FL 33602
Attn: Man Le, Contracts and Procurement Manager

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be twenty five (25), single-sided, typed pages including text, graphics, tables, charts, and

photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"x17" sheets are prohibited.

- The cover page, Table of Contents and any tabs will not count towards the 25-page page limitation. However, the cover sheet and tab pages should not contain any narrative/text information and will not be reviewed or considered in the evaluation scoring.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measurable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- 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. In addition, the Design-Build Firm shall reveal the proposed number of days of closures and detours in the written technical proposal. Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time. Proposed Contract Time will be evaluated when Bid Price Proposals are received.

Section 2: Plans and Technical Special Provisions

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is allowed provided it clarifies the plan and profile views. However, the Authority may determine that such additional information other than depictions of the Plan and Profile views is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Authority. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11"x17" sheets. Plan and profile views may be submitted in 11"x17" format in addition to the roll plot format.
- Provide Preliminary Landscape Plan that depict a Bold Landscape design for the entire project limits. The Landscape Plan shall include graphic plant symbols that show the plant location, plant type, plant quantity, plant botanical and common name and installed plant size.
- The master signing plan (MSP) shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of each roll-plot shall be 8'. The scale shall be either 1"=100' or 1"=200'. The MSP shall show: all pavement markings and messages, all guide signs, sign panel dimensions, sign structure types and locations; signalization elements such as

signal structures, locations of signal heads, PTMS, and TTMS; major ITS devices such as DMS, ADMS, and HUBs, toll gantry locations. The signalization details at intersections shall be shown in close up views within the roll plots and shall be sized enough to clearly show type of signal structure and upright; number of signal heads for both vehicles and pedestrians, and their locations; controller cabinet; and pavement markings.

- For the structure plans submittal, refer to FDOT Plans Preparation Manual, Volume 1 for the required foundation, substructure and superstructure items to be included.
- Include a copy of the final Gandy Boulevard Viaduct Erection Plan Package submitted to the Authority during the ATC process, along with approval letter from the Authority, as applicable.
- Toll Facility plans in accordance with the Phase Submittal Requirements (Non-Conventional Projects) of Appendix 2 of the Authority’s GTR.
- Right-of-Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right-of-Way parcels if applicable and approved through the ATC process. Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual, except as modified herein.
- The Plans shall complement the Project Approach.
- Provide any Technical Special Provisions (TSP) which apply to the proposed work. TSPs shall be submitted in electronic format only (word and PDF format).

C. Evaluation Criteria:

The Authority shall evaluate the written Technical Proposal by each Design-Build Firm. The Design-Build Firm should not discuss or reveal elements of the price proposal in the written proposals. A technical score for each Design-Build Firm will be based on the following criteria:

| Item | Value |
|---|--------------|
| 1. ELOI score (carried over from Phase I) | 20 |
| 2. Design | 15 |
| 3. Construction | 15 |
| 4. Maintenance of Traffic | 10 |
| 5. Schedule | 20 |
| 6. Price | 20 |
| Maximum Score | 100 |

The following is a description of each of the above referenced items:

1. **ELOI Score (Phase I) (20 points)**

The total score from Phase I and Phase II will be added to determine the Design-Build Firm's Total Technical Score

2. **Design (15 points)**

Credit will be given for the quality and suitability of the following elements:

- Structures design
- Roadway design / and safety
- Drainage design / Permitting
- Environmental Design / Permitting
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts through design to:
 - Environment
 - Public
 - Adjacent Properties
 - Structures
- Signing and Pavement Markings design
- Signalization design
- Lighting design
- Tolling design
- Maintainability
- Aesthetics
- Utility Coordination and Design
- Design considerations which improve recycling and reuse opportunities

Credit will be given for aesthetics features of the design including but not limited to the following: considerations in the geometry, suitability and consistency of structure type, structure finishes, shapes, proportions and form throughout the limits of the project.

Credit will be given for an aesthetic solution which addresses the following:

Viaduct structure and appurtenances.

- Provide a balance between structural functionality and aesthetically complementing and enhancing Gandy Boulevard's sense of place as the signature roadway in south Tampa.
- Develop a corridor-wide approach which encompasses all elements within the project setting.
- Consistent use of shapes, forms, sizes, orientations, textures, colors, and finishes and other aesthetic treatments across structural elements types. This includes aesthetic integration of the superstructure and substructure elements as well as the various pier types (concentric, cantilever, and straddle).
- Minimizes the variations of the structural forms, shapes, and sizes.
- Minimizes visual discontinuities and abrupt changes in structural features.

- Develop textures, reliefs, and finishes which are meaningful to pedestrians, bicyclists, and motorists alike.

Interchange structures:

- Structural shapes, forms, sizes, orientations, textures, colors, finishes and other aesthetic treatments consistent with the existing interchange elements.
- Treatments which further integrate the new structural elements into the existing interchange.

Credit will be given for design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

Credit will be given for development of design approaches which minimize periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, access to structure's lighting system, and impacts to long term maintenance costs.

Credit will be given for introducing and implementing innovative design approaches.

3. **Construction (15 points)**

Credit will be given for the quality and suitability of the following elements:

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- Tolling construction and implementation
- Construction coordination plan minimizing construction changes
- Minimizing impacts through construction to:
 - Environment
 - Public
 - Adjacent Properties
 - Structures
- Implementation of the Environmental design and Erosion/Sediment Control Plan
- Utility Coordination and Construction

Credit will be given for the development of an erection plan that identifies a detailed step-by-step sequence of construction of a representative sampling of all Gandy viaduct foundation, and substructure elements. The plan shall denote clearly when construction operations are limited to nighttime or daytime work hours, and shall denote the Gandy Boulevard traffic lanes and show representative business driveway access points.

Credit will be given for developing and deploying construction techniques that enhance project durability, reduce long term and routine maintenance, and those techniques which enhance public and worker safety. This shall include, but not be limited to, minimization of lane and driveway closures, lane widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

Credit will be given for insuring all environmental commitments are honored.

Credit will be given for construction and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility conflicts.

Credit will be given for introducing and implementing innovative construction techniques.

Credit will be given for the following Value Added features:

- Broadening the extent of the Value Added features of this RFP while maintaining existing threshold requirements
- Exceeding minimum material requirements to enhance durability of project components
- Providing additional Value Added project features proposed by the Design-Build Firm

The following Value Added features have been identified by the Authority as being applicable to this project. The Design-Build Firm may propose to broaden the extent of these Value Added features.

| Value Added Feature | Minimum Value Added Period |
|-------------------------------|----------------------------|
| Value Added Asphalt | 3 years |
| Value Added Concrete Pavement | 5 years |
| Value Added Bridge Components | 5 years |

4. Maintenance of Traffic (10 points)

Credit will be given for the following Maintenance of Traffic features:

Credit will be given for a MOT scheme that minimizes disruption of roadway traffic. This shall include, but not be limited to:

- Minimization of lane closures, off site detours, lane width reductions, median opening closures, visual obstructions, and reductions in speed limits. The total number of median closures and off site detours shall be quantified in the written technical proposal.
- Implementation of the Maintenance of Traffic Plan that minimizes the number of traffic shifts and disruption of traffic throughout the contract duration.
- Identifying the proposed days of closures and detours.
- Approach to a Maintenance of Traffic Plan that includes maintaining the existing capacity of Gandy Boulevard to the maximum extent possible.
- Implementation of the Incident Management Plan

5. Schedule (20 points)

The Authority will score the Proposed Contract Time using the following formula:

$$\frac{X}{Y} \text{ multiplied by } 20 = A$$

Where:

X = the lowest number of calendar days proposed by any responsive Proposer for its Proposed Contract Time, but not less than 1000 calendar days

Y = the number of days proposed by Proposer for its Proposed Contract Time, but not less than 1000 calendar days

A = Proposer's Proposed Contract Time score, to three decimal places

The Proposed Contract Time should incorporate and set forth an aggressive but realistic time frame for the required completion of the Total Project.

6. Price (20 points)

Authority will determine the Proposer's Price Proposal score for the Project using the following formula:

$$\frac{X}{Y} \text{ multiplied by } 20 = A$$

Where:

X = the lowest Scored Price as proposed by any responsive Proposer

Y = the Scored Price proposed by Proposer

A = Proposer's Price Proposal score, to three decimal places

D. Final Selection Process:

After the sealed bids are received, the Authority will announce the Technical Scores and opening of sealed Bid Price Proposals at the Authority's Board meeting. This meeting will be recorded. At this meeting, the Authority will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer's Technical Score. Following announcement of the Technical Scores, the sealed Bid Price Proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Authority observed holidays) after the public opening of the Technical Scores and Bid Price Proposals. The Authority's Selection Committee will review the evaluation of the Technical Review Committee and the Bid Price Proposal of each Proposer as to the apparent highest adjusted score and make a final determination of the highest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Authority is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the highest adjusted score.

E. Stipend Awards:

The Authority has elected to pay a stipend to the non-selected shortlisted Design-Build Firms to offset some of the costs of preparing the Proposals. The Design-Build Firm who is ultimately awarded the Contract is not eligible for a stipend.

The non-selected shortlisted Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Authority or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be \$446,500 per non-selected shortlisted Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected shortlisted Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Authority reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Authority deems appropriate, and the proposer by submitting a Technical Proposal, agrees that the Authority may use any concepts or ideas contained in the proposal.

In order for a Design-Build Firm to remain eligible for a stipend, the Design-Build Firm must fully execute with original signatures and have delivered to the Authority within one (1) week after the Short-List protest period, four (4) originals of the Design-Build Stipend Agreement. The Design-Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the Design-Build Stipend Agreement will be returned to the Design-Build Firm.

A non-selected Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Authority's RFP for the subject Project".

VIII. Bid Proposal Requirements.

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one total overall lump sum price for the Project and the number of calendar days within which the Proposer will complete the Project. The total overall lump sum price for the Project shall consist of the sum of the individual lump sum prices for each of the following project segments based on the project stationing identified in the Concept Plans:

1. Approximate Station 600+66.58 (Begin Project) to Station 655+87.90, with the exception of City of Tampa West Shore Boulevard at Gandy Boulevard intersection Project Work.
2. Station 655+87.90 east to Selmon Expressway Station 92+00 (Concept Plans End of Construction).
3. All City of Tampa West Shore Boulevard at Gandy Boulevard intersection Project Work as identified in the City of Tampa Concept Plans.

The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of the Project, and all other work necessary to fully and timely complete that segment of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that segment of the Project will be full, complete, and final compensation for the work required to complete that segment of the Project. The Design-Build Firms submitted bid price shall not be reconsidered or altered based on the Public's final aesthetics selection. Additionally, the Bid Price Proposal shall include a schedule of values identifying the Design-Build Firms anticipated monthly payment schedule from Anticipated Award Date through Final Completion Date for All Work for the lump sum price. One (1) hard copy Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

Tampa- Hillsborough Expressway Authority
1104 East Twiggs Street Suite 300
Tampa, FL 33602
Attn: Man Le, Contracts and Procurement Manager

The package shall indicate clearly that it is the Bid Price Proposal and shall identify clearly the Proposer's name, contract number, project number, and Project description. The Bid Price Proposal shall be secured and unopened until the date specified for opening of Bid Price Proposals.