

Tampa-Hillsborough Expressway Authority
Board of Directors

Meeting Packet

September 27, 2021



**Meeting of the Board of Directors
September 27, 2021 - 1:30 p.m.**

**THEA Headquarters
1104 E. Twiggs Street
First Floor Board Room
Tampa, FL 33602**

For any person who wishes to address the Board, a sign-up sheet is provided at the Board Room entrance. Presentations are limited to three (3) minutes. When addressing the Board, please state your name and address and speak clearly into the microphone. If distributing backup materials, please furnish 10 copies for the Authority Board Members and staff. Any person who decides to appeal any decisions of the Authority with respect to any matter considered at its meeting or public hearing will need a record of the proceedings and, for such purpose, may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which an appeal is to be based.

- I. Call to Order and Pledge of Allegiance**
- II. Public Input/ Public Presentations**
 - A. Presentation – Selmon Expressway West Extension Appreciation**
- III. Consent Agenda**
 - A. Approval of the Minutes from the August 16, 2021, Executive Recruitment Committee and the August 23, 2021, Board of Directors Meeting**
 - B. Approval of the 2022 THEA Board Meeting Schedule**
 - C. Board Member Travel**
- IV. Discussion/Action Items**
 - A. Planning & Innovation – John Weatherford, Chairman – *Bob Frey, Staff***
 - 1. Approval of South Selmon Project Environmental Impact Report (PEIR) Evaluation Document**

Purpose: The Tampa Hillsborough Expressway Authority has completed the Project Environmental Impact Report (PEIR) for the South Selmon Capacity Improvements Project (from North of Himes Avenue to Whiting Street). The PEIR:

- Outlines corridor characteristics
- Evaluates impacts
- Informs of proposed mitigation strategies identified
- Informs of the fact that there are no disproportionate impacts resulting

The report has been reviewed and is presented for Board approval.

Funding: None Required

Action: Approval of the PEIR for South Selmon Capacity Improvements.

2. Adoption of Resolution 667 Approving route map and corridor modifications identified in the South Selmon PEIR

Purpose: THEA's legislation requires a resolution accepting the capacity improvements route map and corridor modifications of the Expressway System.

Funding: None Required

Action: Adoption of Resolution 667 to approve South Selmon Capacity Improvements Project route and proposed modifications.

3. CV Inter-State Agency Testing Collaboration

Purpose: This Task Work Order will allow THEA to start several connected technology testing plans with UDOT, the City of Madison and the University of Arizona to ensure that regulatory and technology changes will not impact the reliability of THEA CV applications. Findings will be shared with USDOT, ITS-America and the collaborating agencies.

Funding: Capital Budget (CPMP: HI-0072-P-63)

Action: Request Board approval for Staff to execute Task Work Orders for Real Time Safety Application Interference Testing with UDOT– Not to exceed \$200,000. THEA staff will execute task works orders with the following firms:

- HNTB - \$150,000
- Playbook -\$5,000
- University of South Florida-CUTR - \$45,000

Final Task Orders will be subject to review and approval by THEA General Counsel.

B. Operations & Maintenance – Bennett Barrow, Chairman – Brian Pickard, Staff

1. General Information Technology (IT) Services

Purpose: To provide all services and duties customarily and usually performed for general information technology support and network services.

Funding: Operating Budget

Action: Requests the Board:

- a) Approve selection of the Evaluation Committee for general IT services.

| Rank | Firms | Total Score | Average Score |
|------|------------------------------|-------------|---------------|
| 1 | Infotect Design Solutions | 275 | 91.67 |
| 2 | Lucayan Technology Solutions | 252 | 84.00 |
| 3 | Tech Army | 236 | 78.67 |
| 4 | Cogent Infotech Corporation | 231 | 76.83 |
| 5 | United Data Tech | 227 | 75.67 |

- b) Authorize and direct staff to negotiate and execute a contract with the highest ranked firm. If negotiations are unsuccessful, staff shall negotiate with the next highest ranked firm. Contract is subject to review and approval of THEA General Counsel.

2. FY22 Selmon Bridge Pavement Striping

Purpose: To provide all the labor, materials, equipment, and incidentals necessary to remove and replace existing concrete pavement markings and raised pavement markers for select areas of the Selmon Expressway Mainline REL.

Funding: Capital Budget

Action: Requests the Board:

- a) Approve selection of AKCA LLC in the amount of \$949,910 for the FY22 Selmon Bridge Pavement Striping.

| Firms | Amount |
|------------------------|-------------|
| AKCA LLC | \$ 949,910 |
| TRP Construction Group | \$1,048,724 |

- b) Authorize and direct staff to negotiate and execute a contract with the lowest responsible bid firm. If negotiations are unsuccessful, staff shall negotiate with the next lowest bid firm. Contract is subject to review and approval of THEA General Counsel.

3. Construction, Engineering, and Inspection (CEI) Consultant for FY22 Selmon Bridge Pavement Striping

Purpose: To procure the services of a CEI Consultant to perform field engineering and testing for the replacement of poorly performing bridge striping. Negotiations were conducted and finalized with Consor Engineers, LLC selected previously (August 26, 2019, Board Meeting) for push-button contracts for Minor Design and CEI projects.

Funding: Capital Budget - \$160,500

Action: Request the Board to authorize the Executive Director to execute a Purchase Order with Consor Engineers for \$160,500 to provide CEI services for the FY22 Selmon Bridge Pavement Striping.

4. FY22 Selmon Ramps Mainline Resurfacing

Purpose: To provide all the labor, materials, equipment, and incidentals necessary to resurface select areas of the Selmon Expressway.

Funding: Capital Budget

Action: Requests the Board:

- a) Approve selection of the lowest bid from Hubbard Construction in the amount of \$817,714 for the Selmon Ramps Mainline Resurfacing.

| Firms | Amount |
|----------------------|-------------|
| Hubbard Construction | \$ 817,714 |
| Preferred Materials | \$ 914,819 |
| Ajax Paving | \$1,195,500 |

- b) Authorize and direct staff to negotiate and execute a contract with the lowest responsible bid firm. If negotiations are unsuccessful, staff shall negotiate with the next lowest bid firm. Contract is subject to review and approval of THEA General Counsel.

5. Construction, Engineering, and Inspection (CEI) Consultant for FY22 Selmon Ramp Miscellaneous Resurfacing

Purpose: To procure the services of a CEI Consultant to perform field engineering and testing for the replacement of failing asphalt on the expressway mainline and ramps. Negotiations were conducted and finalized with Consor Engineers, LLC selected previously (August 26, 2019, Board Meeting) for push-button contracts for Minor Design and CEI projects.

Funding: Capital Budget - \$199,600

Action: Request the Board to authorize the Executive Director execute a Purchase Order with Consor Engineers for \$199,600 to provide CEI services for the FY22 Ramp and Miscellaneous Resurfacing at select locations between Euclid and Falkenburg.

6. South Selmon Capacity Geotechnical Investigation – Through General Engineering Consultant Contract (GEC)

Purpose: To utilize GEC (HNTB) and their sub, Tierra, to undertake preliminary geotechnical investigations to support development of the future South Selmon Capacity RFP.

Funding: Capital Budget - \$764,250

Action: Request the Board to authorize the Executive Director to execute a Task Order with HNTB for preliminary soils investigation in preparation for developing an RFP for the South Selmon Capacity Project.

7. Greenway DB Support – Through GEC Contract

Purpose: To utilize GEC (HNTB) in assisting staff with developing the RFP, procure the Design/Build Contractor, procure the CEI Team, and oversee their work during design and construction of the Greenway from Florida to Jefferson.

Funding: Capital Budget - \$250,000

Action: Request the Board authorize the Executive Director to execute a Task Order with HNTB for helping to procure a Contractor and CEI and to assist in overseeing the design and construction of the Greenway, from Florida to Jefferson.

8. Downtown GIS and Title Search Support – Through GEC Contract

Purpose: To utilize GEC (HNTB) and their subs to undertake over 150 Title Searches, have Surveyors review the title searches to identify impacts to THEA ROW and Import into THEA GIS databases for ROW all this information from the Hillsborough River to 19th Street through the downtown areas.

Funding: Capital Budget - \$250,000

Action: Request the Board to authorize the Executive Director to execute a Task Order with HNTB for Downtown ROW Title Searches, Survey, and Update of THEA's GIS database.

9. West Extension ITS – Through GEC Contract

Purpose: To utilize GEC (HNTB) in assisting staff with developing the RFP, procure the Design/Build Contractor, procure the CEI Team, and oversee their work during design and construction of the ITS for the West Extension.

Funding: Capital Budget - \$200,000

Action: Request the Board to authorize the Executive Director to execute Task Order with HNTB for helping to procure a Contractor and CEI and to assist in overseeing the design and construction of the ITS Network for the West Extension.

10. Fiber Installation from THEA Headquarters to Florida Avenue – Change order No. 1

Purpose: To provide additional funding to Precision Contracting Services (PCS) for the installation of THEA owned conduit to house the 144 Pair Fiber from THEA Headquarters to existing Cabinet at Bayshore Boulevard. The 144 pair fiber was approved at the June 28, 2021, Board Meeting.

Original Contract Amount: \$62,160

Change Order No. 1: \$74,735

Updated Total

Contract Amount: \$136,895

Funding: Capital Budget –\$74,735

Action: Request the Board to authorize and direct staff to negotiate and execute a change order with PCS in the amount of \$74,735 to install new conduit to house 144 pair fiber from Headquarters to Bayshore Boulevard.

C. General Counsel – Amy Lettelleir

1. Investment Banking Underwriting Services RFP

Purpose: To obtain Investment Banking Underwriting Services to assist the Authority in the structuring, marketing, and sale of negotiated bond sales to meet the financing requirements of the Authority.

Funding: None Required ~ payment from bond funds when issued.

Actions: Request the Board to approve the Evaluation Committee rankings and selection of seven firms, including one top ranked SBE firm, to serve on the team of underwriters for future bond issues.

| Rank | Firms | Total Score | Average Score |
|------|---------------------------------------|-------------|---------------|
| 1 | Bank of America | 289 | 96.33 |
| 2 | Raymond James & Associates | 285 | 95.00 |
| 3 | RBC Capital | 284 | 94.67 |
| 4 | Wells Fargo Bank | 284 | 94.67 |
| 5 | Citigroup Global Markets | 282 | 94.00 |
| 6 | J.P. Morgan Securities | 277 | 92.33 |
| 7 | Jefferies LLC | 267 | 89.00 |
| 12 | Samuel A. Ramirez & Associates (SBE)* | 249 | 83.00 |

V. Chairman – Vincent Cassidy

1. Executive Director Recruitment Timeline Update – Jeff Seward, Staff

VI. Staff Reports

A. Planning and Innovation – Bob Frey

B. Operations & Maintenance – Brian Pickard

- Wrong-way Driver Discussion

C. Finance Update – *Jeff Seward*

- **Revenue Update**
- **Sensitivity Analysis**

D. Toll Operations – *Rafael Hernandez*

VII. Executive Reports

A. Executive Director – *Joe Waggoner*

1. Contract Renewal & Expiration Report

2. Report of Extra Work

B. General Counsel – *Amy Lettelleir, Esq.*

C. Chairman – *Vincent Cassidy*

1. Upcoming Meetings

- No Meetings in October
- THEA Board Meeting – November 15, 2021
- THEA Board Meeting – December 13, 2021
 - Committees of the Whole – January 17, 2022
 - Committees of the Whole – February 7, 2022

D. Old Business

E. New Business

F. Adjournment

Tampa-Hillsborough County Expressway Authority
Minutes of August 23, 2021, Board Meeting
1104 E. Twiggs Street
Tampa, FL 33602

The Tampa-Hillsborough County Expressway Authority held a public meeting at 1:30 p.m. on August 23, 2021, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

BOARD:

Vincent Cassidy Chairman
Bennett Barrow, Vice Chairman
John Weatherford, Member

FDOT D-7 Secretary David Gwynn, Member
Mayor Jane Castor, Member

STAFF:

Joe Waggoner
Amy Lettelier
Sue Chrzan
Brian Pickard
Jeff Seward
Rafael Hernandez
Max Artman
Julie Aure
Shari Callahan

Man Le
Chaketa Mister
Debbie Northington
Lisa Pessina
Charlene Ponce
Anna Quinones
Brian Ramirez
Judith Villegas

OTHERS:

Kevin Dempsey, Citi
Brent Wilder, PFM
Todd Josko, Ballard Partners
Steve Ferrell, HDR
John Generalli, Wells Fargo
Jim Drapp, HNTB

Jennifer Cowen, BMO
Stephen Reich, TPC
Floyd Graves, Madrid CPWG
Steve Miller, Infotect
Anthony Castellone, Pennoni

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairman Vincent Cassidy called the meeting to order at 1:35 p.m., followed by the Pledge of Allegiance.

II. PUBLIC INPUT PRESENTATIONS

There were no public presentations.

III. CONSENT AGENDA

The Chairman continued with the Consent Agenda and approvals.

A. Approval of the minutes from the June 28, 2021, Board Meeting

The Chairman asked for a motion to approve. Bennet Barrow moved approval, seconded by John Weatherford. The motion carried unanimously.

IV. DISCUSSION/ACTIONS ITEMS

A. OPERATIONS AND MAINTENANCE – Bennett Barrow, Chairman

1. Intelligent Transportation Systems (ITS) Consultant for Control System & DMS Fiber Communications Upgrade

Mr. Brian Pickard reported on the need to upgrade the DMS sign control platform and replace copper communications lines with fiber. He noted that funding will come from the capital budget.

The requested action is for the Board to authorize the Executive Director to sign a Task Order with KCI Technologies, Inc. for \$130,000 to develop a Request for Proposals (RFP) to procure a contractor to upgrade our obsolete DMS sign control platform and replace copper communication lines with fiber.

The Chairman asked for a motion to approve. Bennet Barrow moved approval, seconded by John Weatherford.

Motion carried unanimously.

Before moving on to the next item, the Chair announced that Board Member Daniel Alvarez was unable to attend today's meeting.

B. CHAIRMAN – Vincent Cassidy

1. Executive Director Recruitment

The Chairman discussed the Executive Recruitment Committee's initial recommendation, which was to move into negotiations with the top candidate for Executive Director, Mr. Tomlinson and if those negotiations were unsuccessful to contract with a recruiter to initiate a nationwide search.

Mr. Tomlinson has withdrawn his application, so the recommendation is to move forward with a search firm.

The Chair asked for a motion for the board to authorize the Chair to execute a contract with a firm to conduct a national recruitment effort for the THEA Executive Director position, and to include the four candidates interviewed on August 16, 2021, as candidates in that recruitment, should they so choose.

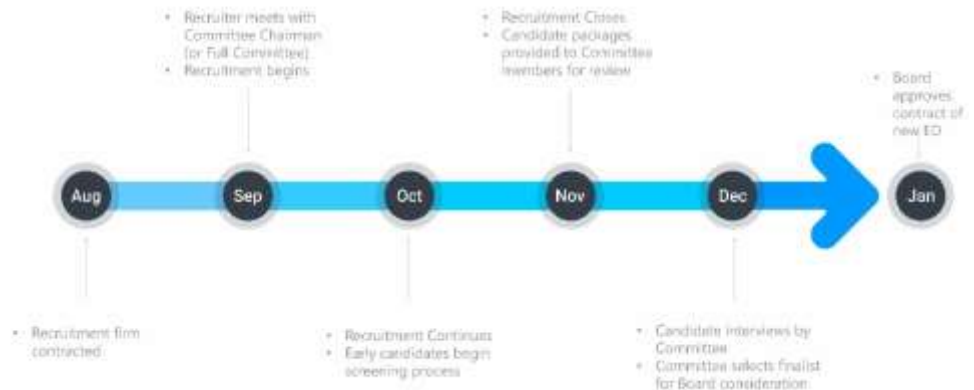
Secretary Gwynn so moved, seconded by Mr. Barrow. The motion carried unanimously.

Chairman Cassidy stated that the standing committee will continue as structured. He instructed board members to refer anyone who contacts them regarding the position to Jeff Seward and to not engage in any conversation about the position.

The Chairman also noted that during the recruitment process, THEA has used outside counsel of Bryant, Miller, and Olive to engage in the process. Ms. Jennifer Cowen, who is here today, has served in that capacity and has advised us along the way.

Next, Mr. Seward then reviewed the tentative timeline for recruitment.

Revised THEA Executive Director Recruitment Timeline (tentative)



He reported that several firms have been contacted and will be brought to the Chair for consideration. The goal is to have a recruiter on board in the next couple of weeks so recruitment can begin right after Labor Day. Recruitment will close in November, interviews will occur in December, with board approval in January.

The Chair noted the importance of leveraging existing recruiter relationships and existing contracts that are in place with other public agencies that have expertise in transportation.

V. EXECUTIVE REPORTS

A. Executive Director – Joe Waggoner

Mr. Waggoner reported on the following:

1. Contract Closeout Report – The South Selmon ramps and miscellaneous paving services contract with Hubbard Construction is completed at about 8.5% over the total budget. The contract was amended to include paving and striping of the Expressway mainline, additional paving at the Falkenburg eastbound off ramp, and final quality and quantity adjustments.
2. Contract Renewal and Expiration Report – There are two contracts being renewed. The first is Intelligent Transportation System Services with Metric Engineering, first year renewal from March 2022 – February 2023. The second is a renewal of our contract with Rivero, Gordimer & Company for financial audit services. This is a second-year renewal from February 2022-February 2023.
3. Report of Extra Work – The first project is the Pier uplighting project with Highway Safety Devices, which come to a 3% increase. The second is the THEA Renovations Project with Trias, which results in a 6% increase. Both projects are approaching completion.

B. General Counsel

No report from General Counsel.

A. Chairman

1. Upcoming Meetings

THEA Committees of the Whole – September 13, 2021

THEA Board Meeting – September 27, 2021

The Chairman asked if the September Committees of the Whole meeting is needed. Mr. Waggoner noted that it is not. The Chair cancelled that meeting.

C. OLD BUSINESS

D. NEW BUSINESS

E. ADJOURNMENT

Tampa-Hillsborough County Expressway Authority
Minutes of the August 23, 2021, at 1:30 P.M.
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With no further business to come before the Board, Chairman Cassidy adjourned the meeting at 1:47 pm.

APPROVED: _____ **ATTEST:** _____
Chairman: Vincent J. Cassidy **Vice-Chair: Bennett Barrow**

DATED THIS 27th DAY OF SEPTEMBER 2021.

Tampa-Hillsborough County Expressway Authority
Minutes of August 16, 2021 Executive Recruitment Committee
Hilton Downtown Tampa
211 Tampa Street
Tampa, FL 33602
Garrison Meeting Rooms
Second Floor

The Tampa-Hillsborough County Expressway Authority held a public meeting at 4:30 p.m. on August 16, 2021, at the Hilton Downtown Tampa, 211 Tampa Street, Garrison Meeting Rooms. The following were present:

BOARD:

Vince Cassidy, Chairman
Bennett Barrow, Vice Chairman
Daniel Alvarez, Secretary
John Weatherford, Member
FDOT D-7 Secretary David Gwynn

STAFF:

| | |
|----------------|----------------|
| Joe Waggoner | Chaketa Mister |
| Sue Chrzan | Brian Ramirez |
| Jeff Seward | |
| Charlene Ponce | |

OTHERS:

| | |
|--------------------------|---------------------------------|
| Laura Kelley, CFX | Jennifer Cowan, Outside Counsel |
| Stephen Reich, TPC, LLC | Floy Graves, Madrid CPWG |
| Nicola Liquori, FDOT/FTE | |

I. CALL TO ORDER

Mr. Jeff Seward opened the meeting at 4:30 and announced the purpose of the meeting – to select a candidate or candidates for Executive Director to take to the full board for approval to begin contract negotiations. He then introduced Jennifer Cowan, outside legal counsel.

Ms. Cowan suggested the committee elect a chair. Mr. Alvarez moved to elect Mr. Cassidy as Chair of the Committee, which was seconded by Mr. Barrow. With no discussion, the motion passed unanimously.

II. EXECUTIVE DIRECTOR CANDIDATE RANKING

Chairman Cassidy asked Mr. Seward if there was consensus on a number one pick. Mr. Seward announced Mr. Tomlinson was the number one pick for each Committee member.

The Chair asked if there was consensus on a number two pick. Mr. Seward noted that there was not.

Tampa-Hillsborough County Expressway Authority
Minutes of August 16, 2021
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Mr. Gwynn discussed the recruitment process and board's prior discussion on hiring a recruiter should it become necessary. He recommended that the board attempt to reach an agreement with the Committee's number one pick, Mr. Tomlinson. If he declines, Mr. Gwynn recommended that a recruiter be hired to conduct another search.

Mr. Weatherford concurred and agreed that the board should take its time finding the right candidate should negotiations with Mr. Tomlinson be unsuccessful.

After some discussion, the Chair asked for clarification on Mr. Gwynn's suggestion and whether he and Mr. Weatherford were in agreement. They responded in the affirmative.

Mr. Alvarez, also agreed with the strategy, as did Mr. Barrow.

Chairman Cassidy asked the committee if it they would still want to hire a search firm if one of the remaining candidates had four votes. The consensus was that moving forward with a search firm if negotiations with Mr. Tomlinson are unsuccessful is the preference.

Following a brief discussion, Committee members agreed that they would prefer to readvertise with a recruiter if negotiations with Mr. Tomlinson are unsuccessful.

Mr. Alvarez moved to recommend to the Board that the Executive Director position be offered to Mr. Tomlinson. The motion was seconded by Mr. Barrow.

The Chair asked for public comment – there was none.

The motion carried unanimously.

Mr. Cassidy then asked the Committee if THEA should hire the search firm now. Mr. Gwynn noted the action would have to go to the board, and we could potentially have a successful contract by then.

The Chair recognized Mr. Waggoner, who noted that in the meantime staff could begin research on what options are available relative to costs and timeline.

Before concluding, Mr. Seward read the rankings by each committee members.

III. ADJOURNMENT

With no further business, the meeting adjourned at 4:48.

APPROVED: _____
Chairman: Vincent J. Cassidy

ATTEST: _____
Vice-Chair: Bennett Barrow

DATED THIS 27th DAY OF SEPTEMBER 2021

DRAFT



III. B.

2022 Board Meeting Schedule

January

| | | |
|-----------|---------------------------------------|-----------|
| 1/17/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 1/31/2022 | Board Meeting | 1:30 p.m. |

February

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|-----------|---------------------------------------|-----------|
| 2/7/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 2/21/2022 | Board Meeting | 1:30 p.m. |

March

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|-----------|---------------------------------------|-----------|
| 3/14/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 3/28/2022 | Board Meeting | 1:30 p.m. |

April

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|------------|---------------------------------------|-----------|
| 04/11/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 04/25/2022 | Board Meeting | 1:30 p.m. |

May

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|------------|---------------------------------------|-----------|
| 05/09/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 05/23/2022 | Board Meeting | 1:30 p.m. |

June

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|------------|---------------------------------------|-----------|
| 06/06/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 06/20/2022 | Board Meeting | 1:30 p.m. |

July

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|------------|---------------------------------------|-----------|
| 07/11/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 07/25/2022 | Board Meeting | 1:30 p.m. |

August

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|------------|---------------------------------------|-----------|
| 08/08/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 08/22/2022 | Board Meeting | 1:30 p.m. |

September

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|------------|---------------------------------------|-----------|
| 09/12/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 09/26/2022 | Board Meeting | 1:30 p.m. |

October

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|------------|---------------------------------------|-----------|
| 10/10/2022 | Board Committees of the Whole Meeting | 1:30 p.m. |
| 10/24/2022 | Board Meeting | 1:30 p.m. |

November

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|------------|---------------|-----------|
| 11/14/2022 | Board Meeting | 1:30 p.m. |
|------------|---------------|-----------|

December

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|------------|---------------|-----------|
| 12/12/2022 | Board Meeting | 1:30 p.m. |
|------------|---------------|-----------|

Note: Meetings of Committees as Whole will be held in the Expressway's 3rd floor conference room.
Monthly Board meetings will be held in the Expressway's 1st floor Board room

THCEA

Mark One: Regular Employee ☐ OPS Employee ☐ Nonemployee/Independent Contractor ☐

Special Shift Hours

| | | | | | | | | |
|-------------------|--|---|----------|--------|----------|--------------|--------|----------|
| Benefit to State: | This voucher must be dated stamped at each location received to comply with F.S.215.422. | Column | Column | Column | 278 | Miles | Column | SUMMARY |
| | | Total | Total | Total | @ | 0.560 ¢/mile | Total | TOTAL |
| | | \$19.00 | \$259.00 | \$0.00 | \$155.68 | | \$0.00 | \$433.68 |
| | | REGULAR/OPS EMPLOYEE ONLY -LESS CLASS C MEALS | | | | | | \$0.00 |
| | | | | | | | | |

DATE APPROVED: _____

HCCB Form 203-ACC. April '91

“Infrastructure Re-Imagined”
AGENDA

Thursday October 14, 2021

BUSINESS CASUAL

10:00- 5:00 pm **REGISTRATION**

1:00 -2:00 pm **Focus Session – FTP**

(1 PDH)

Speaker: Alison

The Florida Transportation Plan is the single overarching plan guiding Florida’s transportation future. Updated every five years, the FTP is a collaborative effort of state, regional and local transportation partners in the public and private sector. This will be the output from the work the team has finalized

1:30 – 3:00 pm **Focus Session – Smart Roads**

(1.5 PDH)

Speaker: Luna Lu, Purdue University

Speaker: Tim Slyvester, Integrated roadways

What if we could turn our roads into a true digital network? Connecting drivers to the internet, supporting driverless vehicles and providing true connectivity between smart cars and tomorrows smart cities? Also see how Purdue University is developing technology that would allow concrete paved bridges and highways to reveal more accurately when they need repairs and what equipment materials are needed to respond to potential damage.

1:30 – 3:00 pm **Focus Session –Blockchain**

Speaker: TBD

Speaker: IBM (TBD)

Discover how Blockchain is being used in todays tolling and transportation. Why blockchain? Is a blockchain solution applicable for all industries? When to avoid the use of blockchain?

3:30 – 5:00 pm **Focus Session – Staff recruiting and retention**

(1.5 PDH)

Recruiting and retaining continues to be an industry challenge. Hear from COMTO, NABWIC and MDOT on their robust internship programs. See how MDOT offers valuable on the job training and job shadowing to undergraduate students pursuing degrees in engineering or other transportation-related careers. Learn best practices to recruit and maintain diverse talent, limited not only to different race, ethnic groups and genders, but also including professionals in different disciplines.

3:30 – 5:00 pm **Focus Session – FDOT District 6 update**

(1.5 PDH)

Speaker: FDOT TBD

Discuss the activities and programs impacting District 6. Delve into the Keys Coast CV pilot project and learn about FDOT District Six TSM&O Program overview. Hear an update on the managed lanes supporting south Florida.

5:30 – 7:30 pm **EVENING RECEPTION**

Enjoy an evening with your colleagues and peers as we celebrate transportation in Florida.

“Infrastructure Re-Imagined”
AGENDA

Friday October 15, 2021

BUSINESS CASUAL

8:00– 9:00 AM

CONTINENTAL BREAKFAST

9:00 –9:05 AM

General Session

(3.0 PDH)

CALL TO ORDER and Chairman update - TEAMFL SESSION- *Sean Parks Chairman, TEAMFL*

CHAIRMAN’S Update – *Sean Parks Chairman, TEAMFL*

9:05 - 9:30 AM

Keynote speaker – Miami-Dade County Commissioner -Jose Diaz (invited)

9:35– 9:55 AM

NABWIC Overview

Speaker: Tylene Henry, CEO Ujima Services

Learn about NABWIC. A Florida-based, non-profit organization, formed in 1991 to address the unique challenges of black women in the construction industry. Its mission is to champion and empower black women in construction and related industries to reach their full potential as entrepreneurs, small business owners, government professionals and industry leaders who represent "THE VOICE OF BLACK WOMEN IN CONSTRUCTION".

10:00 – 10:30 AM

Miami-Dade County Transit Oriented Development

Speaker: TBD

Discover how both the county and south Florida regional transportation authority have taken major steps to redevelop stations with transit-oriented developments to increase ridership and improve infrastructure.

10:30– 10:50 AM

BREAK

10:50– 11:10 AM

Learning to Fly

Speaker Will Nicholas

Lilium Aviation and their air mobility solution. Lilium is partnering with Lake Nona to provide high speed electric air mobility network to Orlando and Lake Nona by 2025.

11:10 – 11:40 AM

Federal Transportation Funding Overview

Speaker: Stacy Miller, District 6 Secretary

Gain insight into how the state may priorities any new money coming into the state to improve our infrastructure. Comparison of the new plan/bill vs the existing 5-year FAST ACT expiring in September.

11:40 – 12:10 PM

South Florida Capital project for 2021

Speaker Juan Toledo

Hear from MDX on their 2021 Capital projects.

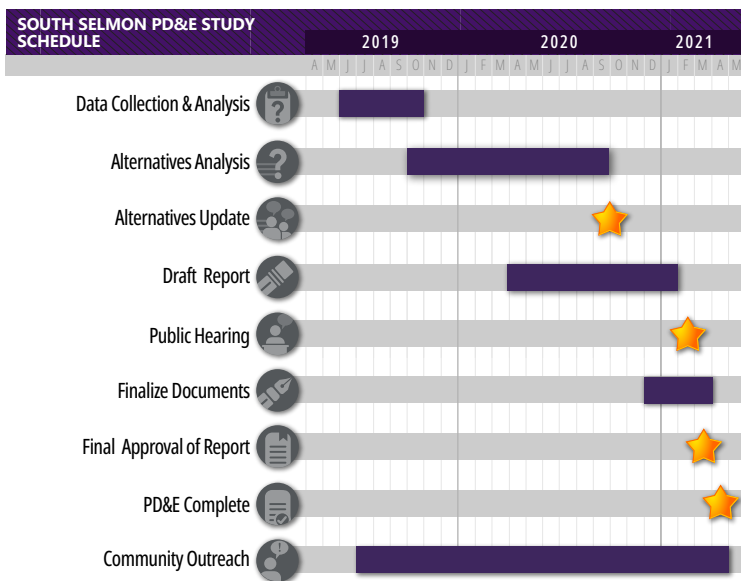
12:10- 12:30 PM

Raffle/ Adjournment -



STUDY OVERVIEW

The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate the best way to add additional capacity within the existing Selmon Expressway right-of-way. The study area is from Himes Avenue to the overpass at Whiting Street, approximately 4.5 miles.



A continuous community outreach process is integrated into every step of the Study to ensure that the corridor residents, businesses, the traveling public and other interested parties have meaningful participation in the process.



WHY ARE IMPROVEMENTS NEEDED?

The South Selmon PD&E Study is exploring options to improve the expressway to reduce congestion while improving safety and better connecting communities and destinations within the Tampa Bay Region. The Purpose & Need of the study is explained below under each of the three topics.

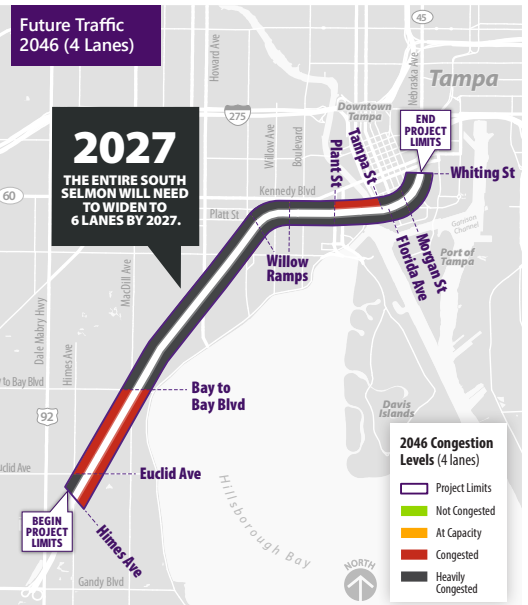
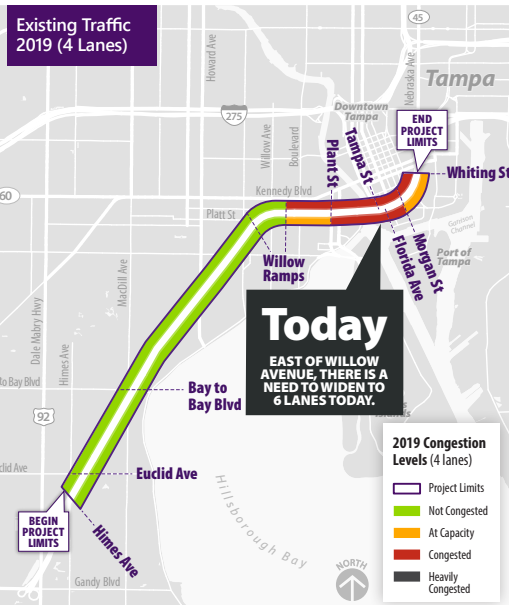


REDUCE CONGESTION

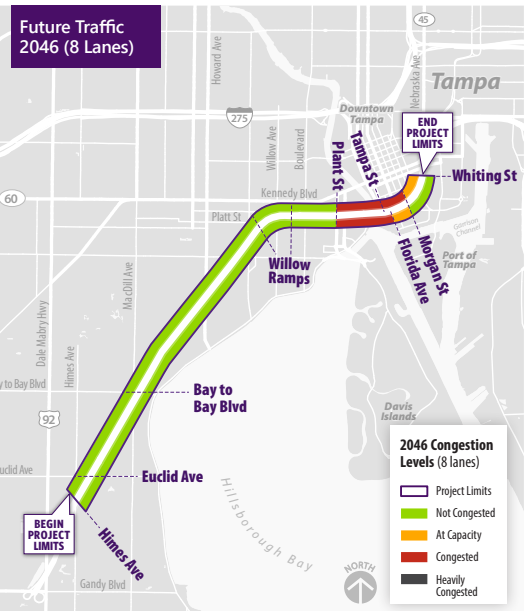
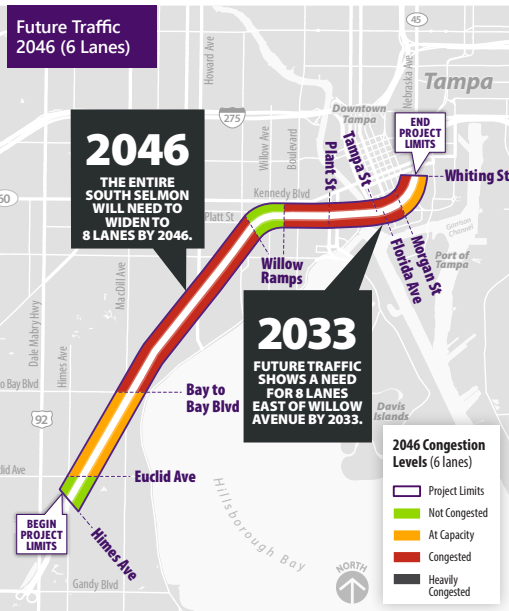
In the last ten years, traffic on the Selmon Expressway has almost doubled. The southern section of the expressway is currently at capacity. Future traffic models and predicted 38% population growth (700,000 new residents by 2045) show that traffic will continue to grow and therefore congestion will get worse.

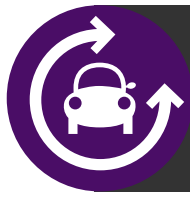
How many lanes are needed in the future?

WHEN ARE 6 LANES NEEDED?



WHEN ARE 8 LANES NEEDED?

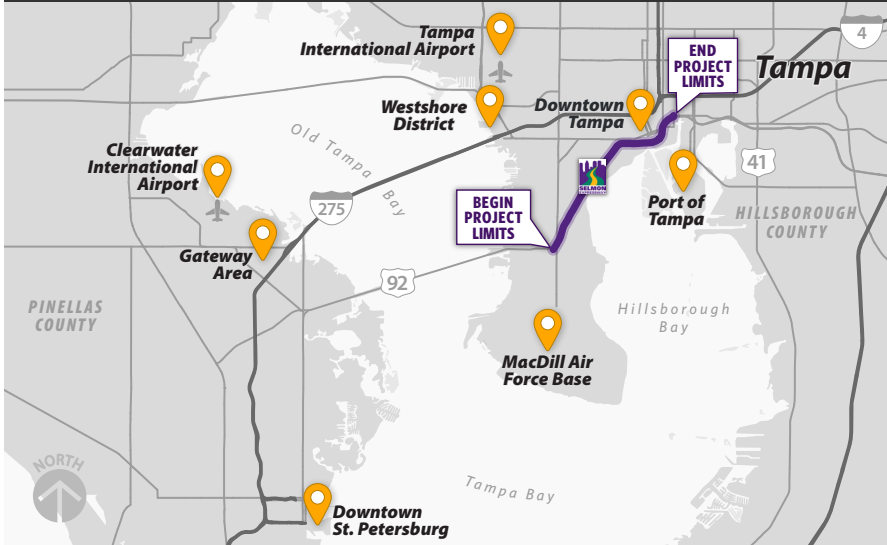




CONNECTING COMMUNITIES

The South Selmon provides a vital link between Downtown Tampa and several densely populated areas and regional attractors. The expressway serves as an important alternative to I-275 during road closures, hurricane evacuations, and regional trips in Tampa Bay.

WHY IS THE SELMON SO IMPORTANT?



EVACUATION ROUTE

Key part of the region's Strategic Intermodal System (SIS) and a designated emergency evacuation route.



IMPORTANT ALTERNATE

Serves as the alternative route to I-275 during road closures and back-ups.



CONNECTIVITY

Provides regional connection between Downtown Tampa and other major population centers, key destinations, and major employment areas in Tampa Bay.



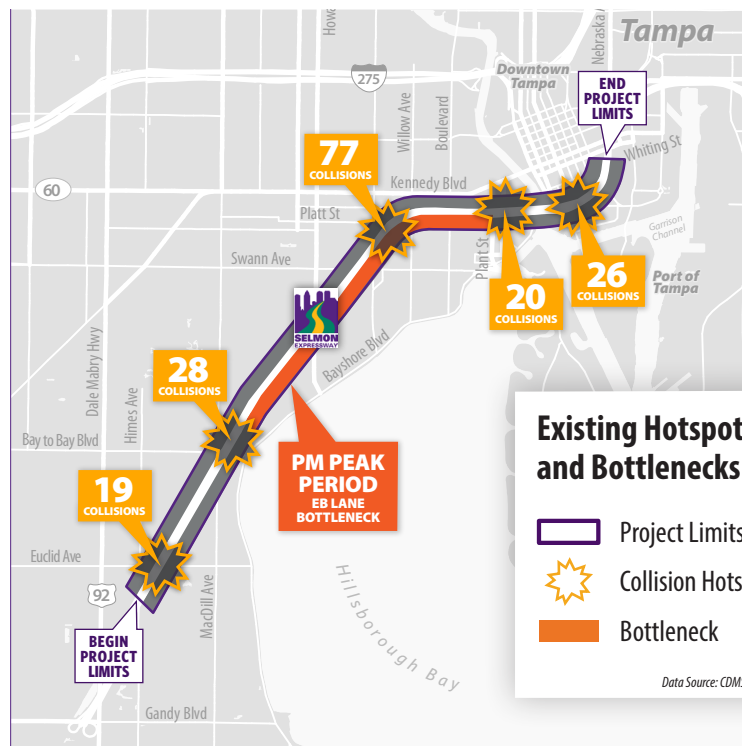
IMPROVE SAFETY

Within the study limits, the South Selmon has numerous on and off ramps in close distance to each other. Many of the ramps have shorter acceleration and deceleration lanes that create safety conflict points and bottlenecks where drivers are merging and weaving to get on and off the expressway.

WHERE ARE THE COLLISION HOTSPOTS AND BOTTLENECKS?

Merge and weave areas along the Selmon Expressway create safety conflict points causing backups onto the expressway.

Frequent bottlenecks occur on EB lanes due to deficient acceleration and deceleration lanes.



WHAT IS OUR PROCESS?

The PD&E Study process includes four steps – to develop alternatives, screen alternatives, refine alternatives for additional evaluation, and finally, the selection of a Preferred Alternative. The four steps of the process are outlined below, including a summary of the alternatives that were considered and eliminated, and how a Preferred Alternative was identified. Please note, we considered a No-Build Alternative throughout this study process for comparison purposes.

STEP 1

IDENTIFY PRELIMINARY ALTERNATIVES

Five preliminary alternatives were developed based on the purpose and need for the project and with an understanding of the existing conditions and constraints along the corridor. The alternatives were developed to limit the need to expand out of the existing right-of-way and impact adjacent neighborhoods and CSX railroad while maintaining the same access at existing ramp locations.



Alternative 1
6 Lanes



Alternative 2
8 Lanes



Alternative 3
4 Lanes, 2 Elevated Lanes



Alternative 4
4 Lanes, 4 Elevated Lanes



Alternative 5
6 Lanes, 4 Elevated Lanes



Conditions, Considerations & Constraints

View Looking Southwest from Euclid Avenue Towards West Project Limits



Conditions, Considerations & Constraints

View Looking South from Swann Avenue



Conditions, Considerations & Constraints

View Looking East from Platt Street



Conditions, Considerations & Constraints

View Looking North from Platt Street Bridge Towards East Study Limits



STEP

2

SCREEN PRELIMINARY ALTERNATIVES

Step two was broken up into two stages.

| ALTERNATIVE | REASON FOR ELIMINATION |
|-------------|---|
| 3, 4, 5 | Included elevated lanes over the roadway median which results in no access to the elevated lanes between Himes Avenue and Downtown. |
| 3, 4 | Traffic analysis indicated a need for six lanes at grade to accommodate the future volume of traffic getting on and off between Himes Avenue and Willow Street. |
| 5 | Too costly. |
| 1 | This option would require demolition of prior improvements and significant reconstruction to widen to the outside. |

2a

Based on a preliminary evaluation of future traffic needs for 2046 and cost, Alternatives 3, 4, and 5 were eliminated from consideration. Since future traffic (2046) shows a need for 8 lanes, Alternative 1 was modified and a new Alternative 6 was developed to provide an interim 6 lane condition and an ultimate 8 lane condition. In the interim (near-term) phase, Alternative 1 widens to the inside first and Alternative 6 widens to the outside first.



Alternative 1
6 Lanes Interim
8 Lanes Ultimate



Alternative 2
8 Lanes



Alternative 3
4 Lanes, 2 Elevated Lanes



Alternative 4
4 Lanes, 4 Elevated Lanes



Alternative 5
6 Lanes, 4 Elevated Lanes
Eliminated (Too Costly)



Alternative 6
6 Lanes Interim
8 Lanes Ultimate



2b

Alternative 1 was eliminated because it would require demolition of interim improvements and significant reconstruction to widen to the outside in the ultimate phase.



Alternative 1
6 Lanes Interim
8 Lanes Ultimate



Alternative 2
8 Lanes



Alternative 3
4 Lanes, 2 Elevated Lanes



Alternative 4
4 Lanes, 4 Elevated Lanes



Alternative 5
6 Lanes, 4 Elevated Lanes
Eliminated (Too Costly)



Alternative 6
6 Lanes Interim
8 Lanes Ultimate



STEP 3

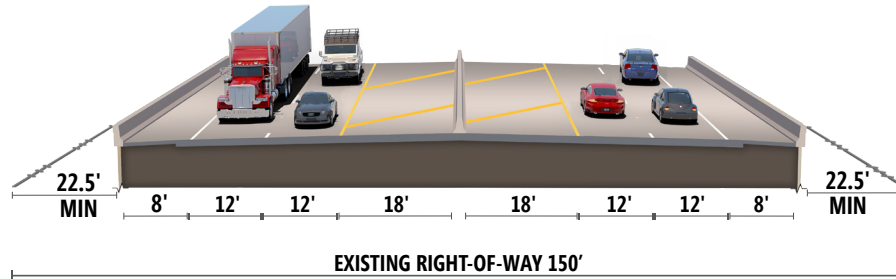
REFINE ALTERNATIVES

The two remaining build alternatives (Alternatives 2 and 6) were further developed and refined based on preliminary study analysis results. Details on each alternative and how they compare with the existing South Selmon Expressway are shown below and in the following pages. These two alternatives were presented at an Alternatives Update held on September 11, 2020.

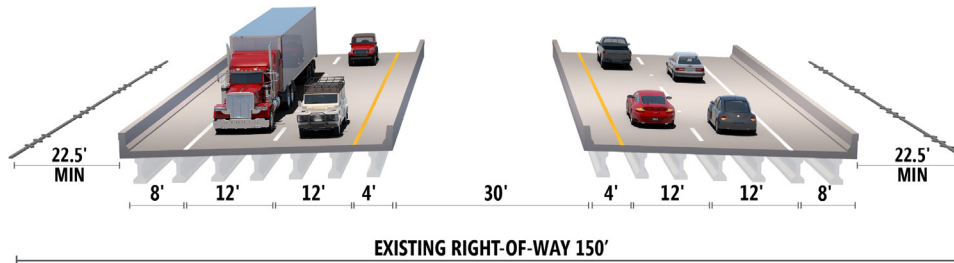
Existing

Typical Sections

ROADWAY

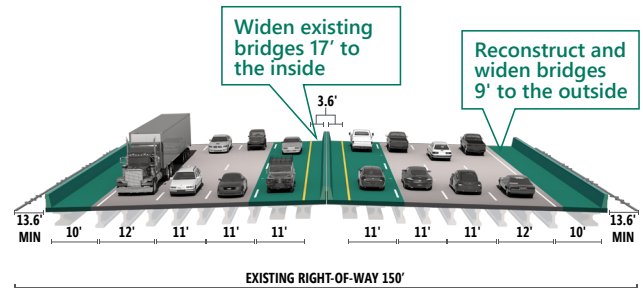
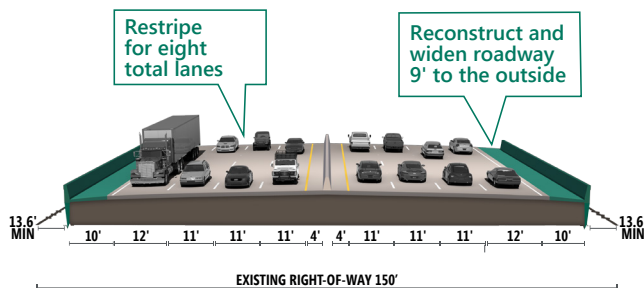


BRIDGE



Alternative 2

Typical Sections



ROADWAY

BRIDGE

STEP

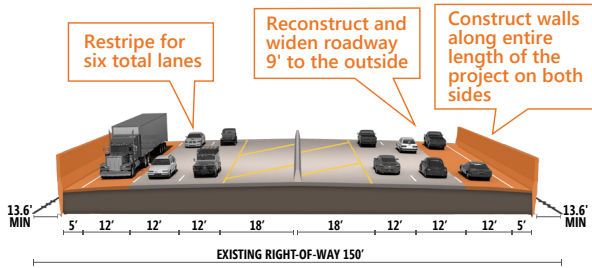
3

REFINE ALTERNATIVES

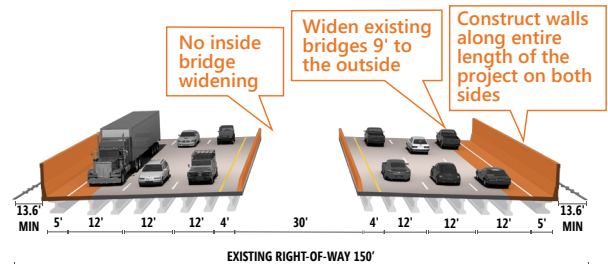
Alternative 6

Typical Sections

INTERIM

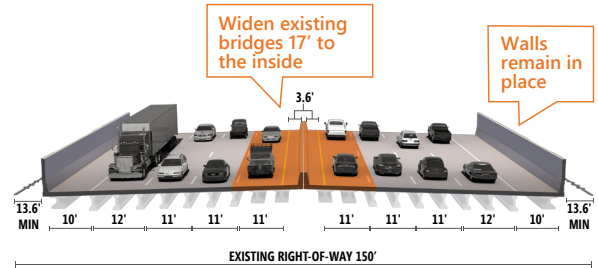
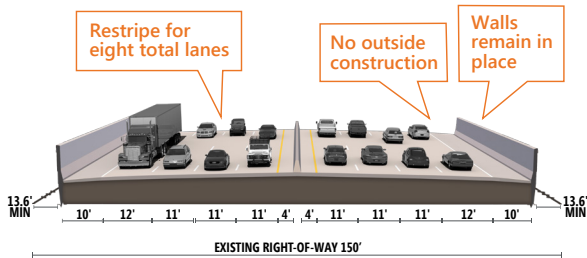


ROADWAY



BRIDGE

ULTIMATE

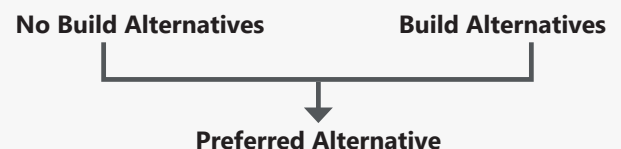


STEP

4

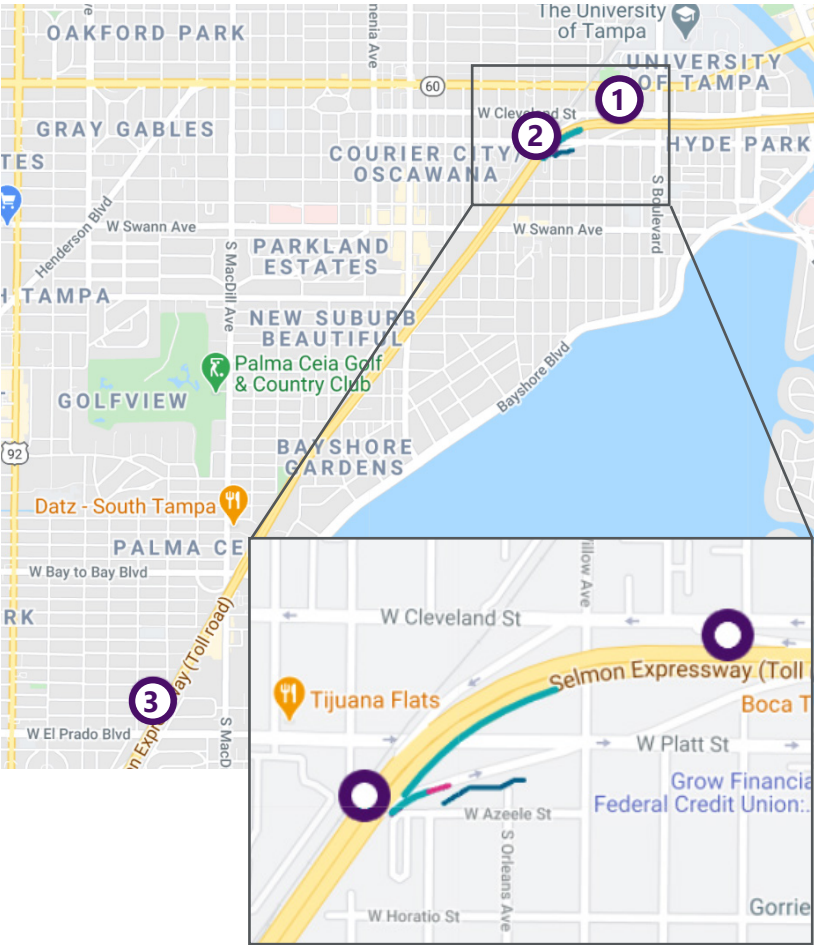
GATHER INPUT & IDENTIFY PREFERRED ALTERNATIVE

Based on the results of the study analysis and public input at the Alternatives Update meeting, THEA identified Alternative 6 as the Preferred Alternative.



WHAT ALTERNATIVES WERE CONSIDERED?

ALTERNATIVE 2



Description

8 lanes (adds 2 lanes in each direction, inside and outside widening)

Linear Feet of Noise Walls

1,428 LF per noise analysis

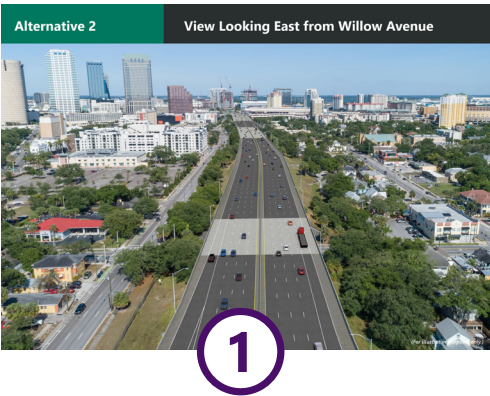
Estimated Total Cost: \$211M*

POTENTIAL WALL LOCATIONS:

See map for the potential wall locations for each alternative.

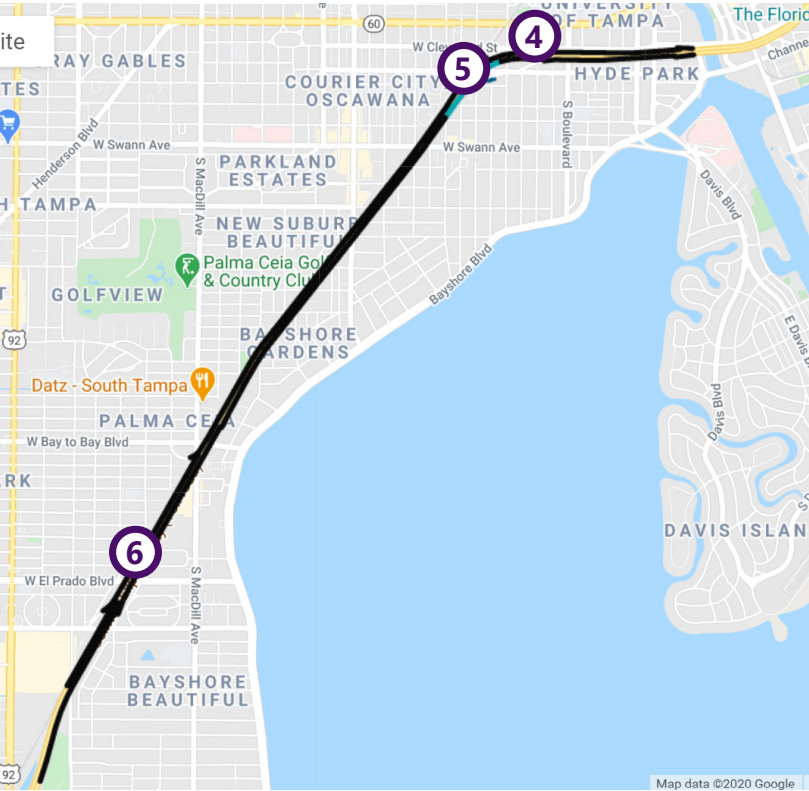
- Barrier Mounted Noise Walls on Shoulder (14ft per the noise analysis)
- Ground Mounted Noise Walls at Right-of-Way (16-22ft per the noise analysis)
- Barrier Mounted Noise Wall on Retaining Walls or Bridge (8ft per the noise analysis)
- Additional commitment by THEA Sound/Safety Walls (8ft)
- # 3D illustrations location viewpoint

*Note: Costs presented at the Public Hearing



WHAT ALTERNATIVES WERE CONSIDERED?

ALTERNATIVE 6



Description

Interim - 6 lanes
(adds 1 lane in each direction on the outside)
Ultimate (2033) - 8 lanes
(adds another lane in each direction on the inside)

Linear Feet of Noise Walls

2,284 LF per noise analysis

Additional commitment by THEA Sound/Safety Walls

43,163 LF

Estimated Total Cost: \$244M*

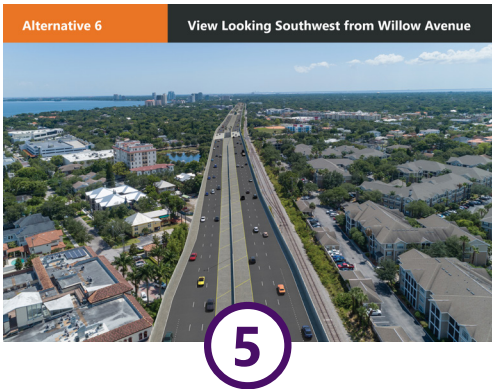
Interim: \$179M
Ultimate (2033): Additional \$65M

POTENTIAL WALL LOCATIONS:

See map for the potential wall locations for each alternative.

- Barrier Mounted Noise Walls on Shoulder (14ft per the noise analysis)
- Ground Mounted Noise Walls at Right-of-Way (16-22ft per the noise analysis)
- Barrier Mounted Noise Wall on Retaining Walls or Bridge (8ft per the noise analysis)
- Additional commitment by THEA Sound/Safety Walls (8ft)
- # 3D illustrations location viewpoint

*Note: Costs presented at the Public Hearing



How do the alternatives compare?

| ALTERNATIVE CHARACTERISTICS | NO BUILD ALTERNATIVE | ALTERNATIVE 2 | ALTERNATIVE 6 |
|--|---|--|--|
| Key Project Details | Congestion will continue to increase. Potential increase in neighborhood cut-through traffic. | Most expensive in the short term. Eight lanes are not needed until 2033. Noise walls not in key locations. Builds to the inside and outside. | Relieves congestion in the short term (Interim), but would require additional lanes in the future to keep pace with growth. Builds to the outside first. Walls provided along full length of project limits. Walls will contain construction noise/debris. Leaves median open at most bridge locations until Ultimate configuration. Minimal reconstruction required for Ultimate. |
| Number of Lanes | 4 lanes | 8 lanes Adds 2 lanes in each direction | Interim – 6 lanes Adds 1 lane in each direction on the outside |
| | | | Ultimate (2033) – 8 lanes Adds another lane in each direction on the inside |
| Congestion Relief | None | Short and Long Term | Interim – Short Term Adds 1 lane in each direction |
| | | | Ultimate (2033) – Long Term Adds 2 lanes in each direction |
| Noise & Sound/Safety Walls | None | Linear Feet of Noise Walls 1,428 LF per noise analysis | Linear Feet of Noise Walls 2,284 LF per noise analysis |
| | | | Additional Commitment by THEA for Sound/Safety Walls 43,163 LF |
| Distance from Edge of Roadway to Property Line | 22.5 feet | 13.6 feet | 13.6 feet |
| Widens Roadway & Bridges to Outside | No | Yes | Yes |
| Widens Bridges to Inside | No | Yes | Interim – No Ultimate – Yes |
| Estimated Total Cost (Paid by Toll Revenue & Toll Bonds) | None | Total: \$211M* | Total: \$244M* Interim: \$179M Ultimate (2033): Additional \$65M |
| Social, Environment & Cultural Resources | No right of way impacts or relocations. No impacts to historical or archaeological sites. | | |
| Natural Resources Wetlands/Habitat | None | | |

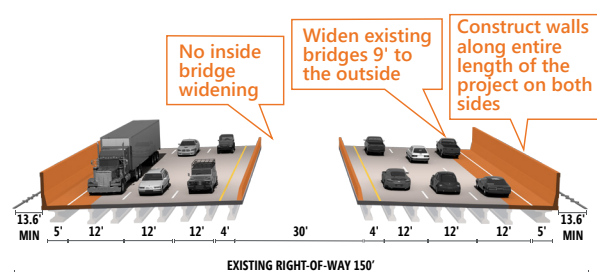
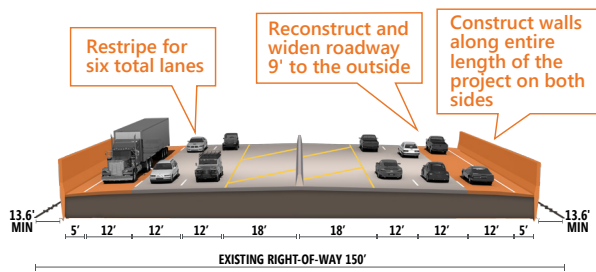
*Note: Costs presented at the Public Hearing

WHAT IS THE PREFERRED ALTERNATIVE?

THEA chose Alternative 6 as the Preferred Alternative based on data from the study evaluation results and public input. The Preferred Alternative provides additional capacity, addresses congestion through 2033 and beyond, and is the most cost affordable in the short-term. Following the selection of the Preferred Alternative, further refinements were made. The current estimated interim cost is **\$199.9 Million**. The Ultimate 8-lane configuration would cost an additional estimated **\$64.2 Million** for a total estimated project cost of **\$264.1 Million**. Compared to other alternatives that were studied, the Preferred Alternative will limit the amount of construction needed on the outside of the roadway, require minimal reconstruction, and provide walls along the full length of the project on both sides of the roadway.

PREFERRED ALTERNATIVE

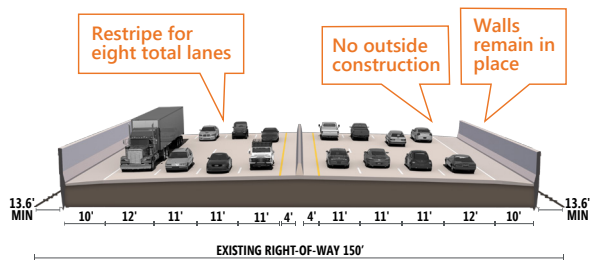
INTERIM



ROADWAY

BRIDGE

ULTIMATE



PUBLIC MEETINGS

Virtual Town Hall – March 5, 2020

Online joint meeting about multiple THEA projects

Alternatives Update Virtual Meeting – September 10, 2020

Overview of study, process, and alternatives under considerations (Alternatives 2 and 6)

62 ATTENDEES
(online live meeting)

110 UNIQUE VISITORS
(online meeting web site)

51 WRITTEN COMMENTS
(online, on meeting chat boards)

Topics:

Most comments received at the meeting, online, and those sent directly to THEA indicated their desire for the installation of noise walls as soon as possible. Additional comments inquired about the construction schedule, widening for the additional lanes, traffic volumes, proposed wall heights, and whether transit was being considered.

Public Hearing – February 25, 202

Present preferred alternative

- 30 attendees at in-person hearing (Tampa Convention Center)

Online Meeting Web Site Visits:

1,085
pageviews

910
unique visitors/
pageviews

7 MINUTES 44 SECONDS
average time spent on site

90 Written Comments Collected

What they said:

46%
Expressed opposition to the study

23%
Mentioned noise walls, barriers, and/or noise pollution

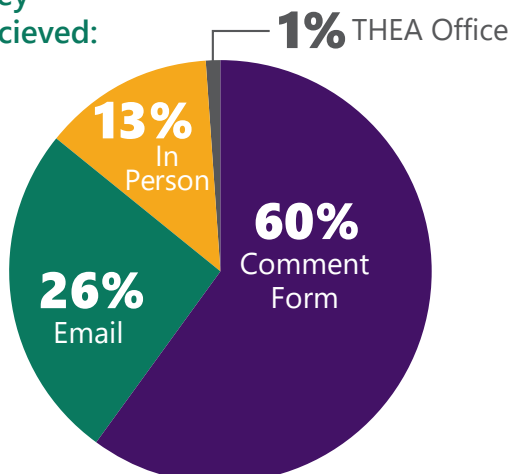
19%
Advocated for mass transit needs

14%
Shared concerns such as tolls and structural disruption

12%
Clarified improvements in addition to the extension of the expressway

11%
Expressed apprehension around light and air pollution

How they were received:



An analysis of comments using the provided mailing addressed was conducted to understand where commentors lived in relation to the study area. Many live directly adjacent to the corridor, but some commentors also live elsewhere in Hillsborough County.

Other Comments Received During the Study

21 Additional Written Comments

Topics:

- ROW
- Transit
- Noise Pollution
- Air Pollution
- Noise Wall
- Beautification/Overall Improvements

Neighborhood Association Meetings

- SoHo Neighborhood Association
- Bayshore Gardens
- Bayshore Beautiful
- Palma Ceia Neighborhood Association
- Sunset Park HOA
- Save our Selmon

Elected Official Coordination

- Hillsborough County Commissioners
- City of Tampa Council Members
- City of Tampa Mayor's Office
- Florida State Representative

State and Local Agencies

- City of Tampa Mobility Division
- FDOT District 7
- Hillsborough County
- Plan Hillsborough

SELMON
EXPRESSWAY

South Selmon PD&E Study

**Project Environmental
Impact Report**

August 2021

PROJECT ENVIRONMENTAL IMPACT REPORT SUMMARY

1.0 Project Description and Purpose and Need:

a. Project Information:

Project Name: South Selmon Project Development and Environment (PD&E) Study

Project Limits: Himes Avenue to the Beginning of the Six-lane Section Near Whiting Street

County: Hillsborough County

ETDM Number (If applicable): Not Applicable

Tampa Hillsborough Expressway Authority Number: HI-0112

Project Manager: Robert Frey, Tampa Hillsborough Expressway Authority

b. Proposed Improvements:

The Tampa Hillsborough Expressway Authority (THEA) conducted a Project Development and Environment (PD&E) Study to evaluate capacity improvements along the Selmon Expressway [State Road (SR) 618] in Hillsborough County, Florida. The project limits extend from Himes Avenue to the beginning of the six-lane section near Whiting Street, approximately 4.5 miles. Capacity improvements evaluated included widening inside to the median, adding inside paved shoulders, and adding lanes by widening to the outside or constructing elevated lanes along the median. The improvements would be accommodated within existing right-of-way (ROW).

c. Purpose and Need:

The primary purposes of the South Selmon PD&E Study were to reduce congestion and improve safety along the corridor. Bottlenecks occur regularly at on- and off- ramp locations even though the existing capacity of the mainline currently meets demand, and there is a high frequency of crashes within the project limits. An additional goal of this study was how to address transportation demand, which is expected to increase and contribute to congestion and safety issues and do so within existing THEA ROW.

2.0 Environmental Analysis

| Issues/Resources | Substantial Impacts? ¹ | | | | Supporting Information ² |
|--|-----------------------------------|-----|---------|--------|-------------------------------------|
| | Yes | No | Enhance | No Inv | |
| A. SOCIAL and ECONOMIC | | | | | |
| 1. Social | [] | [✓] | [] | [] | Section 4.3.2 |
| 2. Economic | [] | [] | [✓] | [] | Section 4.3.3 |
| 3. Land Use Changes | [] | [✓] | [] | [] | Section 4.3.1 |
| 4. Mobility | [] | [] | [✓] | [] | Section 4.3.4 |
| 5. Aesthetic Effects | [] | [] | [✓] | [] | Section 4.3.5 |
| 6. Relocation Potential | [] | [] | [] | [✓] | Not Present |
| B. CULTURAL | | | | | |
| 1. Historic Sites/Districts | [] | [✓] | [] | [] | Section 4.4.1 |
| 2. Archaeological Sites | [] | [✓] | [] | [] | Section 4.4.2 |
| 3. Recreational Areas and Protected Lands | [] | [✓] | [] | [] | Section 4.4.3 |
| C. NATURAL | | | | | |
| 1. Wetlands and Other Surface Waters | [] | [✓] | [] | [] | Section 4.5.1 |
| 2. Aquatic Preserves and Outstanding FL Waters | [] | [] | [] | [✓] | Not Present |
| 3. Water Resources | [] | [✓] | [] | [] | Section 4.5.2 and Attachment A |
| 4. Wild and Scenic Rivers | [] | [] | [] | [✓] | Not Present |
| 5. Floodplains | [] | [✓] | [] | [] | Section 4.5.3 |
| 6. Coastal Barrier Resources | [] | [] | [] | [✓] | Not Present |
| 7. Protected Species and Habitat | [] | [✓] | [] | [] | Section 4.5.4 |
| 8. Essential Fish Habitat | [] | [✓] | [] | [] | Section 4.5.5 |
| D. PHYSICAL | | | | | |
| 1. Highway Traffic Noise | [✓] | [] | [] | [] | Section 4.6.1 |
| 2. Air Quality | [] | [✓] | [] | [] | Section 4.6.2 |
| 3. Contamination | [] | [✓] | [] | [] | Section 4.6.3 |
| 4. Utilities and Railroads | [] | [✓] | [] | [] | Section 4.6.4 |
| 5. Construction | [] | [✓] | [] | [] | Section 4.6.5 |
| 6. Bicycles and Pedestrians | [] | [] | [✓] | [] | Section 4.6.6 |
| 7. Navigation | [] | [✓] | [] | [] | Section 0 |

Notes:

¹ Substantial Impacts?: Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

² Supporting information is documented in the referenced section below.

3.0 Anticipated Permits

| Agency | Permit Type | Concurrent Coordination |
|---|---|--|
| U.S. Coast Guard (USCG) | Section 9 – Bridge Permit | U.S. Army Corps of Engineers (USACE) |
| Port Tampa Bay | Standard Work Permit | |
| USACE | Section 404 – Nationwide Permit (NWP) #14 or NWP#15 | U.S. Department of Interior of U.S. Department of Interior Fish and Wildlife Service (USFWS) and National Marine Fisheries Services (NMFS) |
| | Section 10 / Section 408 | USCG and Port Tampa Bay |
| Southwest Florida Water Management District (SWFWMD) | Environmental Resource Permit | |
| Florida Department of Environmental Protection (FDEP) | National Pollutant Discharge Elimination System | |
| Hillsborough County Environmental Protection Commission (EPC) | Miscellaneous Impacts in Wetlands | City of Tampa |

4.0 Engineering Analysis

Because future traffic (2046) shows a need for eight lanes, two build alternatives (Alternative 2 and 6) were further developed and refined based on study analysis results. Alternative 6 provides the same outside widening footprint as in Alternative 2. However, Alternative 6 was developed to provide an interim 6-lane condition and an ultimate 8-lane condition. The engineering analysis is contained in the Preliminary Engineering Report (PER).

5.0 Commitments

a. Cultural Resources

If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project area, construction activities involving subsurface disturbance in the vicinity of the discovery will cease. The Florida Department of State, Division of Historical Resources, Compliance Review Section will be contacted. The subsurface construction activities will not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during construction activities, all work will stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

b. Natural Resources

To protect listed wildlife, wildlife habitat, plants, wetlands, and other surface waters, THEA will abide by standard resource protection measures in addition to the following commitments:

- THEA will require the construction contractor to adhere to the most current NMFS Construction Special Provisions - Gulf Sturgeon Protection Guidelines for the protection of the Gulf Sturgeon.
- THEA will require that the construction contractor adhere to the most current NMFS's Sea Turtle and Smalltooth Sawfish Construction Conditions during project construction.
- THEA will implement the USACE Standard Manatee Conditions for In-Water Work (most current version). These guidelines will be incorporated as part of the final project design. Additional special conditions for manatees will be addressed during construction and include the following:
 - Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees. Existing slow speed or no wake zones will apply to work boats and barges associated with construction.
 - The spacing between the bridge pilings will be at least 60 inches to allow for manatee movement in between the pilings. If a minimum of 60-inch spacing is not provided between piles, further coordination will be conducted with the USFWS.
 - Any culverts larger than eight inches and less than eight feet in diameter will be grated to prevent manatee entrapment.
- THEA will implement a Marine Wildlife Watch Plan (MWWP) for the Florida manatee during project construction to eliminate the possibility of construction-related manatee injury or death. These guidelines will be incorporated into the final project design.
- THEA will coordinate with the NMFS, USFWS, and/or USACE regarding potential impacts associated with pile driving activities needed for bridge construction over the Hillsborough River.
 - The size/style of piles, quantity of piles, number of piles driven per day, number of strikes per pile, and other information needed to determine potential hydroacoustic impacts to marine wildlife is currently unknown.
 - THEA will inform the construction contractor of the requirement to use a ramp-up procedure during the installation of piles. This procedure allows for a gradual increase in noise level to give sensitive species ample time to flee prior to initiation of full noise levels. This approach can reduce the likelihood of secondary or sub-lethal effects from sound impulses associated with pile driving.
- No nighttime in-water work will be performed. In-water work will be conducted from official sunrise until official sunset times.

c. Highway Traffic Noise

Based on the traffic noise analysis, few locations along the proposed project improvements for both Alternative 2 and 6 met the federal and state criteria for noise walls. However, for the preferred alternative (Alternative 6), THEA has committed to building walls the entire length of the project on both sides of the roadway.

d. Contamination

- For those locations with a risk ranking of MEDIUM and HIGH, Level II field screening should be considered during future project implementation phases.
- Additional information may become available or site-specific conditions may change from the time the Contamination Screening Evaluation Report (CSER) was prepared and should be considered prior to proceeding with roadway construction.

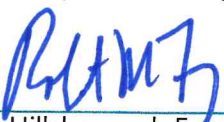
6.0 Preferred Alternative

Based on the public input received at the Alternatives Update Virtual Meeting and the results of the alternatives analysis, THEA has identified Alternative 6 as the Preferred Alternative. Alternative 6 was selected as the Preferred Alternative because it is the most cost feasible in the short-term; adds needed capacity and addresses traffic congestion well into the future; focuses near-term construction to the outside and minimizes future reconstruction; and provides walls for the full length of the project on both sides of the roadway.

In the interim phase, the Preferred Alternative would provide for a 6-lane section by widening to the outside and therefore would not require inside bridge widening at all overpass locations. Alternative 6 in the ultimate phase would be able to accommodate a future 8 lane section without outside widening. The roadway typical section in the interim phase for Alternative 6 consists of three 12-foot lanes in each direction with 18-foot inside shoulders and five-foot outside shoulders.

7.0 Approved for Public Availability

(Before public hearing when a public hearing is required)



Tampa Hillsborough Expressway Authority
Robert Frey, Director of Planning and Innovation

2/3/2021
Date



Tampa Hillsborough Expressway Authority
Joseph Waggoner, CEO

2/3/2021
Date

8.0 Public Involvement

1. ☐ A public hearing is not required.
2. ☒ A public hearing was held on February 25, 2021. The draft PEIR was publicly available, and comments were allowed to be submitted to the contact below until March 8, 2021.

Contact Information: Communications Department
Tampa Hillsborough Expressway Authority
1104 East Twiggs Street
Suite 300
Tampa, Florida 33602
info@selmonstudies.com

3. ☐ A public hearing was held on and the transcript is available.
4. ☐ An opportunity for a public hearing was afforded and was documented.

9.0 Approval of Final Document

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.


Tampa Hillsborough Expressway Authority
Joe Waggoner, CEO

9 / 23 / 2021
Date

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Attachment A: Water Quality Impact Evaluation (WQIE)

1.0 Introduction

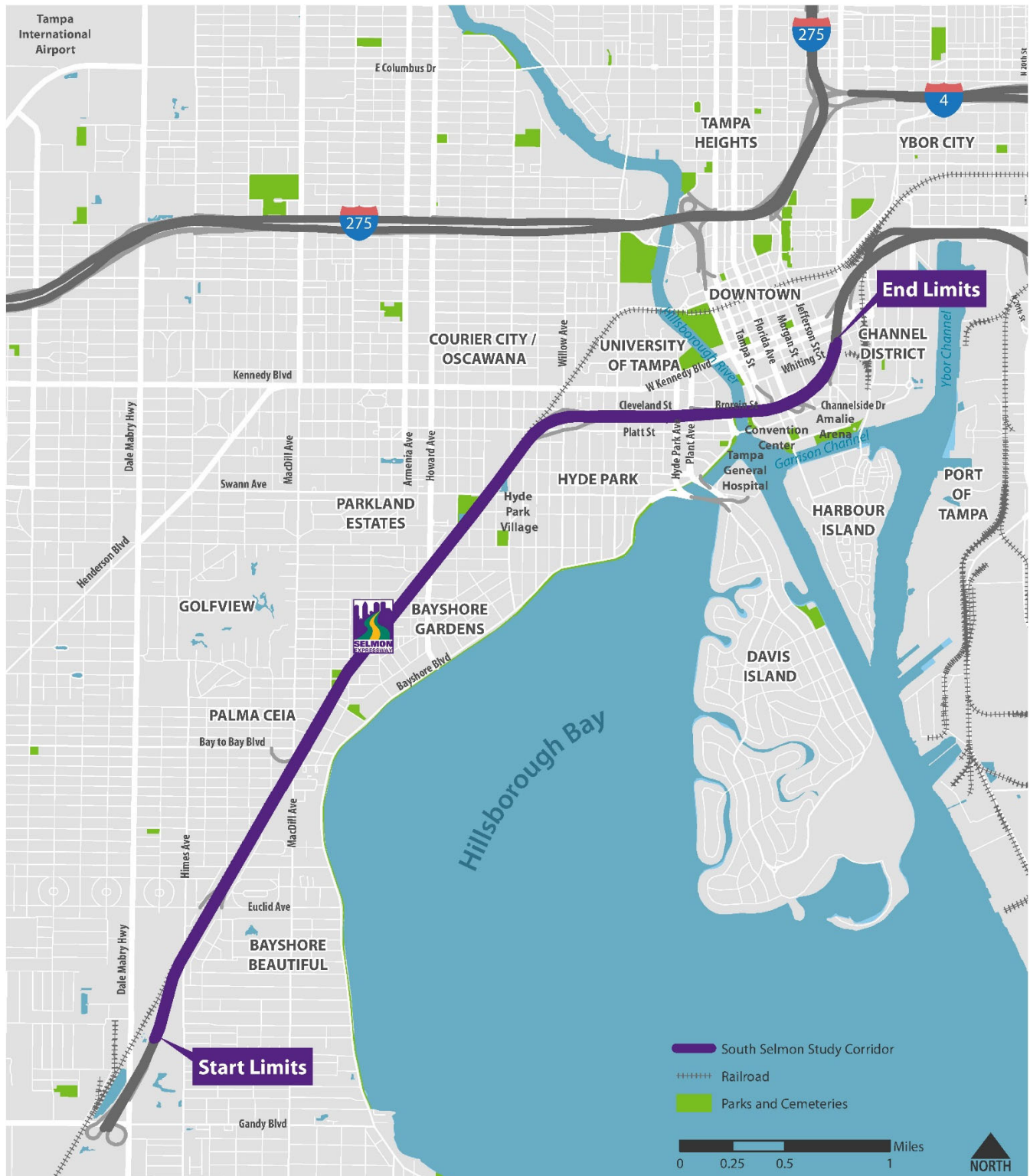
The purpose of this Project Environmental Impact Report (PEIR) is to document the environmental analyses performed to support decisions related to project alternatives. In addition, it summarizes existing conditions, documents the purpose of and need for the project, and documents other data related to preliminary design concepts. These preliminary design concepts establish the functional or conceptual requirements that will be the starting point for the final design phase. This PEIR was prepared using the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual, Part 1 Chapter 10.

1.1. Project Description

The Tampa Hillsborough Expressway Authority (THEA) conducted a PD&E Study to evaluate capacity improvements along the Selmon Expressway [State Road (SR) 618] in Hillsborough County, Florida. The project limits extend from the eastern project limit of the Selmon Expressway West Extension Project to the beginning of the six-lane section near Whiting Street, a distance of approximately 4.5 miles, as shown in **Figure 1**. Capacity improvements evaluated included widening inside to the median, adding inside paved shoulders, and adding lanes by widening to the outside or constructing elevated lanes along the median. The ability of technology to improve efficiency and capacity was also evaluated. The improvements would be accommodated within existing right-of-way (ROW).

The Selmon Expressway is a limited access, tolled facility providing east-west connectivity from Interstate 75 (I-75) to downtown Tampa and United States Highway 92 (US 92). The Selmon Expressway within the project limits currently consists of two 12-foot wide travel lanes in each direction separated by a 38-foot paved median with a concrete barrier wall. The outside shoulders are eight feet wide and contain either shoulder gutter with guardrail or shoulder gutter with barrier wall. The facility is elevated through downtown Tampa and includes structures over the Hillsborough River and multiple roadway facilities.

Figure 1: Project Location



2.0 Purpose and Need

The primary purposes of the South Selmon PD&E Study were to reduce congestion and improve safety along the corridor. Bottlenecks occur regularly at on- and off- ramp locations even though the existing capacity of the mainline currently meets demand, and there is a high frequency of crashes within the project limits. An additional goal of this project was to address transportation demand, which is expected to increase and contribute to congestion and safety issues.

The on- and off- ramps experience frequent bottlenecks backing up onto the mainline due to deficient acceleration/deceleration lanes. Successive on- ramps, as well as off- ramps that split into multiple lanes, contribute to congestion and add safety conflict points. Successive on- ramps include Morgan Street and Tampa Street. Off- ramps that split into multiple lanes past the exit include Brorein Street, Channelside Drive/Florida Avenue, Plant Avenue, Willow Avenue, and Bay-to-Bay Boulevard. Additionally, periodic off- ramp closures at the downtown exits create bottlenecks.

Over the five year period from 2013 to 2017, a total of 237 crashes occurred on the Selmon Expressway mainline or its ramps. The merge and weave areas on Selmon Expressway create safety conflict points. The proposed improvements would need to be coordinated with the South Selmon Safety Project, which recently paved the median and constructed median barrier walls from Himes Avenue to South Boulevard. In addition to crashes on the Selmon Expressway, several intersection points at the on- and off- ramps experience frequent crashes that can cause backups onto the mainline. High-crash locations include the eastbound off- ramp to Channelside Drive and Morgan Street and the eastbound and westbound off- ramps to Willow Avenue (*THEA: Arterial Safety Analysis March 2019*).

While the existing capacity meets current demand, future transportation demand is expected to exceed the existing capacity and increase the existing congestion and safety issues. Traffic along this portion of the Selmon Expressway has nearly doubled in the last 10 years (*THEA: 2017 Traffic and Revenue Report*). The existing Level of Service (LOS) is C from the eastern project limit to Willow Avenue and it is projected to fail by 2033. The existing LOS is D from Willow Avenue to Whiting Street (northern project limit), and it is projected to fail by 2025. The University of Florida Bureau of Economic and Business Research (BEBR) estimates the 2019 population of Hillsborough County (County) at 1.47 million and the medium 2045 projection for population growth at 1.96 million, an increase of 33 percent.

This facility is vital to accommodating the economic and social demands of the region as population and employment opportunities in the region grow. The Selmon Expressway provides regional connectivity between several densely populated areas and regional attractors, including Pinellas County and St. Petersburg via the Gandy Boulevard Bridge, MacDill Air Force Base, Downtown Tampa, Port Tampa Bay, and Brandon. It also serves as an Alternative to Interstate 4 (I-4), I-75, and Interstate 275 (I-275) during road closures and is a critical corridor for hurricane evacuations.

3.0 Alternatives

In addition to the No-Build Alternative, five preliminary alternative configurations (Alternatives 1 through 5) were considered for the PD&E Study.

3.1. Development of Build Alternatives

The process for developing the Build Alternatives included four steps to develop, screen, and refine alternatives. The following describes the process for developing the Build Alternatives during this study.

STEP 1 – IDENTIFY PRELIMINARY ALTERNATIVES. Five preliminary alternatives (shown in **Figure 2**) were initially developed based on the purpose and need for the project and an understanding of the existing conditions and constraints along the corridor. The alternatives were developed to limit the need to expand beyond the existing ROW and to avoid impacting adjacent properties and the CSX railroad while maintaining the same access at existing ramp locations. Alternatives initially identified are described below:

| | | | | |
|--|---|---|--|--|
| <p>Alternative 1</p> <p>Widen bridges to the inside and restripe the existing lanes and inside paved shoulders to accommodate six lanes. No outside widening is proposed.</p> | <p>Alternative 2</p> <p>Widen bridges to the inside, widen roadway and bridges 9-feet to the outside directions and restripe the existing lanes and inside paved shoulders to accommodate an eight-lane section.</p> | <p>Alternative 3</p> <p>Maintain the four-lane at-grade typical section and add two elevated limited access lanes (one in each direction) in the median.</p> | <p>Alternative 4</p> <p>Maintain the four-lane at-grade typical section and add four elevated limited access lanes (two in each direction) in the median.</p> | <p>Alternative 5</p> <p>Widen bridges to the inside and restripe the existing lanes and inside paved shoulders to accommodate six lanes at grade; add four elevated limited access lanes (two in each direction) in the median.</p> |
|--|---|---|--|--|

Figure 2: Preliminary Alternatives



STEP 2 – SCREEN PRELIMINARY ALTERNATIVES. Based on a preliminary evaluation of future traffic needs for 2046 and an evaluation of costs, Alternatives 3, 4 and 5 were eliminated from consideration (as shown in **Figure 3**). Because future traffic (2046) shows a need for 8-lanes, Alternative 1 was modified and a new alternative, Alternative 6, was developed to provide an interim 6-lane condition and an ultimate 8-lane condition. In the interim or near-term phase, Alternative 1 widens to the inside first and Alternative 6 widens to the outside first.

Figure 3: Preliminary Alternatives – Initial Screening



STEP 3 – SECONDARY SCREENING. Following further analysis, Alternative 1 was eliminated (as shown in **Figure 4**) because it would require demolition of interim improvements and significant reconstruction to widen to the outside in the ultimate phase.

Figure 4: Preliminary Alternatives – Secondary Screening



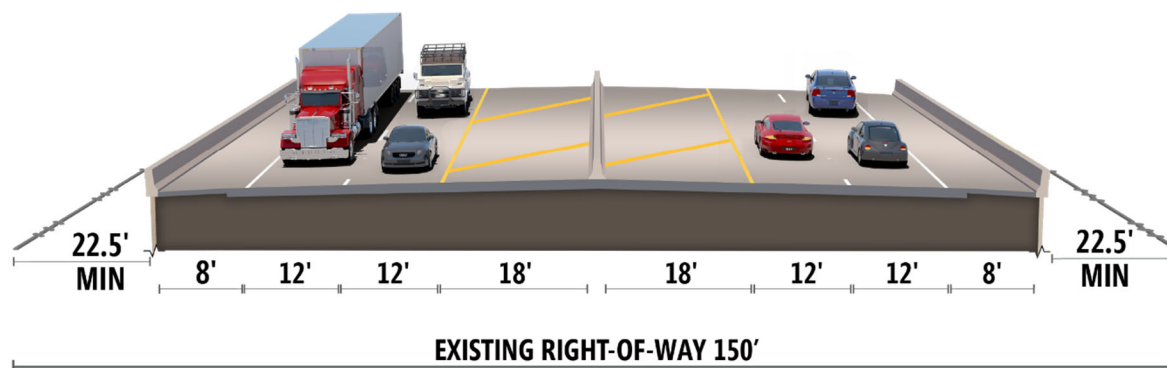
STEP 4 – REFINE ALTERNATIVES. The two remaining build alternatives (Alternatives 2 and 6) were further developed and refined based on study analysis results. Details on each alternative are provided in the following sections.

3.2. No-Build Alternative

The No-Build Alternative would maintain the existing configuration along the study corridor. Within the study limits, the existing typical section of the Selmon Expressway consists of two 12-foot wide travel lanes in each direction separated by a 38-foot paved median with a concrete barrier wall. The inside shoulders are 18 feet wide which is a recent improvement from the South Selmon Safety Project. The outside shoulders are eight feet wide and contain either shoulder gutter with guardrail or shoulder gutter with barrier wall. **Figure 5** shows the existing typical section. The facility is elevated through downtown Tampa and includes structures over Hillsborough River and multiple roadway facilities.

The No-Build Alternative considers what would happen in the future if the proposed project is not built. It includes the routine maintenance improvements of the existing roadway and assumes no improvements beyond any other currently programmed, committed and funded roadway projects. While the No Build Alternative does not meet the project needs, it provides a baseline condition against which to compare and measure the effects of all the Build Alternatives.

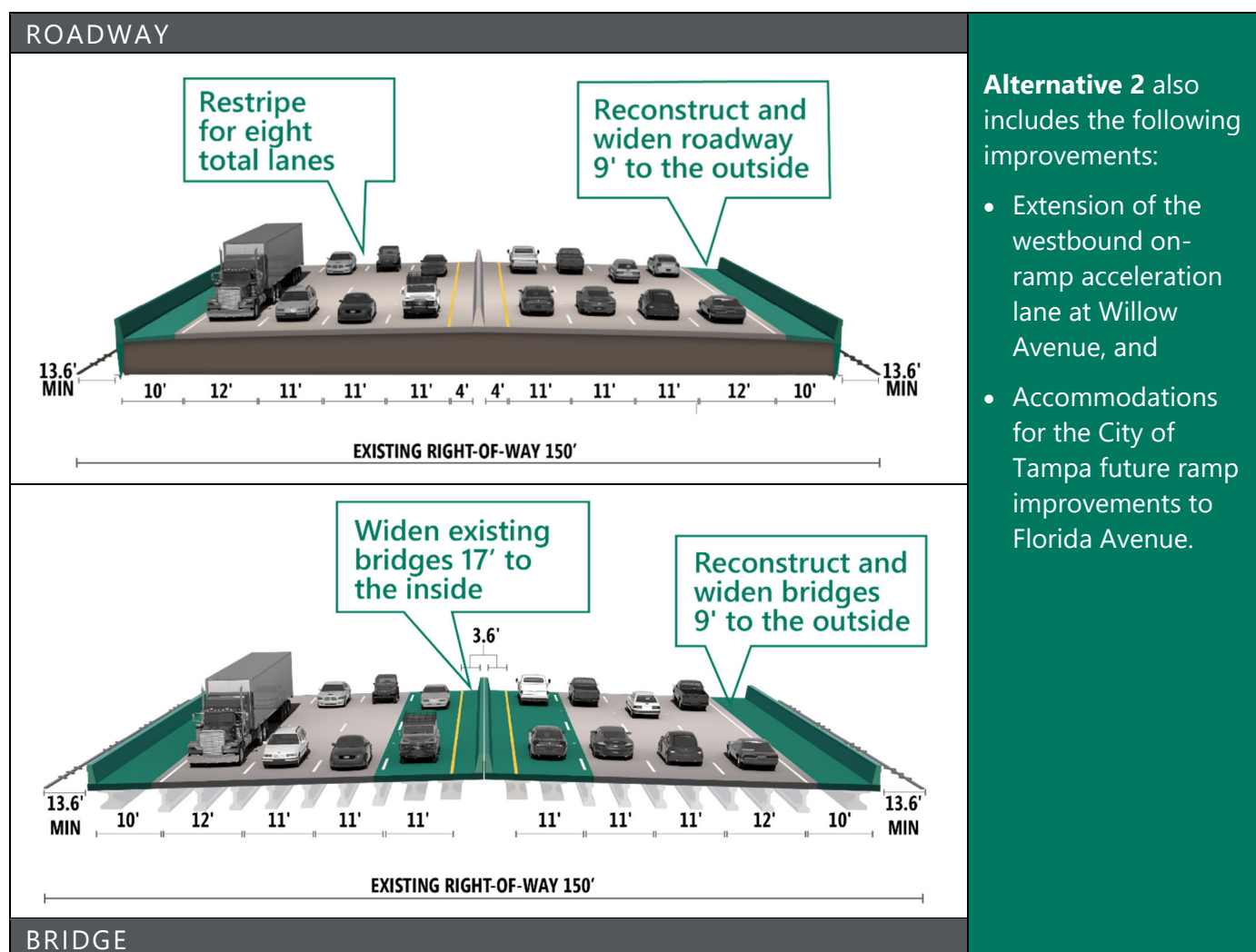
Figure 5: Existing Typical Section



3.3. Alternative 2 – Eight lanes at-grade with outside widening

Alternative 2 proposes to utilize the improvements provided by the South Selmon Safety Project by restriping the existing lanes and inside paved shoulders and widening 9-feet to the outside in both directions to accommodate an eight-lane section. The typical section for Alternative 2 consists of three 11-foot lanes and one 12-foot outside lane in each direction with four-foot inside shoulders and 10-foot outside shoulders (see **Figure 6**). The existing outside barrier wall would be removed and a new retaining wall with barrier would be constructed in order to accommodate the 10-foot outside shoulder. The existing median barrier wall would remain. Alternative 2 requires inside and outside widening of the existing bridges along the corridor to match the proposed roadway section.

Figure 6: Alternative 2 – Roadway and Bridge



3.4. Alternative 6 – Six lanes at-grade with outside widening

Alternative 6 was developed to provide the same outside widening footprint as shown in Alternative 2 (widening 9-feet to the outside in both directions). In the interim phase (**Figure 7**), Alternative 6 provides for a 6 lane section by widening to the outside and therefore does not require inside bridge widening at all overpass locations. Alternative 6 in the ultimate phase (**Figure 8**) would be able to accommodate a future 8-lane section without outside widening. The roadway typical section in the interim phase for Alternative 6 consists of three 12-foot lanes in each direction with 18-foot inside shoulders (utilizing improvements provided by the South Selmon Safety Project) and five-foot outside shoulders. The existing outside barrier wall would be removed and a new retaining wall with barrier would be constructed in order to accommodate the outside widening. The existing median barrier wall would remain. Existing bridges along the corridor would be widened to the outside to the same extent as shown in Alternative 2. Unless it is required to maintain ingress and egress at the interchanges, all overpass bridges would not be widened to the inside during the interim phase and would maintain the existing 4-foot inside shoulder. Bridges that require both inside and outside widening would provide a 10-foot minimum inside shoulder (Himes, Euclid, El Prado, and Platt).

Figure 7: Alternative 6 – Interim Roadway and Bridge

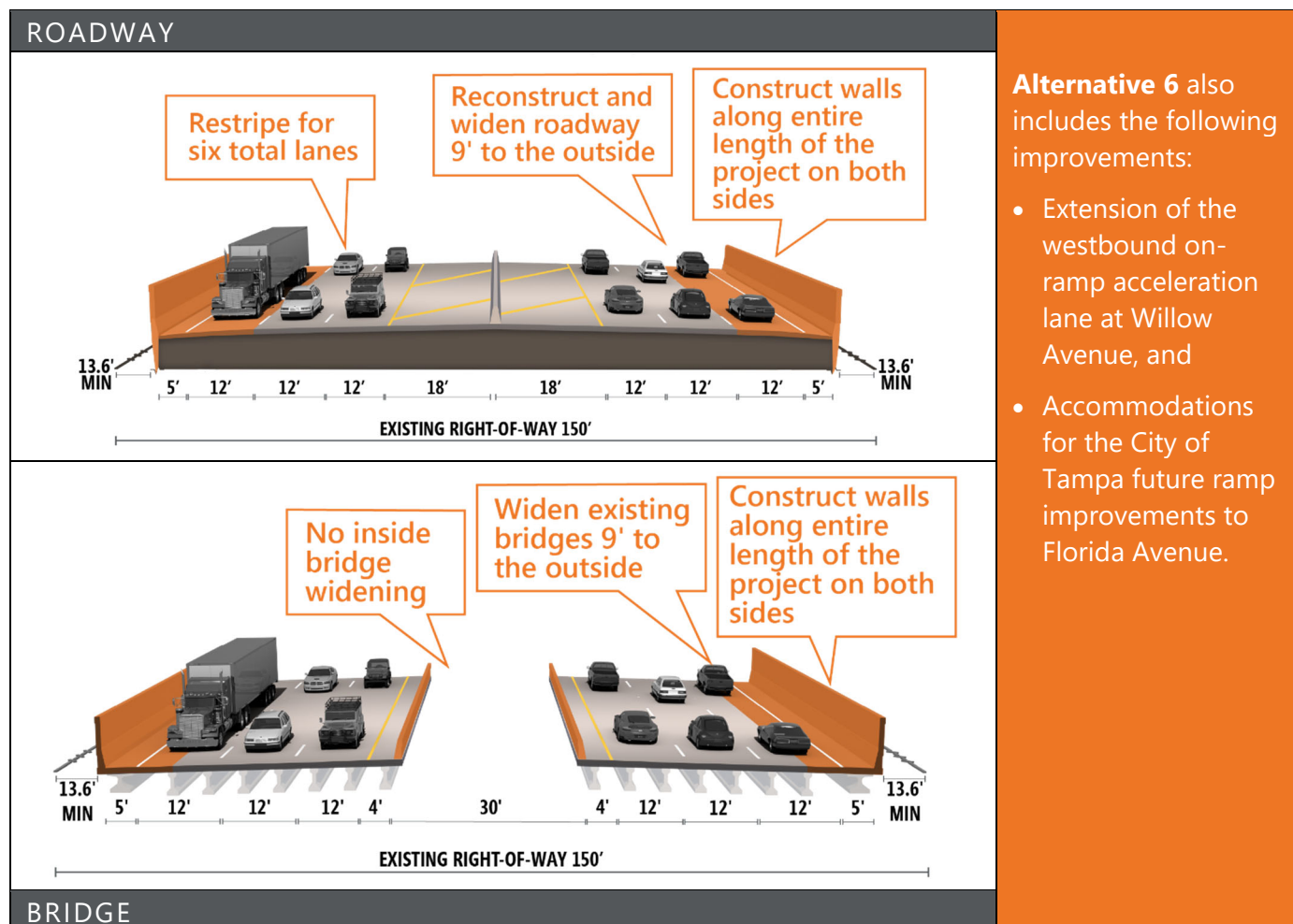
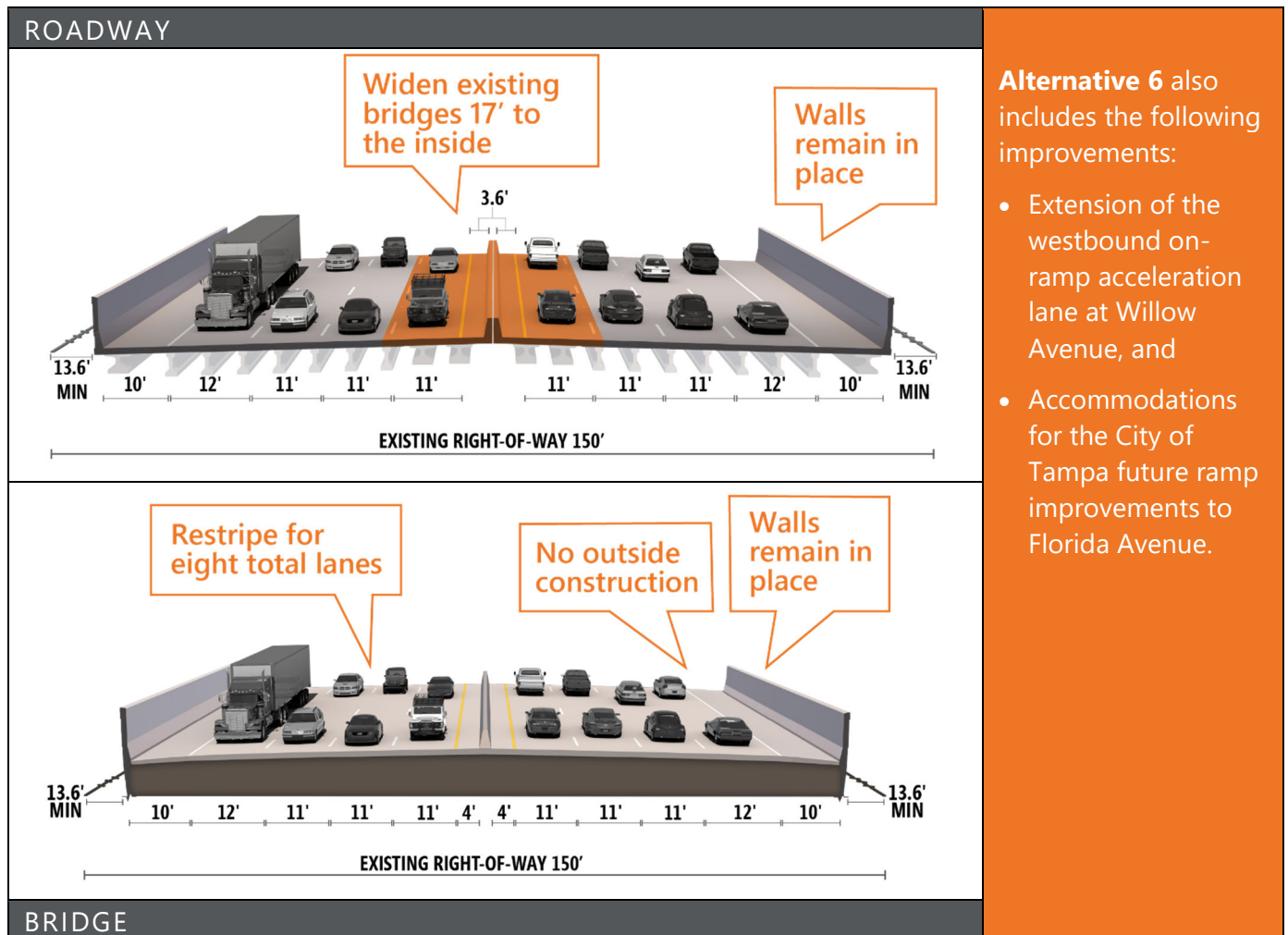


Figure 8: Alternative 6 – Ultimate Bridge and Roadway



3.5. Engineering Analysis

As described above, because future traffic (2046) shows a need for 8-lanes, two build alternatives (Alternative 2 and 6) were further developed and refined based on study analysis results. Alternative 6 provides the same outside widening footprint as in Alternative 2. However, Alternative 6 was developed to provide an interim 6-lane condition and an ultimate 8-lane condition. The engineering analysis is contained in the Preliminary Engineering Report (PER).

The following main engineering features were considered in the development and analysis of Alternatives 2 and 6.

3.5.1. Traffic Operations and Safety

The future travel demand of the Selmon Expressway within the project limits was documented in the Project Traffic Analysis Report (PTAR). The PTAR summarizes the traffic analysis performed for Existing Year 2019, Opening Year 2026, Interim Year 2036, and Design Year 2046. The No Build Alternative and Alternatives 2 and 6 were analyzed in the traffic simulation model, VISSIM, for the design year (2046). Density, speed, total volume processed, and travel times were the measures of effectiveness (MOEs) extracted for the mainline. Delay and maximum queue output were extracted for the intersections within the study area. Network-wide MOEs were also extracted from each model. Alternatives 2 and 6 generally show better results than the No Build Alternative.

The results of the operational analysis show that Alternative 6 and Alternative 2 are expected to reduce the combined AM and PM peak-period total delay by 2418 and 1424 hours, respectively. Additional operational benefit is expected if improvements were to be made at the intersection terminals and along the interchange arterials that would allow the arterials to absorb and deliver traffic to the Selmon Expressway in a more efficient manner.

A Highway Safety Manual (HSM) Predictive Crash Analysis was conducted to compare the anticipated number of crashes between the No Build Alternative and Alternative 6 within the study period. The results show that there would be an anticipated reduction in crashes of approximately 17 percent over the length of the study period by implementing Alternative 6. This reduction is most likely due to the increased capacity, wider inside and outside shoulder widths, and other safety improvements along the corridor under Alternative 6.

Under Alternative 6, the Selmon Expressway corridor is expected to experience reductions in possible injury and property damage only type crashes of approximately 22 and 18 percent, respectively. Alternative 6 is also expected to reduce the number of total multiple vehicle crashes along the Selmon Expressway by over 29 percent. This is most likely due to the additional lane in each direction of travel and larger shoulders. These features may allow vehicles more opportunities to avoid crashes that would result in sideswipes or rear-end collisions.

Additionally, the No Build Alternative and Alternative 6 crash rates were compared to the critical crash rates for each year and the average of all years in the project's design life. The critical crash rate is similar between the No Build Alternative and Alternative 6 for all years. The crash rate for the No Build Alternative is expected to be less than the critical crash rate until 2035, at which point it becomes

greater than the critical crash rate. The overall crash rate for the average of all years in the project's design life for the No Build Alternative also shows the crash rate exceeding the critical crash rate. Alternative 6 shows crash rates less than the critical crash rate for each year and the average of all years in the project's design life. The severity rate, based on a scale from the Minnesota Department of Transportation Traffic Safety Fundamentals Handbook, is also predicted to be lower for Alternative 6 than for the No Build Alternative for each year and the average of all years in the project's design life.

3.5.2. Interchanges

Within the project limits, there are eight arterial roadways with access to or from the Selmon Expressway as summarized in **Table 1**. The interchange types within the project limits are anticipated to remain the same. Both Alternatives 2 and 6 widen the roadway and bridges nine feet to the outside. As such, the modifications needed at interchange ramp locations would be the same for each alternative. Alternatives 2 and 6 assume the following improvements to interchange ramps:

- Extension of the westbound on- ramp acceleration lane at Willow Avenue, and
- Accommodations for future ramp improvements to Florida Avenue as part of THEA's Whiting Street PD&E Study.

Table 1: Interchanges

| Interchange | Milepost of Crossroad | Interchange Type | Description |
|--------------------------------|-----------------------|--------------------------------|--|
| Euclid Avenue | 1.245 | Partial Diamond | Provides eastbound ingress and westbound egress (exit 2) |
| Bay to Bay Boulevard | 2.121 | Trumpet | Provides eastbound ingress and westbound egress (exit 3) |
| Willow Avenue | 4.140 | Diamond | Provides eastbound and westbound ingress and egress (exit 4) |
| Plant Avenue | 4.747 | Partial Diamond | Provides eastbound ingress and westbound egress (exit 5) |
| Tampa Street | 5.109 | Partial Trumpet | Provides westbound ingress only |
| Florida Avenue | 5.218 | Partial Cloverleaf Interchange | Provides eastbound egress (exit 6a) |
| Morgan Street (Downtown Tampa) | 5.332 | Direct Connect | Provides eastbound egress and westbound ingress and egress (exit 6b and 7) |
| North Jefferson Street | 5.456 | Partial Diamond | Provides eastbound ingress only |

Source: Florida Department of Transportation Straight Line Diagram

3.5.3. Railings and Walls

The existing guardrail and barrier wall on the outside of the Selmon Expressway would be removed as a result of the proposed widening in Alternatives 2 and 6. Both Alternatives assume barrier walls on the outside of the proposed shoulders as roadside protection. Additionally, due to the 13.6 feet width remaining between the outside of the proposed widening and the ROW, retaining walls are also

assumed below the proposed barrier walls. Most of the project limits are accepting offsite runoff so the remaining space between the barrier/retaining wall was assumed to be utilized for drainage and maintenance purposes.

All existing bridges within the project limits with the exception of the downtown viaduct bridge have sub-standard traffic railings on the inside and outside. The build alternatives assume removal and replacement of the inside and outside traffic railings on all bridges to meet current safety requirements. Alternative 2 proposes widening all bridges within the project limits; therefore, the widened bridge would include a new railing on both the inside and outside. Alternative 6 widens all bridges to the outside but only widens bridges to the inside where necessary to maintain ingress and egress at the interchanges during the interim phase. However, the bridge railings would be replaced during the interim phase on the inside regardless of widening. A 3.5 feet wide section of existing bridge on the inside was assumed to be removed and reconstructed to properly tie in the new railing to the bridge deck.

As summarized in Section 4.6.1, a highway traffic noise analysis was performed as part of this study and few locations along the proposed project improvements for both Alternative 2 and 6 met the federal and state criteria for noise walls. However, for Alternative 6, THEA has committed to building walls the entire length of the project on both sides of the roadway. These walls would be mounted on top of the proposed outside barrier walls, except for the noise walls located along the eastbound Willow Avenue off ramp where the ROW opens up and allows space for ground mounted noise walls.

3.5.4. Structures and Bridges

All bridges through the corridor were load rated to see if the existing bridges could be widened or would need to be replaced or strengthened per FDOT Structures Design Guidelines Figure 7.1.1-1 "Widening/Rehabilitation Load Rating Flow Chart". Existing beams and girders were rated to include the final proposed condition, including the barrier replacement and addition of a wall on the outside of the bridge. Note that the assumption of lightweight concrete for barriers and walls was used to minimize additional loads on the existing bridges. Normal weight concrete would be used on the roadway portion. Deck replacement was also considered for the load rating based on the current condition of the deck as noted in the Inspection Reports. Based on the Inspection Reports and discussions with THEA, only two bridge decks were slated for replacement: Bridge 100308 over Himes Avenue and Bridge 100314 over MacDill Avenue and Bay-to-Bay Boulevard. These bridges were also rated for the final condition using an eight-inch composite lightweight concrete deck to minimize additional dead load on existing beams. Following the FDOT guidelines, all existing bridges were able to be widened with two design variations. For detailed calculations and results, refer to the Bridge Report.

Because Alternative 2 and Alternative 6 have the same widening limits, the only difference from a bridge load rating perspective is that the inside exterior beams would remain in Alternative 6 in the interim phase. The load rating took this into consideration, ensuring that existing inside exterior beams would also be able to handle the Alternative 6 interim conditions. Note that for bridge widening, new beams were laid out such that no existing beam tributary area is increased.

Span 4 through Span 8 of the Viaduct Segment 1 cross the Hillsborough River. Substructure and foundation located in the Hillsborough River shall be designed for vessel collision. Both Alternatives 2 and 6 would widen to the outside to the same extents over the Hillsborough River. The difference between the two alternatives is that Alternative 2 would also widen to the inside whereas the inside bridge widening for Alternative 6 over the river would not occur until the ultimate phase of construction.

3.6 Preferred Alternative

Based on the public input received at the Alternatives Update Virtual Meeting (discussed in Section 7.2) and the results of the alternatives analysis, THEA has identified Alternative 6 as the Preferred Alternative. Alternative 6 was selected as the Preferred Alternative because it is the most cost feasible in the short-term; adds needed capacity and addresses traffic congestion well into the future; focuses near-term construction to the outside and minimizes future reconstruction; and provides walls for the full length of the project on both sides of the roadway.

In the interim phase, the Preferred Alternative provides for a 6-lane section by widening to the outside and therefore does not require inside bridge widening at all overpass locations. Alternative 6 in the ultimate phase would be able to accommodate a future 8 lane section without outside widening. The roadway typical section in the interim phase for Alternative 6 consists of three 12-foot lanes in each direction with 18-foot inside shoulders and five-foot outside shoulders.

Following identification of Alternative 6 as the Preferred Alternative, further refinements were made to the design concept including improvements to the ramps at Euclid Avenue, Willow Avenue, and Plant Avenue. Pond locations were also identified along with proposed bridge improvements. Proposed pond locations are within the existing THEA ROW. However, pond locations would be evaluated in the final project design phase for social and economic, cultural, natural, and physical environmental issues/resources.

4.0 Environmental Analysis

An analysis of the social and economic, cultural, natural, and physical environmental issues/resources was performed as part of the PD&E study, as described in this section. The purpose of this analysis was to determine the effects associated with the proposed project alternatives, Alternatives 2 and 6. This analysis was conducted utilizing information obtained from comments made by various regulatory agencies in response to the Advance Notification provided for the proposed project and studies of the social and economic, cultural, natural and physical environment performed for the proposed project. As existing conditions remain unchanged, no impacts to any resources result from the No-Build Alternative and it is not evaluated in the following sections.

4.1. Resources not present within the Study Area

As the following resources are not present within the Study Area, these resources were not considered in this PEIR:

- Relocation Potential
- Aquatic Preserves and Outstanding Florida Waters
- Wild and Scenic Rivers
- Coastal Barrier Resources

4.2. Summary of Potential Environmental Impacts

The proposed project improvements to the Selmon Expressway would result in **no substantial** impacts to social and economic resources, and would **enhance** mobility conditions along the South Selmon Expressway and adjacent neighborhoods, bicycle and pedestrian accommodations at the Euclid Avenue and Willow Avenue ramp terminals, and aesthetics along local roadways that cross under the Selmon Expressway. The project would **not directly impact** historic properties and it was determined that the project would **not have an adverse effect** on historic and archaeological resources. However, it is recommended that during construction for the project within the Fort Brooke site (8HI00013), ground disturbance that goes beyond the depth of one meter (3.3 ft) shall be monitored by a qualified archaeologist. In addition, with the exception of highway traffic noise and contamination, the proposed project would result in **no substantial** physical effects.

Since both build alternatives evaluated, Alternatives 2 and 6, would have the same outside widening footprint, they would both result in the same potential impacts to natural resources. *De minimis* impacts would be expected to unvegetated substrate within the Hillsborough River due to installation of pilings. Mangrove shading could occur as a result of bridge widening associated with both of the proposed alternatives; however, seagrasses are not present. Approximately 0.05 acres of mangrove impact could occur due to shading. Measures required to be implemented per construction procedure, standard specifications, or other agency requirements, issued in a later project phase, are listed in the Natural Resource Evaluation (NRE) Report as well as **Chapter 8.0** below.

Based on the results of the highway traffic noise analysis, with the proposed alternatives, a total of up to 624 properties would be impacted by traffic noise. Noise barriers were considered as an abatement measure. Few locations along the proposed project improvements for both Alternative 2 and 6 met the federal and state criteria for noise walls. However, for the preferred alternative (Alternative 6), THEA has committed to building walls the entire length of the project on both sides of the roadway.

As a result of the Level I Contamination Screening, 156 sites were determined as having the potential for contamination concern. Of the 156 sites investigated, eight were HIGH ranked sites and four were MEDIUM ranked sites. For those locations with a risk ranking of MEDIUM and HIGH, Level II field screening should be considered during future project implementation phases. These sites were determined to have potential contaminants which may impact the proposed construction.

Environmental commitments related to cultural and natural resources, highway traffic noise and contamination are discussed in **Chapter 8.0** below.

4.3. Sociocultural Resources

4.3.1. Land Use

The proposed project is located in the City of Tampa (City) and intersects the Central Business District (CBD) and historic Hyde Park Urban Village. The City is urbanized and built out along the Selmon Expressway corridor. Existing land use is shown in **Figure 9**. Within the CBD from East Jackson Street to the river, the adjacent land use is primarily commercial, light industrial, institutional, and public/semi-public. Notably, the Tampa Convention Center, Amalie Arena, and associated parking are within this area. West of the Hillsborough River to West Platt Street, land use continues to be primarily commercial, light industrial, institutional, and public/semi-public with few residential areas. South of West Platt Street, land use along Selmon Expressway is primarily residential with commercial and institutional uses near major roads. In addition, three public parks are located adjacent to Selmon Expressway: Hyde Park on Swann Avenue, Palma Ceia Park at San Miguel Street, and Himes Avenue Sports Complex.

Future land use adjacent to the Selmon Expressway is planned to remain similar to the existing uses based on the City's Future Land Use (**Figure 10**) and Vision Map from the Imagine 2040: Tampa Comprehensive Plan. With the exceptions of Downtown Tampa and Britton Plaza near the southern terminus, the Vision Map shows land use adjacent to Selmon Expressway as Established, which means that no significant change in current development pattern is planned and only some infill is anticipated. The Hyde Park Urban Village Neighborhood Plan also does not plan for significant growth.

The proposed project improvements to the Selmon Expressway would be accommodated within existing ROW, and therefore **no impacts** to land use are anticipated.

4.3.2. Social

Between 2010 and 2019, the population in the City increased by 18.9 percent from 335,709 to 399,700 persons. Similarly, the population in the County increased between 2010 to 2019 by 19.7 percent from 1,229,226 to 1,471,968 persons. The Bureau of Economic and Business Research (BEBR) medium

Figure 9: Existing Land Use

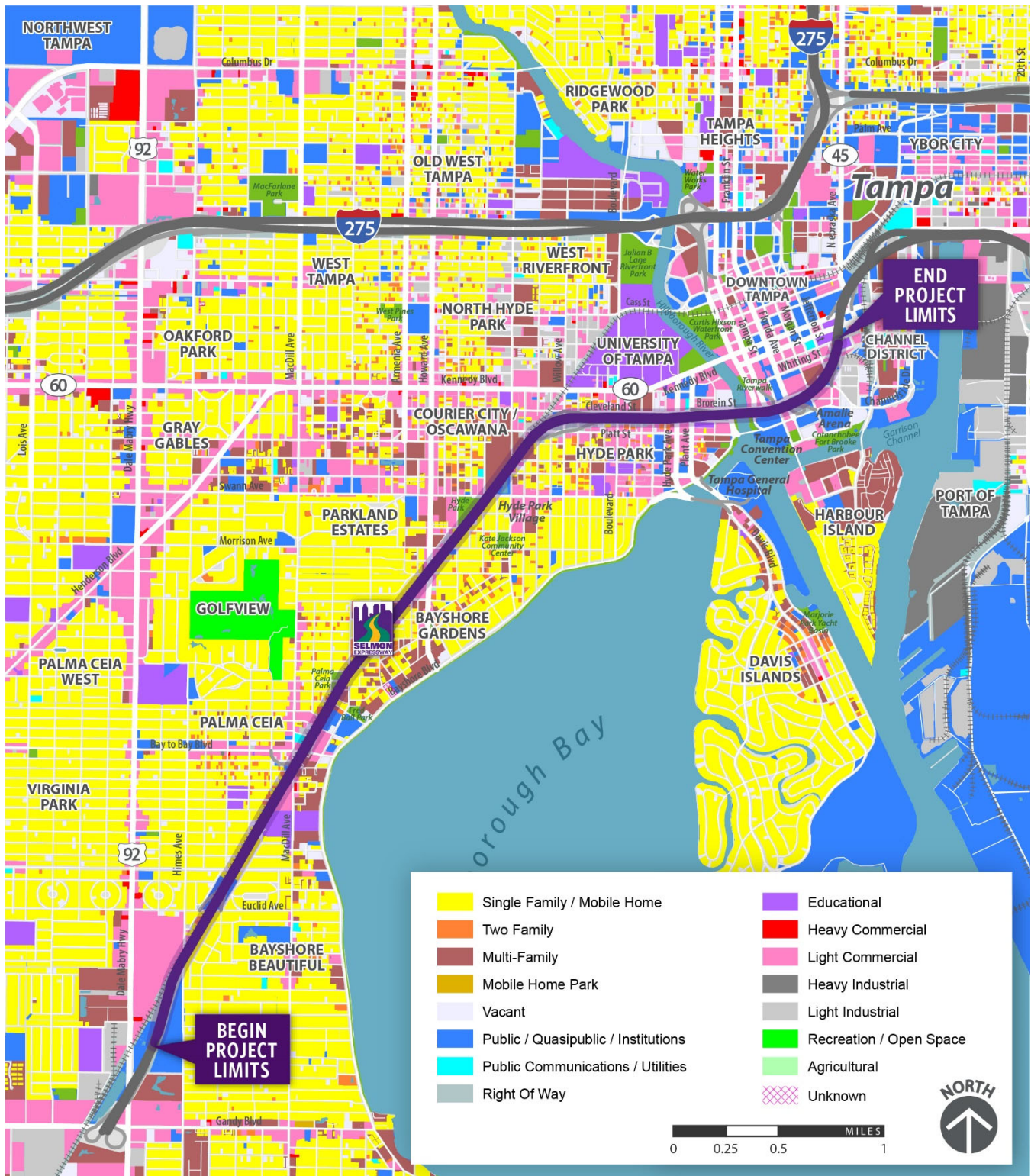


Figure 10: Future Land Use



population estimate for the County in 2045 is 1,959,200 persons, a total increase of 33 percent from 2019 which translates into an average annual growth rate of approximately 1.27 percent. Thus, the population in the County is expected to continue to grow.

Recent growth in the project area has been higher than the City or County. The project intersects 25 census block groups, referred to as the demographic study area. The most recent available data at this level is American Community Survey (ACS) 2019 Five-Year Estimates. The population of the study area grew from 17,859 persons in 2010 to 27,318 persons in 2019, an increase of 53 percent. The CBD is planned for the highest population density and continued growth.

The study area does not include any census block groups with high minority concentration (high is defined as greater than 50 percent in the Council on Environmental Quality's *Environmental Justice Guidance under the National Environmental Policy Act*). It also has an overall lower poverty rate and a higher median income than the County and City as shown in **Table 2**. However, three census tracts (Tracts 49, 50, and 51.01) have a higher rate of poverty than the County and City, which indicates the potential for low-income areas. Most of the study area population is able to speak English with only two census block groups with over one percent not able to speak English at all. **Table 2** displays the demographic characteristics of the study area compared to the City and County.

Table 2: Demographic Characteristics

| Geography | % Growth 2010-2019 | 2019 Population | Median Household Income* | Percent Below Poverty* | Percent Minority* |
|---------------------|-----------------------|--------------------|--------------------------------|---------------------------|----------------------|
| Study Area | 53% | 27,318 | \$101,164 | 11.9% | 11.9% |
| Tampa | 18.9% | 399,700 | \$53,833 | 18.6% | 34.6% |
| Hillsborough County | 19.7% | 1,471,968 | \$58,884 | 13.5% | 25.9% |

Sources: BEBR, Census American Community Survey 2019 5-Year Estimates,
<https://www.census.gov/quickfacts/fact/table/tampacityflorida/PST045218>
<https://www.census.gov/quickfacts/fact/table/hillsboroughcountyflorida,US/PST045219>

Community facilities located in the project area include schools, emergency services, parks, community centers, and religious facilities as shown in **Figure 11** and listed in **Table 3**.

The Selmon Expressway is vital to accommodating the social demands of the region as population in the region grows. **No substantial** impacts to the social environment are anticipated.

Figure 11: Community Facilities



Table 3: Community Facilities

| Map ID | Name | Type |
|--------|---|----------------------------------|
| 1 | Rampello K-8 Magnet School | School |
| 2 | Tampa Convention Center | Civic Center |
| 3 | Downtown Ribbon of Green | Park and Recreational Facilities |
| 4 | Tony Janus Park | Park and Recreational Facilities |
| 5 | St Johns Parish Day Middle School | School |
| 6 | Heart of Adoptions Tampa | Social Service Facilities |
| 7 | Hyde Park United Methodist Church | Religious Centers |
| 8 | Lighthouse for the Blind and Low Vision | Social Service Facilities |
| 9 | Swann Pond Park | Park and Recreational Facilities |
| 10 | Hyde Park and Playground | Park and Recreational Facilities |
| 11 | VFW Post 4321 | Community Centers |
| 12 | Palma Ceia Park and Playground | Park and Recreational Facilities |
| 13 | Tampa Presbyterian Community | Assisted Housing |
| 14 | Academy of the Holy Names | School |
| 15 | YMCA South Tampa Family Center | Community Centers |
| 16 | Himes Avenue Complex | Park and Recreational Facilities |

Source: Florida Department of Transportation, Environmental Screening Tool. Accessed April 23, 2020.

4.3.3. Economic

The project traverses the CBD, which houses the highest density of employment and population in the Tampa Bay Metropolitan Area (Imagine 2040 Tampa Comprehensive Plan).

The Selmon Expressway is vital to accommodating the economic demands of the region as employment opportunities in the region grow. Due to the proposed improvements, the project is anticipated to **enhance** the economic environment.

4.3.4. Mobility

The primary purposes of the South Selmon PD&E Study are to reduce congestion and improve safety along the corridor. The Selmon Expressway provides regional connectivity between several densely populated areas and regional attractors, serves as an alternative to I-4, I-75, and I-275 during road

closures and is a critical corridor for hurricane evacuations. For these reasons, the project is anticipated to **enhance** mobility conditions.

4.3.5. Aesthetics

As previously stated, the Selmon Expressway is a limited access, tolled facility providing east-west connectivity from I-75 to downtown Tampa and US 92. It currently consists of two 12-foot wide travel lanes in each direction separated by a 38-foot paved median with a concrete barrier wall. The outside shoulders are eight feet wide and contain either shoulder gutter with guardrail or shoulder gutter with barrier wall. The facility is elevated through Downtown Tampa and includes structures over the Hillsborough River and multiple roadway facilities. The City is urbanized and built out along the Selmon Expressway corridor. Between East Jackson Street and the river and between the river and West Platt Street, the adjacent land use is primarily commercial, institutional and public/semi-public. South of West Platt Street, land use along Selmon Expressway is primarily residential with commercial and institutional uses near major roads. The majority of the Selmon Expressway corridor has trees on both sides either within the ROW or on adjacent parcels.

Residents, employees, visitors to businesses and community facilities, motorists, and pedestrians are all viewers who may be sensitive to the aesthetic changes associated with the proposed project. The following aesthetic improvements along local roadways that cross under the Selmon Expressway are proposed as part of the Preferred Alternative:

- Under-bridge wall mounted LED decorative lighting;
- Landscaping at the Euclid Avenue, Willow Avenue and Hyde Park/Plant Avenue interchanges
- Texture on the faces of proposed walls; and
- Cleaning and sealing the existing vertical wall and sloping concrete bridge abutments.

Therefore, the project is anticipated to **enhance** the aesthetics in the project area.

4.4. Cultural Resources

4.4.1. Historic Sites/Districts

A Cultural Resource Assessment Survey (CRAS) Report was prepared as part of the PD&E Study. The purpose of the CRAS is to locate, identify, and aerially delimit any archaeological sites and historic resources (e.g., structures, buildings, bridges, cemeteries, linear resources, historic districts) located within the project Area of Potential Effect (APE) and to assess their significance in terms of the criteria of eligibility for listing in the National Register of Historic Places (NRHP). The CRAS was conducted in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Pub. L. 89-665, as amended), as implemented by 36 CFR Part 800 (Protection of Historic Properties, revised January 2001); the National Environmental Policy Act of 1969 (Pub. L. 91-190); Chapter 267, Florida Statutes (F.S.), revised; and Part 2, Chapter 8 (Archaeological and Historic Resources) of the FDOT's PD&E Manual (revised 2020).

The historical resources APE, as requested by THEA, was defined as parcels 100 feet (ft) from the existing edge of ROW. Background research of the Florida Master Site File (FMSF), the NRHP, and the City of Tampa database indicated that 73 historic resources were previously recorded within the APE. These include 68 buildings, the Brorein Street Bridge (8HI11540), the NRHP-Listed Hyde Park Historic District (8HI01050), the Seaboard Coast Line/CSX Railroad (8HI11519), and the Platt Street Bridge Historic District (8HI09729) and contributing resource Tony Jannus Park (8HI09728). Of these previously recorded resources, 63 buildings have not been evaluated by the State Historic Preservation Office (SHPO); four were determined ineligible (8HI03055, 8HI08048, 8HI09702, and 8HI09703); and five have been evaluated by the SHPO as eligible for listing in the NRHP. A review of relevant historic United States Geographical Survey (USGS) quadrangle maps, historic aerial photographs, and the Hillsborough County property appraiser's website data revealed the potential for 105 new historic resources 45 years of age or older (constructed in or prior to 1974) within the APE.

The historical/ architectural fieldwork was conducted between December 5, 2019 and January 16, 2020. Historical/architectural field survey resulted in the identification of 163 historic resources within the APE. The 163 historic resources include 58 that were previously recorded and 105 that are newly identified (8HI14725 through 8HI14827; 8HI14919, and 8HI14920). This total includes 155 buildings, two building complex resource groups (8HI14919 & 8HI14789), one bridge (8HI11540), one linear resource (8HI11519); three designated historic landscapes (8HI09729, 8HI09728, & 8HI14920); and one historic district (8HI01050). Of these, 151 appear ineligible for individual listing in the NRHP. These resources are common examples of their respective architectural and engineering styles without significant historical associations; therefore, none appear eligible for listing in the NRHP, either individually or as part of a historic district. Field survey also revealed that 16 previously recorded historic resources are no longer extant.

Of the 163 historic resources, 12 are NRHP-listed, eligible, or appear eligible for listing in the NRHP. Research and field survey indicated that six historic resources not evaluated by the SHPO appear eligible for listing in the NRHP. These include three previously recorded resources, the Peter O. Knight Cottage (8HI10007), 115 S Fielding Avenue (8HI01661), and the Seybold Bakery/1501 W Horatio Street (8HI01759) that have not been evaluated by SHPO, but are considered Local Historic Landmarks by the City of Tampa. As well as three newly identified resources that appear individually eligible for listing in the NRHP: the Boulevard Building at 2907 W Bay to Bay Blvd (8HI14774), the Bayshore Presbyterian Apartments at 2909 W Barcelona Street (8HI14777), and 3501 S Drexel Ave (8HI14745). In addition, a segment of the Seaboard Coast Line/CSX Railroad resource group (8HI11519) runs through the historic APE that has not been evaluated by the SHPO. The segment within the APE appears eligible for listing in the NRHP. A total of five previously recorded historic resources within the historic APE are listed or were determined individually eligible for listing in the NRHP.

A review of the project alternatives resulted in the overall conclusion that the proposed undertaking for Alternative 2 and Alternative 6 would remain within the existing ROW and would not result in the removal or destruction of any listed or eligible historic properties. The proposed alternatives would not directly impact or alter the existing features to any of the 12 significant resources; therefore, Alternative

2 and Alternative 6 would have **no substantial** impacts on the historic resources. The CRAS was provided to the Florida Department of State Division of Historic Resources (FDOS DHR) for concurrence on November 18, 2020. The CRAS was updated in April 2021 and June 2021 as a result of comments received from the FDOS DHR. On June 24, 2021, FDOS DHR found the CRAS complete and sufficient and concurred with the determinations.

4.4.2. Archaeological Sites

An archaeological survey was performed as part of the CRAS to locate, identify, and aerially delimit any archaeological sites within the project APE and to assess their significance in terms of the criteria of eligibility for listing in the NRHP. The archaeological APE consisted of the existing ROW.

The initial review of the FMSF and NRHP listings for the proposed project indicated that three previously recorded archaeological sites (8HI00013, 8HI00537, and 8HI00966) are located within the APE, with another 16 archaeological sites recorded within 0.5 mile. 8HI00013 is the location of Fort Brooke, a Seminole War Era fortification that has been determined eligible for listing in the NRHP by the SHPO. 8HI00537 was recorded as an Archaic lithic scatter and has not been evaluated by the SHPO. 8HI00966 was considered to be a historic home site that had been extensively disturbed and also has not been evaluated by the SHPO. The background research suggested a variable probability for archaeological site occurrence within the project APE.

As stated above, the historical/ architectural fieldwork was conducted between December 5, 2019 and January 16, 2020. The archaeological investigations consisted of surface reconnaissance combined with systematic and judgmental subsurface testing. Sixty-six shovel tests were excavated within the APE, of which two were positive, resulting in the recording of 8HI14875, a Middle/Late Archaic lithic scatter. It is considered ineligible for listing in the NRHP due to the low artifact density and diversity, lack of culturally diagnostic artifacts, and low research potential. No evidence of the previously recorded 8HI00013, 8HI00537, or 8HI00996 was uncovered within the APE. Almost all of the shovel tests exhibited fill and disturbed soils up to a meter (3.3 ft) in depth, suggesting that the sites, as contained within the APE, have been highly altered or destroyed.

Based on the available information and subsurface testing, it appears as if the proposed undertaking within the APE would have **no substantial** impacts on the NRHP-eligible Fort Brooke site (8HI00013). However, it is recommended that during construction for the project within the Fort Brooke site (8HI00013), ground disturbance that goes beyond the depth of one meter (3.3 ft) shall be monitored by a qualified archaeologist. As no evidence of 8HI00537 or 8HI00996 was uncovered within the APE, an assessment as to their NRHP eligibility cannot be made other than to say that there is insufficient information to make a determination. Commitments are discussed in the CRAS as well as **Chapter 8.0** below. The CRAS was provided to the FDOS DHR for concurrence on November 18, 2020. The CRAS was updated in April 2021 and June 2021 as a result of comments received from the FDOS DHR. On June 24, 2021, FDOS DHR found the CRAS complete and sufficient and concurred with the determinations.

4.4.3. Recreational Areas

Six public parks and recreational facilities are located adjacent to the Selmon Expressway within the project limits, as shown in **Table 4**.

The project alternatives would be accommodated within existing ROW. Therefore, **no impacts** to recreational areas are anticipated as a result of the proposed project.

Table 4: Recreational Areas

| Name | Type |
|-------------------------------|--|
| Swann Pond Park | Nature Park/Water Access |
| Hyde Park and Playground | Neighborhood Park/Mixed Use Recreation |
| Palm Ceia Park and Playground | Neighborhood Park/Mixed Use Recreation |
| Downtown Ribbon of Green | Nature Park/Dock-Pier |
| Tony Janus Park | Nature Park/Water Access |
| Himes Avenue Complex | Neighborhood Park/Athletic |

Source: http://www.fl-a-etat.org/est/metadata/gc_parksbnd.htm

4.5. Natural Resources

An NRE Report was prepared as a component of the PD&E Study to evaluate **Protected Species and Habitat, Wetlands and Other Surface Waters**, and **Essential Fish Habitat**. The NRE complies with Section 7(a) of the Endangered Species Act (ESA) of 1973, as amended. The proposed project was evaluated for potential impacts to federal and State of Florida (state) endangered or threatened fish, wildlife, or plants (listed species) and habitat of such species that has been designated as critical habitat under Section 7(a) of the ESA. This evaluation was performed in accordance with Part 2, Chapter 16 Protected Species and Habitat of the FDOT PD&E Manual (July 1, 2020). The methodology used to complete the NRE included federal and state agency database searches and coordination, review of U.S. Department of Interior Fish and Wildlife Service (USFWS) Consultation Areas, review of the Florida Natural Areas Inventory (FNAI) Biodiversity Matrix (November 2019), and the USFWS Information, Planning, & Consultation System (IPaC) Resource List (May 2020) generated for the proposed project in combination with Geographic Information System (GIS) analysis and field surveys.

4.5.1. Wetlands and Other Surface Waters

The wetlands and surface waters evaluation was performed in accordance with the FDOT PD&E Manual, Part 2, Chapter 9 - Wetlands and Other Surface Waters. Wetlands and other surface waters were identified, and potential impacts estimated based on the proposed alternatives and probable construction techniques considered at the time of this review. Other surface waters included the channelized Hillsborough River north of the Garrison and Seddon Channels. Wetlands included

mangrove habitat along a segment of the Hillsborough River shoreline, as shown on **Figure 12**. Seagrasses were not present.

De minimis impacts would be expected to unvegetated substrate within the Hillsborough River due to installation of pilings. Mangrove shading could occur as a result of bridge widening associated with both of the proposed alternatives. Approximately 0.05 acres of mangrove impact could occur due to shading, as shown in **Figure 12**.

Potential impacts were evaluated based on existing habitat conditions at the time of the NRE using the Uniform Mitigation Assessment Method (UMAM) (Chapter 62-345, F.A.C.). Based on the UMAM analysis, the proposed project could have a total UMAM functional loss of 0.01.

Mangrove mitigation evaluated as part of the NRE included onsite mitigation and mitigation banks. Final mitigation requirements would be determined during permitting based on the preferred alternative and using the UMAM scoring of impacts at that time. The proposed project would be permitted pursuant to Section 373.4137 F.S., to satisfy mitigation requirements in accordance with Part (4) of Chapter 373, F.S. and 33 USC §1344.

Measures required to be implemented per construction procedure, standard specifications, or other agency requirements, issued in a later project phase, and project commitments are discussed in the NRE Report as well as **Chapter 8.0** below. Therefore, **no substantial impacts** to wetlands or other surface waters are anticipated as a result of the proposed project.

4.5.2. Water Resources

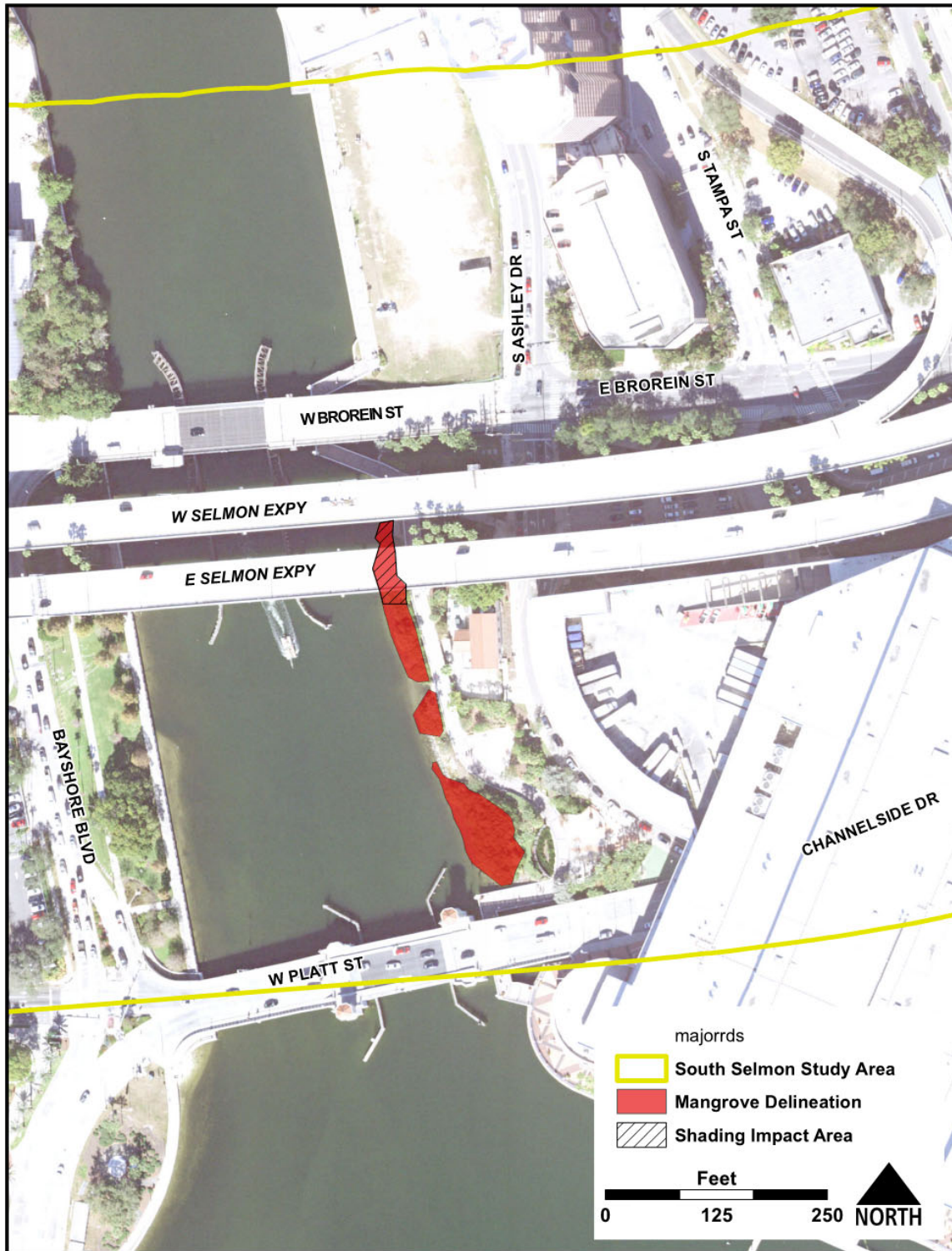
The water resources within the project area include the Hillsborough River and the waterbodies listed in **Table 5**, as identified by the Florida Department of Environmental Protection (FDEP). These water resources are shown on the FDEP Waterbody Identification (WBID) map provided in Appendix A of the Pond Siting Report (PSR). These basins drain to Old Tampa Bay designated as WBID 1558E and 1584A2.

Table 5: Water Resources

| Receiving Waterbody Name | FDEP Group Number / Name | WBID(s) Numbers | Classification (I,II,III,IIIL,IV,V) | Verified Impaired | TMDL | Pollutants of concern |
|--------------------------|---------------------------|-----------------|-------------------------------------|-------------------|------|-----------------------|
| Rattlesnake Ditch | 1 / Tampa Bay | 1640 | III | Yes | No | Nutrients |
| Direct Runoff to Bay | 1 / Tampa Bay | 1609 | III | Yes | No | Nutrients |
| Hillsborough River | 2 / Tampa Bay Tributaries | 1443E | III | Yes | Yes | Fecal Coliforms; Iron |
| Ybor City Drain | 1 / Tampa Bay | 1584A1 | III | Yes | No | Fecal Coliforms |

Notes: WBID: Waterbody Identification; TMDL: Total maximum daily load

Figure 12: Wetlands and Other Surface Waters Map



Water Quality

Two separate water quality requirements affect the proposed project. These criteria are referred to as the presumptive water quality treatment requirement and the net nutrient improvement requirement. The Southwest Florida Water Management District (SWFWMD) presumptive requirement states that either 0.5 or 1.0 inch of runoff, for dry retention or wet detention ponds, respectively, must be stored and treated from any added impervious area. This treatment volume is required for each project basin, but compensatory treatment is possible due to the entire project draining to the same ultimate outfall (Hillsborough Bay). In addition, equivalent treatment provided in existing stormwater management facilities shall be replaced if impacted or eliminated by the roadway improvements.

Dry retention or wet detention ponds treatment volume must be able to recover within a prescribed time. For dry retention facilities, the treatment volume shall recover via percolation within 72 hours, with only the volume available after 36 hours counted for water quantity storage volumes. For wet detention facilities, no more than one-half of the treatment volume shall recover within the first 60 hours via a bleeder device. Side slopes must be no steeper than a 1V:4H slope, unless a fence is provided for public safety. The pond peak stages must be designed for the 25-year, 24-hour design storm event.

Additionally, no net increase in nutrient loading (e.g. nitrogen and phosphorus) is required by SWFWMD and the FDEP for nutrient-impaired basins. A review of the FDEP 2019 Final Verified Lists for Group 1 Basins only shows only WBID 1584A1 (Ybor City Drain) as the only impaired basin for fecal coliforms. However, based on the SWFWMD pre-application meeting the District considers WBID 1640 (Rattlesnake Ditch)-Direct Runoff to Tampa Bay impaired for nutrients and demonstration of no net increase in nitrogen and phosphorus is required.

This approach requires current and proposed nutrient loadings, specifically total nitrogen and phosphorus, to be estimated. A net reduction in nutrient loading must be shown using appropriate methods, such as the BMP Trains water quality modeling software. This approach is independent of the presumptive water quality requirement, but the treatment capacity of any stormwater management facilities, or other best management practices (BMPs), can be counted towards meeting both water quality requirements.

South Selmon Safety Project

The recent median safety improvements removed some treatment functions from the grassed median swales. To account for this loss, the analysis assumed that these swales provided treatment for 0.25 inches of runoff over the pavement that contributed to these median swales. For impervious area that did not drain to these median swales, no formal water quality treatment was performed; however, there remains informal treatment from the ditches along either side of the Selmon Expressway. Compensatory water quality treatment was estimated for this project within two stormwater management facilities labeled Pond 9 and 10 in the Willow Avenue interchange infields, both of which are within the Spanishtown Creek basin.

Since no water quality treatment was performed for most of the safety improvement project area, the additional pavement that was left untreated must be taken into account for this project due to added travel lanes.

Net Nutrient Improvement

To demonstrate a net improvement in nutrient loading, a BMP Trains (2020 Version) model was created. A Net Improvement analysis was performed to determine the annual loadings from the existing condition and the proposed condition of the Selmon Expressway. The stormwater management facilities that are currently proposed to meet the presumptive treatment and attenuation criteria were also added to the proposed condition model to determine what nutrient reduction they provide. The results of this analysis are summarized in **Table 6**. For detailed information on the analysis, refer to the PSR prepared as part of this study.

With the current proposed stormwater management facilities, net nutrient improvement is met across the project limits.

Table 6: Estimated Nutrient Loading due to Proposed Improvements

| Nutrient | Existing Condition Loading (kg/yr) | Proposed Condition Loading (kg/yr) | Proposed Condition Loading with Pond Treatment (kg/yr) |
|------------------|------------------------------------|------------------------------------|--|
| Total Nitrogen | 394.0 | 465.3 | 393.9 |
| Total Phosphorus | 51.1 | 60.8 | 48.7 |

Stormwater

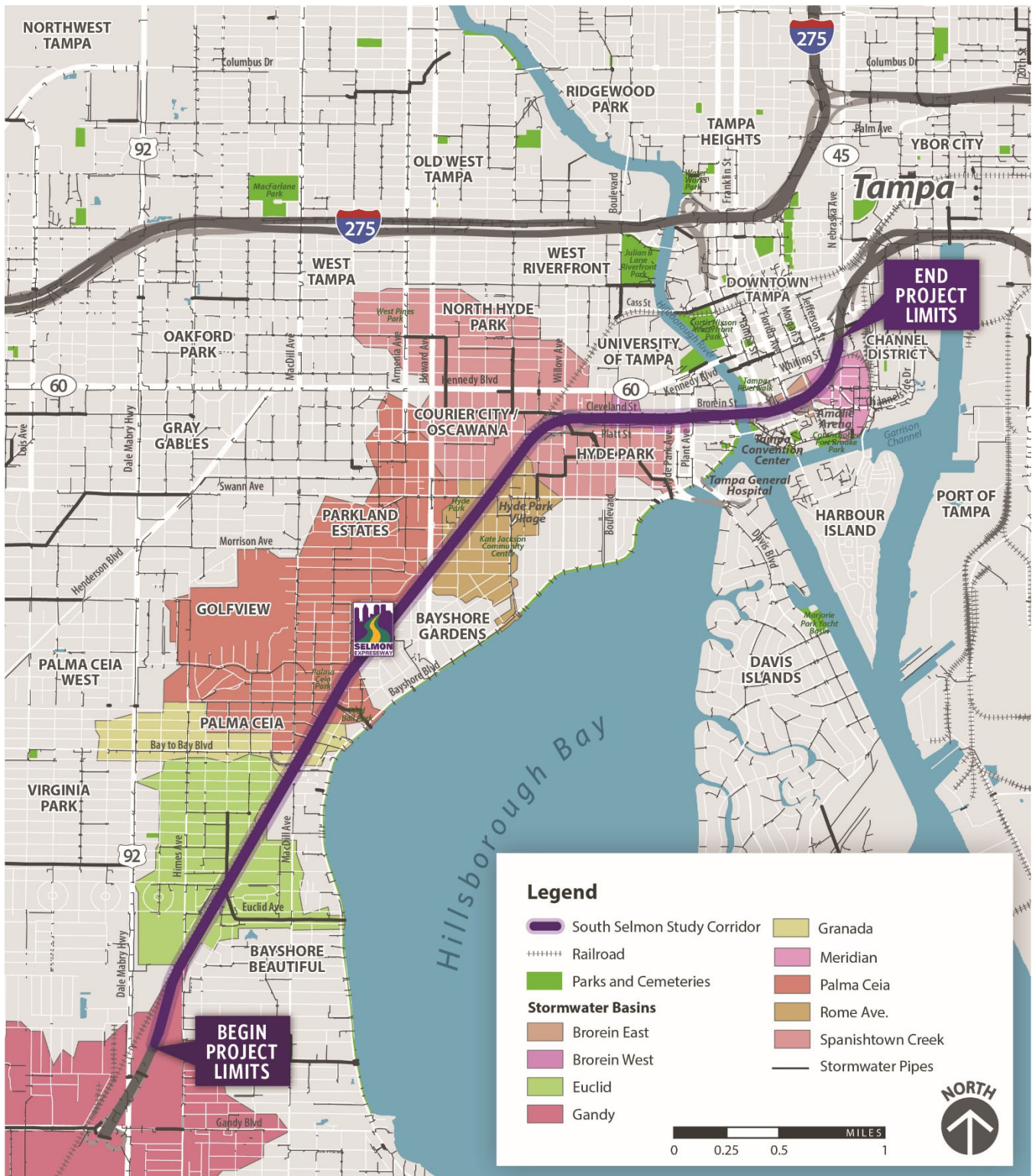
The Selmon Expressway within the project limits crosses nine stormwater basins, which are subdivided based on the basin's outfall into the Hillsborough River or Hillsborough Bay. The stormwater basin names used are based on the naming convention of the City of Tampa, which manages the stormwater infrastructure GIS geodatabase. An overview of these basins and the stormwater infrastructure within them is shown in **Figure 13**.

General information about each of these basins is summarized in **Table 7**.

Table 7: Existing Basin Information

| Basin Number | Basin Name | Begin Station | End Station | Basin Length (ft.) | Outfall Size |
|--------------|---------------------------|---------------|-------------|--------------------|-----------------------------------|
| 1 | Gandy | 77+22 | 99+50 | 2,228 | 4'x10' Concrete Box Culvert (CBC) |
| 2 | Euclid | 99+50 | 127+63 | 2,813 | 2 x 4'x5' CBC |
| 3 | Granada | 127+63 | 163+90 | 3,627 | 54" |
| 4 | Palma Ceia | 163+90 | 217+55 | 5,365 | 2 x 60" & 8'x4' CBC |
| 5 | Rome Ave | 217+55 | 244+04 | 2,649 | 38"x60" |
| 6 | Spanishtown Creek | 244+04 | 507+50 | 3,578 | 2 x 7'x5.4' CBC |
| 7 | Brorein West | 507+50 | 551+50 | 2,968 | 36" |
| - | Hillsborough River Bridge | 551+50 | 554+60 | 310 | - |
| 8 | Brorein East | 554+60 | 572+50 | 1,790 | 42" |
| 9 | Meridian | 572+50 | 584+17 | 1,167 | 8'x5' CBC |

Figure 13: Stormwater Network and Basins



Much of the Selmon Expressway runoff enters storm sewer systems owned by the City of Tampa before discharging into Hillsborough Bay. Since most of the Selmon Expressway runoff first enters a separate storm sewer system attenuation must be met to assure no downstream impacts occur. Attenuation of stormwater runoff is not required for those basins with outfalls that drain directly into tidally controlled water bodies. The stormwater management approaches considered in this study aim to make use of all available ROW within each basin to provide the required treatment and attenuation volumes. Compensatory treatment was evaluated where traditional stormwater management approaches were not possible.

Runoff from the Selmon Expressway must be attenuated such that the post-development discharge rate is less than or equal to the discharge rate in the existing condition. The design storm event for this discharge rate is the 100-year, 24-hour storm event due to the existing flooding problem in the City systems. Also, SWFWMD requires that any historic

Required attenuation volumes were estimated for each basin for the 100-year, 24-hour design storm event. Any impacts to existing ditches that provide some form of attenuation storage would be replaced. Proposed stormwater management solutions to meet all regulatory criteria include the following approaches:

- **Shifting basin limits**
 - Basin divides along the Selmon Expressway would be modified to reduce runoff volumes and prevent the need for additional stormwater management facilities
- **Wet Detention/Dry Retention Stormwater Management Facilities**
 - Conventional ponds would be used in any available open spaces within the THEA ROW
 - Due to high groundwater tables, most facilities were designed as wet detention ponds
- **Underground stormwater vault systems**
 - One alternative in the Palma Ceia basin includes an underground stormwater vault system
 - Due to high groundwater tables, this system is designed to be closed and separate from the groundwater. Therefore, only attenuation would be provided
- **Modifying existing stormwater ponds**
 - Three stormwater ponds within THEA ROW are proposed to be expanded to provide necessary treatment and attenuation volumes
- **New/Expanded Outfall**
 - Reduce the need for additional stormwater management facilities
 - Reduce the stresses on existing over-capacity outfalls
- **Compensatory treatment**
 - In some basins without the ROW for any form of water quality treatment, compensatory treatment would be utilized.

storage, such as depressional areas with some volume of storage below the 100-year, 24-hour storm event, be replaced or mitigated. However, there are no depressional storage areas along the corridor as the existing ditches are conveyance or attenuation systems.

The proposed stormwater management system is to be designed for the ultimate 8 lane section of the Selmon Expressway. Therefore, the anticipated ponds and drainage system modifications are the same for Alternative 2 and 6. Per a conversation with the City of Tampa, all outfalls within the project limits are to be considered undersized. Additional storage volume was provided, where feasible, to improve the existing flooding conditions. An overview of the proposed stormwater management facilities is presented in **Table 8**.

Using a combination of the stormwater management approaches listed above, treatment and attenuation requirements can be met within the existing THEA ROW.

The Palma Ceia basin (Basin 4) has significant stormwater management needs and limited available ROW. Therefore, three alternatives were investigated for this basin that included underground storage, creating a new/expanded outfall, and a conventional pond site. The conventional pond would require additional ROW to be purchased and the outfall modification would require coordination with the City of Tampa on expanding or replacing the existing outfall within their ROW. For the purposes of this study, both the underground vault system and the outfall expansion alternatives were determined to be feasible solutions that satisfy the stormwater management needs in the Palma Ceia basin. The final stormwater management alternative will be determined after further coordination with the City of Tampa.

A Water Quality Impact Evaluation (WQIE) was completed for the project to comply with the Clean Water Act and the Safe Drinking Water Act (see Attachment A). The results of the WQIE confirm that the proposed stormwater facility design will include the minimum water quantity requirements for water quality impacts. With the implementation of the proposed treatment and attenuation, the proposed project would have **no substantial** impacts on Water Resources. For detailed information of the proposed stormwater management approach in each basin, refer to the PSR prepared as part of this study.

4.5.3. Floodplains

Nearly all of the project falls within Federal Emergency Management Agency's (FEMA) Zone X, which is outside the 100-year floodplain. A small portion of the bridge over the Hillsborough River is within Zone AE, which has a 100-year floodplain elevation of 10 feet (North American Vertical Datum). The bridge over the Hillsborough River and approach sections of the Selmon Expressway are well above the floodplain elevation. The project area is covered by five Hillsborough County FEMA FIRM maps (effective on August 28, 2008) for community number 12057, panels C0344H, C0342H, C0361H, C0353H and C0354H. It is noted that the FEMA floodplain elevation is based on a hurricane storm surge event.

Table 8: Provided Treatment and Attenuation Volumes in Ponds

| Basin | Pond Name | Treatment Volume Required (ac-ft) | Treatment Volume Provided (ac-ft) | Attenuation Volume Required (ac-ft) | Attenuation Volume Provided (ac-ft) |
|----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|--|--|
| <i>Gandy</i> | Pond 1 (existing pond) | 0.10 ¹ | 0.10 ¹ | 0.77 ² | 0.77 ² |
| <i>Euclid</i> | Pond EC - 1 | 0.21 | 0.04 | 1.33 | 0.15 |
| | Pond EC - 2 | | 0.09 | | 0.44 |
| | Pond EC - 3 | | 0.09 | | 0.40 |
| | Pond EC - 4 | | 0.02 | | 0.19 |
| | Pond EC - 5 | | 0.02 | | 0.16 |
| <i>Granada</i> | - | 0.17 | - | 0.00 | - |
| <i>Palma Ceia</i> | PC-1 | 0.33 | 0.04 | 1.18 | 0.02 |
| | PC-2 | | 0.04 | | 0.03 |
| | Stormwater Management Alternative | | - | | 1.34 ³ |
| | Swann Pond Expansion | | 0.22 | 0.45 | 0.49 |
| <i>Rome Ave.</i> | Swann Pond Expansion | 0.25 | 0.22 | 0.45 | 0.49 |
| <i>Spanishtown Creek</i> | Pond SC-1 | 0.35 ⁶ | 0.19 | 0.75 | 0.83 |
| <i>Brorein West</i> | Pond BW-1 | 0.79 ⁶ | 1.08 | 2.83 ⁴ | 2.87 |
| | Pond BW-2 | | 0.37 | | 0.53 |
| | Pond BW-3 | | 0.16 | | 0.07 |
| <i>Hillsborough River Bridge</i> | - | 0.03 | - | - | - |
| <i>Brorein East</i> | - | 0.12 | - | - | - |
| <i>Meridian R.R.</i> | Pond M-1 | 0.03 | 0.04 | 0.02 | 0.05 |
| Totals | | 2.28 | 2.40 | 3.73 (7.33)⁵ | 7.57 |

¹Additional treatment volume available in existing Pond-1; no additional treatment volume required

²ICPR3 model results show negligible impact due to increase in runoff; no additional attenuation volume required

³Multiple alternatives available to account for increase in runoff from Palma Ceia basin; refer to the *Pond Siting Report*. Option 2 attenuation volume is shown

⁴Outfall drains directly to Hillsborough Bay; no additional attenuation volume required, but excess is provided to prevent pipe surcharge

⁵Number in parenthesis includes attenuation volume that is not required from a regulatory perspective, such as that within the Brorein West and Gandy basins

⁶Includes twice the existing treatment volume of Pond 9 and Pond 10, due to proposed conversion from dry to wet ponds

Preliminary FEMA information is also available within this corridor. These preliminary maps show similar flooding extents along the Selmon Expressway. At the bridge over the Hillsborough River, the Zone AE floodplain elevation is set at 11 or 12 feet (NAVD), for the west and east sides, respectively. Additionally, a new 500-year floodplain is shown surrounding the Selmon Expressway and Dale Mabry Highway interchange but does not encroach upon the travel lanes.

Minimal floodplain encroachment is anticipated for Alternatives 2 and 6. Refer to the Location Hydraulics Report for more information on floodplain involvement for the various alternatives.

4.5.4. Protected Species and Habitat

As summarized in the NRE, federal-listed and protected species, state-listed wildlife, and state-listed plants were reviewed for their potential to occur within the study area. Measures required to be implemented per construction procedure, standard specifications, or other agency requirements, issued in a later project phase, and project commitments are discussed in the NRE Report as well as **Chapter 8.0** below. With the implementation of the proposed implementation measures and commitments, **no substantial impacts** to protected species or habitat are anticipated as a result of the proposed project.

Federal Wildlife

Nine federal species listed by the USFWS potentially occur within the study area. Federal-listed species reviewed included fishes (Gulf sturgeon, smalltooth sawfish), reptiles (loggerhead, green and Kemp's ridley sea turtles), birds (wood stork, piping plover, rufa red knot), and mammals (Florida manatee). None were observed during preliminary field survey performed on September 16, 2019.

The study area was evaluated for Critical Habitat as defined by Congress 50 CFR § 17.94 and CFR § 226. Neither USFWS nor National Oceanic and Atmospheric Administration (NOAA) Fisheries designated critical habitat was present. Therefore, the proposed project would not result in the destruction or adverse modification of critical habitat.

Federal effects determinations were based on existing conditions, anticipated project impacts, agency guidelines, and THEA implementation measures and commitments. Due to mangrove shading and piling installation, the proposed project would be expected to result in the effects determinations listed in **Table 9** for federal-listed species.

Migratory birds and their habitat, including the non-listed, but federally protected bald eagle and osprey were present within the study area. Both receive protection through the Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§ 703-712).

No osprey nests were observed. If an active nest is discovered, it will be afforded protection in accordance with the MBTA and Chapter 68A-16.003 of the F.A.C.; therefore, the project would not impact the osprey.

Table 9: Project Effect Determinations for Federal-Listed Species

| Scientific Name | Common Name | Federal Listing | Project Effect Determination |
|---------------------------------------|--------------------------|-----------------|---|
| <i>Acipenser oxyrinchus desotoi</i> | Gulf Sturgeon | Threatened | <i>May affect, not likely to adversely affect</i> |
| <i>Pristis pectinata</i> | Smalltooth sawfish | Endangered | <i>May affect, not likely to adversely affect</i> |
| <i>Caretta</i> | Loggerhead sea turtle | Threatened | <i>No effect</i> |
| <i>Calidris canutus rufa</i> | Rufa red knot | Threatened | <i>No effect</i> |
| <i>Charadrius melodus</i> | Piping plover | Threatened | <i>No effect</i> |
| <i>Chelonia mydas</i> | Green sea turtle | Threatened | <i>No effect</i> |
| <i>Lepidochelys kempii</i> | Kemp's ridley sea turtle | Endangered | <i>No effect</i> |
| <i>Mycteria americana</i> | Wood stork | Threatened | <i>No effect</i> |
| <i>Trichechus manatus latirostris</i> | Florida manatee | Threatened | <i>May affect, not likely to adversely affect</i> |

A bald eagle nest was identified within the study area. This project will be consistent with the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d), as amended. Due to location, nest disturbance could be unavoidable as a result of construction. This nest will be resurveyed during permitting and design to determine the activity status and if deemed inactive, a survey will be conducted to confirm a replacement nest has not been built within 660 feet of the project ROW. THEA will coordinate with the USFWS in accordance with the National Bald Eagle Management Guidelines (2007) and relevant federal laws. The project will be consistent with the provisions codified by these federal laws.

State Wildlife

Six state listed wildlife managed by the Florida Fish and Wildlife Conservation Commission (FWC) could potentially occur within the study area. Likelihood of occurrence was based on presence of suitable habitat as defined in Florida's Imperiled Species Management Plan, as amended (2018), and listing status was in accordance with Florida's Endangered and Threatened Species List (FWC 2018).

State protected species reviewed included one reptile (gopher tortoise), two wading birds (little blue heron, tricolored heron), and three shorebirds (American oystercatcher, black skimmer, least tern). None were observed during preliminary field survey performed on September 16, 2019. Based on existing conditions, anticipated project impacts, agency guidelines, and THEA implementation measures and commitments, the proposed project would be expected to result in the effects determinations listed in **Table 10** for state listed wildlife.

Table 10: Project Effect Determinations for State-Listed Species

| Scientific Name | Common Name | State Listing | Project Effect Determination |
|-----------------------------|------------------------|---------------|-------------------------------|
| <i>Gopherus polyphemus</i> | Gopher tortoise | Threatened | No adverse effect anticipated |
| <i>Egretta caerulea</i> | Little blue heron | Threatened | No adverse effect anticipated |
| <i>Egretta tricolor</i> | Tricolored heron | Threatened | No adverse effect anticipated |
| <i>Haematopus palliatus</i> | American oystercatcher | Threatened | No effect anticipated |
| <i>Rynchops niger</i> | Black skimmer | Threatened | No effect anticipated |
| <i>Sternula antillarum</i> | Least tern | Threatened | No effect anticipated |

Plants

Given the hardened and developed conditions within this densely urban corridor, listed plants would not be expected. A determination of **no effect** would be anticipated for federal and state listed plants.

4.5.5. Essential Fish Habitat

The NRE complies with the requirements of the Magnuson-Stevens Fishery Conservation and Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) of 1996 and is in agreement with the FDOT PD&E Manual - Part 2, Chapter 17 - Essential Fish Habitat (EFH).

The proposed alternatives would extend the area of shading over the Hillsborough River; however, no seagrasses were present. Installation of pilings would likely be necessary within the Hillsborough River to support the widened bridge structure. Although piling number and location would vary based on the preferred alternative, installation of pilings would occur within unconsolidated mud bottom within the Hillsborough River. Impacts associated with pilings in other surface waters would be *de minimis*.

Mangrove habitat shading would occur to construct the Selmon Expressway Bridge over the Hillsborough River. Shading impacts would vary based on the final design, but shading could occur over approximately 0.05 acres of mangroves, as shown in **Figure 12**. Mangrove impacts that result from construction of the proposed project would be mitigated pursuant to the requirements set forth in Section 373.4137, F.S. in accordance with Part (4) of Chapter 373, F.S. and 33 USC §1344.

Based on existing conditions, anticipated project impacts, agency guidelines, and THEA implementation measures and commitments, the proposed project would have **no substantial** impact on EFH. Measures required to be implemented per construction procedure, standard specifications, or other agency requirements, issued in a later project phase, and project commitments are discussed in the NRE Report as well as **Chapter 8.0** below.

4.6. Physical Effects

4.6.1. Highway Traffic Noise

A highway traffic noise analysis was performed in compliance with the requirements of the Code of Federal Regulations (23 CFR 772)—Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010) using methodologies outlined in Part 2, Chapter 18 Highway Traffic Noise of the FDOT PD&E Manual (July 1, 2020). This section summarizes the results of the traffic noise analysis, which is discussed in detail in the Noise Study Report (NSR). For the purpose of evaluating traffic noise, the FHWA established Noise Abatement Criteria (NAC). As shown in **Table 11**, these criteria vary according to a properties' activity category (i.e. land use). For comparative purposes, typical noise levels for common indoor and outdoor activities are provided in **Table 12**. FHWA regulations also state that a traffic noise impact is predicted to occur when predicted traffic noise levels with a proposed improvement are considered substantial when compared to existing levels. The FDOT considers that a substantial increase in highway traffic noise occurs when traffic noise levels are predicted to increase 15 dB(A) or more above existing conditions as a direct result of a transportation improvement project. Therefore, for the traffic noise analysis, impacted receptors (i.e., properties) are defined as receptors with a future design year, build alternative traffic noise level that is predicted to approach, meet, or exceed the NAC for its respective activity category, or will experience an increase in noise levels of 15 dB(A) or more in the design year when compared to an existing noise level.

A noise sensitive land use review was performed for the project on March 20, 2020. As a result, a total of 1,015 properties for which the existing land use has a FHWA/FDOT established NAC were evaluated within 21 Common Noise Environments (CNEs). CNEs are groups of properties within the same area that have the same land use (e.g., the residences within a subdivision or abutting subdivisions). The 1,015 properties are comprised of 1,009 residences, two active sports areas, one park, and three schools.

The FHWA Traffic Noise Model (TNM) is used to predict worst-case highway traffic noise for both existing conditions and future conditions both with and without proposed alternatives. The predictions are made at discrete representative locations on the properties for which there are NAC. These TNM-modeled locations are referred to as "receptors". With the exception of two of the 21 CNEs, traffic noise is predicted to exceed the NAC at one or more properties within each CNE for the existing condition (year 2019), and for future conditions (year 2046) both without (No Build) and with the proposed alternatives. The two CNEs for which traffic noise impacts are not predicted consist of two of the three schools assessed and do not contain residential properties. When compared to existing levels, the maximum increase in future traffic noise levels with the No Build Alternative is 1.2 decibels on the "A"-weighted scale (dB(A)) and the maximum increase with the proposed alternatives is 4.4 dB(A). These levels of traffic noise increase can be described as being undetectable (1.2 dB(A)) to not readily detectable (4.4 dB(A)) in an ambient (i.e., outdoor) environment. Based on the results of the analysis, with the proposed alternatives, a total of up to 624 properties would be impacted by traffic noise.

Table 11: FHWA Noise Abatement Criteria

| Activity Category | Description of Activity Category | Activity Leq(h) ¹ (dB(A)) | |
|----------------------|---|--------------------------------------|------------------|
| | | FHWA | FDOT |
| A | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. | 57 (Exterior) | 56 (Exterior) |
| B² | Residential | 67 (Exterior) | 66 (Exterior) |
| C² | Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails and trail crossings. | 67 (Exterior) | 66 (Exterior) |
| D | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios. | 52 (Interior) | 51 (Interior) |
| E² | Hotels, motels, offices, restaurants/bars and other developed lands, properties or activities not included in A-D or F. | 72 (Exterior) | 71 (Exterior) |
| F | Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical) and warehousing. | -- | -- |
| G | Undeveloped lands that are not permitted. | -- | -- |

Sources: Table 1 of 23 CFR Part 772 and Table 18.1 of Chapter 18 of the FDOT's PD&E Manual (dated July 1, 2020).

¹ The Leq(h) activity criteria values are for impact determination only. The values are not design standards for noise abatement measures.

² Includes undeveloped lands permitted for this activity category.

Note: FDOT defines that a substantial traffic noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, there is a requirement to consider noise abatement.

Table 12: Typical Sound Levels

| Common Outdoor Activities | Sound Level dB(A) | Common Indoor Activities |
|---------------------------------------|----------------------|--|
| Jet flyover (at 1,000 feet) → | 110 | ← Rock band |
| Gas lawnmower (at 3 feet) → | 100 | |
| | 90 | |
| Diesel truck (at 50 feet at 50 mph) → | 80 | ← Food blender (at 3 feet) ← Garbage disposal (at 3 feet) |
| Noisy urban area (daytime) → | 70 | ← Vacuum cleaner (at 10 feet) ← Normal speech (at 3 feet) |
| Gas lawnmower (at 100 feet) → | 60 | |
| Commercial area → | 50 | ← Large business office ← Dishwasher (in next room) |
| Heavy traffic (at 300 feet) → | 40 | ← Theater, large conference room (background) |
| Quiet urban (daytime) → | 30 | ← Library |
| Quiet urban (nighttime) → | 20 | ← Bedroom (at night), concert hall (background) |
| Quiet suburban (nighttime) → | 10 | ← Broadcast/recording studio |
| | 0 | |
| Quiet rural (nighttime) → | | |

Source: California Dept. of Transportation Technical Noise Supplement, Nov. 2009, Page 2-21.

Traffic management measures, modifications to the roadway alignment, and buffer zones were considered as potential traffic noise abatement measures for the impacted properties, but the measures would not be both feasible and reasonable methods of reducing/eliminating predicted impacts with the proposed alternatives. Noise barriers were also considered as an abatement measure.

The most common noise abatement measure is providing a noise barrier. Noise barriers have the potential to reduce traffic noise levels by interrupting the sound path between the motor vehicles on the roadway (i.e., the source of the sound) and the noise sensitive land uses adjacent to the roadway.

Based on FDOT's Noise Policy, for a noise barrier to be considered a potential abatement measure, the barrier must meet acoustic and cost requirements.

Minimum Noise Reduction Requirements

The FDOT has two acoustic requirements to consider a noise abatement method both a feasible and reasonable measure when evaluating the level of reduction in traffic noise. First, to be considered acoustically feasible, a barrier must provide at least a 5 dB(A) reduction in traffic noise for two or more impacted receptors. If a noise abatement measure was determined to be not feasible, it was not considered any further.

The FDOT's second acoustic requirement, which indicates a noise barrier is acoustically reasonable, is that a noise barrier must provide at least a 7 dB(A) reduction for at least one impacted receptor. A reduction of 7 dB(A) is the FDOT's noise reduction design goal for all properties impacted by traffic noise with a roadway improvement project. If a noise abatement measure was determined to be not acoustically reasonable, it was not considered any further.

Notably, following FDOT's methodologies, if a noise abatement measure was determined to be not acoustically feasible or reasonable, it was not considered any further.

Cost Effective Criteria

Based on FDOT's Noise Policy, at a cost of \$30 per square foot, a noise barrier should not cost more than \$42,000 per benefited noise sensitive receptor (a benefited receptor is a receptor that would have at least a 5 dB(A) reduction in highway traffic noise from a mitigation measure). For special use locations (e.g., parks and active sport areas), the cost of a noise barrier should not be more than \$995,935 per person-hour per square foot (dollars/person-ft²). If the estimated cost to construct a noise barrier is greater than these cost-effective criteria, a noise barrier is not considered to be a cost reasonable abatement measure. If a noise abatement measure was determined to be not cost reasonable, it was not considered any further.

Noise Analysis Results

Following FDOT safety requirements, noise barriers on bridges and retaining structures were limited to a height of 8 feet, traffic railing/noise barrier combinations were limited to a maximum height of 14 feet, and where evaluated, ground mounted barriers at the ROW were limited to a height of 22 feet. Based on the results of a noise barrier-specific evaluation, barriers that have been determined to be both a feasible and reasonable traffic noise abatement method for some of the impacted properties within the CNEs are listed in **Table 13** (the barrier locations are depicted on aerials in the appendices of the NSR).

Table 13: CNEs with Potential Noise Barriers

| Alt. | CNE | Area | Number of Impacted Properties ^a | Number of Benefited Properties | | Estimated Barrier Cost ^b | Cost Per Benefited Property ^b |
|------|-----|---|--|--------------------------------|--------------|-------------------------------------|--|
| | | | | Impacted | Not Impacted | | |
| 2 | E6 | Bay to Bay Boulevard to West Watrous Avenue | 84 | 46 | 7 | \$761,100 | \$14,360 |
| | E8 | West Swann Avenue to South Willow Avenue | 22 | 7 | 12 | \$519,240 | \$27,328 |
| 6 | E6 | Bay to Bay Blvd to West Watrous Avenue | 72 | 39 | 12 | \$626,700 | \$12,288 |
| | E8 | West Swann Avenue to South Willow Avenue | 13 | 5 | 19 | \$660,780 | \$27,533 |

^a With the proposed alternatives, there would be up to 624 total impacted properties.

^b The total barrier cost and cost per benefited property listed are for the most cost-effective barrier when considering the impacted properties that would be benefited by a noise barrier.

In summary, traffic noise is predicted to exceed the NAC at noise-sensitive receptors within the project area due to existing traffic conditions, as well as future traffic conditions (year 2046) both without (No Build) and with the proposed alternatives. As a result, **substantial impacts** to noise-sensitive receptors exist under existing conditions and would continue in the No Build conditions, as well as a result of Alternatives 2 and 6. Less than eight percent of the impacted properties would be benefited by the noise barriers determined to be both a feasible and reasonable with Alternatives 2 and 6. Noise barriers would provide minimal noise reduction to the majority of the impacted properties due to limitations on the heights of the barriers with both of the project alternatives. However, for the preferred alternative (Alternative 6), THEA has committed to building walls the entire length of the project on both sides of the roadway.

4.6.2. Air Quality

The proposed project is located in Hillsborough County, Florida, an area currently designated by the U.S. Environmental Protection Agency (EPA) as being an attainment area for all of the pollutants for which there are National Ambient Air Quality Standards (NAAQS)—carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter, and sulfur dioxide (SO₂).

The project alternatives were subjected to FDOT's CO screening model (CO Florida 2012) which makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The project alternatives (No-Build and build Alternatives 2 and 6), were evaluated for the design year of the proposed project. With and without the build alternative, the intersection forecasted to have the highest approach traffic volume is the Willow Avenue and Cleveland Street intersection. The evaluation results for this intersection can also be presumed to be worst-case.

Based on the results, the highest predicted CO one- and eight-hour concentrations would not exceed the NAAQS for this pollutant regardless of alternative. Therefore, the project “passes” the screening test and would have **no substantial** impacts on the air quality in the area. Additionally, because the project is expected to improve the LOS on the Selmon Expressway which would reduce delay and congestion, it is anticipated that the project would reduce air pollutant emissions within the study area.

4.6.3. Contamination

A Level I Contamination Screening Evaluation Report (CSER) was prepared using the FDOT PD&E Manual, Chapter 20 reporting format and standard environmental assessment practices of reviewing records of regulatory agencies, site reconnaissance, literature review and when necessary, personal interviews of individuals and business owners within the limits of the project.

For the Level I Contamination Screening, the project study area included the limits of the mainline project and an approximate 500 foot wide buffer extending beyond the mainline boundary as per the PD&E Manual. A Level I Contamination Screening of the project study area was conducted to determine the potential for contamination of the corridor ROW from adjacent properties and business operations. Sites were ranked using FDOT’s hazardous materials ranking system.

The contamination screening included the following tasks:

- A regulatory review of governmental databases and for permits and or violations associated with environmental issues;
- Obtaining and evaluating historical aerial photographs (1995 to 2019); topographic maps and soil surveys in an effort to determine potential contamination problem areas;
- Conducting site visits for all potential contamination sites; and
- Determining potential contamination and assigning a risk level for each site within the project limits.

One hundred and fifty-six sites were determined as having the potential for contamination concern. Of the 156 sites investigated, the following risk rankings have been applied: eight HIGH ranked sites, four MEDIUM ranked sites, 144 LOW ranked sites, and zero NO ranked sites for potential contamination.

Table 14 summarizes the number of sites per risk ranking.

Table 14: Number of Sites per Risk Ranking

| NO | LOW | MEDIUM | HIGH |
|----|-----|--------|------|
| 0 | 144 | 4 | 8 |

For sites ranked NO or LOW for potential contamination, no further action is required at this time. Sites ranked NO were determined to not have a potential contamination impact to the project at this time. Sites ranked LOW are sites/facilities that would have the potential to impact the study area, but based on select variables have been determined to have low risk to the project at this time. Variables that may change the risk rankings include a facility's non-compliance to environmental regulations, new discharges to the soil or groundwater, substantial design changes, and modifications to current permits. Should any of these variables change, additional assessment of the facilities would be conducted.

Figure 14 shows only the location of the MEDIUM and HIGH ranked sites along the project corridor. In addition, details regarding these MEDIUM and HIGH ranked sites are provided in **Table 15**. For those locations with a risk ranking of MEDIUM and HIGH, Level II field screening should be considered during future project implementation phases. These sites have been determined to have potential contaminants which may impact the proposed construction. A soil and groundwater sampling plan is likely to be developed for each site. The sampling plan should provide sufficient detail as to the number of soil and groundwater samples to be obtained and the specific analytical tests to be performed. A site location sketch for each facility showing all proposed boring locations and groundwater monitoring wells is likely to be prepared also. With the implementation of a Level II field screening, as needed, and any resulting implementation measures, **no substantial impacts** are anticipated due to the disturbance of contamination as a result of the proposed project.

Additional information may become available or site-specific conditions may change from the time the CSER was prepared and should be considered prior to proceeding with roadway construction.

Figure 14: Sites of Potential Contamination Concern Ranked Medium and High



Table 15: Potential Contamination Sites Ranked MEDIUM and HIGH

| Site No. ¹ | Site Name | Address | EDR Database | Approximate Distance from ROW | Details | Risk Ranking |
|-----------------------|-------------------------------------|---------------------------|---|-------------------------------|---|--------------|
| 2 | Tampa City Convention Center | 209 South Franklin Street | FL LUST | TP* | Multiple Leaking Underground Storage Tank (LUST) occurrences in 1998, in 2005, and in 2009. Cleanup and site assessment are ongoing. | HIGH |
| 17 | South Howard Auto Service | 1207 South Howard Avenue | FL LUST, FL UST, Hist Auto | 95 ft | Gas station from 1939 to 2012. Discharge on 6/27/90. Contaminated monitoring well reported. Cleanup ongoing. 3 USTs removed. 4 USTs closed in place. The latest FDEP documents include an email to property owner dated 9/30/19 attempting to schedule monitoring well installation on 10/7/19. | HIGH |
| 19 | Equipment Sales Corp/Magic Cleaners | 2101 Morrison Ave | FL PriorityCleaners, FL Drycleaners, Hist Cleaner | 111 ft | Drycleaning plants, except rugs facility in 1989. Site rehabilitation completed in 2015. Letter submitted in 2018 stated site is eligible for state-administered cleanup. More information is needed on the cleanup status. | HIGH |
| 31 | Other Side Antique Shop | 3004 Barcelona St | RCRA NonGen, FINDS, ECHO, FL RESP Party | 155 ft | Multiple violations in 1990 due to hazardous waste disposal; deemed compliant in 1996. During site reconnaissance, the site was a vacant parcel adjacent to an op-warehouse structure. Two unrecognizable GARBRO storage tanks were within the ROW. It is unknown if and what was stored in the tanks. Further investigation is needed to | MEDIUM |

¹ Sites are numbered based on the order they appear in the EDR, which is based on distance from the ROW.

* TP – Target Property. Term used by EDR, Inc. to indicate the site address overlays with the project corridor/is located within the ROW boundary.

| Site No. ¹ | Site Name | Address | EDR Database | Approximate Distance from ROW | Details | Risk Ranking |
|-----------------------|---|---------------------------|--|-------------------------------|---|--------------|
| | | | | | understand the level of potential contamination conditions. | |
| 36 | Texaco #210/McNatts Cleaners | 3102 S MacDill Ave | FL LUST, FL UST, Hist Cleaner | 167 ft | Closed gas station, currently a dry cleaners. Facility cleanup status is ongoing. | HIGH |
| 48 | Thompson Aggregate Materials Co | 1302 W Kennedy Blvd | FL LUST, FL UST | 203 ft | Closed gas station with a discharge in 1991. Facility cleanup status ongoing. During site reconnaissance, this site was a Public Storage Facility. | HIGH |
| 58 | St Johns Cleaners Inc./Palma Ceia Village Shopping Center | 3225 South MacDill Avenue | FL PriorityCleaners, Hist Cleaner | 236 ft | Drycleaning 1991 to 2008. Ongoing cleanup. The most recent FDEP documents include a potable well survey which indicates that zero potable wells are located within ½ mile of the site. During site reconnaissance, the site is a UPS store. | HIGH |
| 68 | Coin Laundry/ Circle K #4303/Quality Laundry | 1015 South Howard Ave | HDR Hist Cleaner, RCRA-VSQG, FINDS, ECHO | 270 ft | Laundries self-service from 1969 to 1993 and prior to that a Circle K #4303. Two discharges occurred in 1988 and in 1990. Cleanup status ongoing. During site reconnaissance, the site was Ciccio Water Restaurant. | HIGH |
| 71 | Smith & Porton Inc./Prestige Taxi | 901 East Platt St | Hist Auto | 278 ft | Gasoline station from 1934 to 1993. Discharge occurred in 1991. Cleanup status ongoing. During site reconnaissance, the site was Boca Tampa Restaurant with multiple monitoring wells located within the ROW. | HIGH |

| Site No. ¹ | Site Name | Address | EDR Database | Approximate Distance from ROW | Details | Risk Ranking |
|-----------------------|---|---------------------------------------|---|-------------------------------|---|--------------|
| 96 | 7-Eleven Store #4042/Sunoco Service Station #08925687 | 1001 South Howard Ave | FL LUST, FL UST, RCRA-SQG, FINDS, ECHO, Hist Auto | 356 ft | Discharge in 1988. Cleanup status ongoing. | MEDIUM |
| 100 | Lutheran Ministries of Florida Inc | 140 North Channelside | FL SITE INV SITES, FL RESP Party | 363 ft | Contamination above applicable standards or criteria exists offsite in 2006. More information is needed to determine the level of potential contamination conditions. | MEDIUM |
| 156 ² | EPC Old Landfill #156 | 4210 S Dale Mabry Hwy Tampa, FL 33611 | Old Landfill | 200 ft | EPC Old Landfill in the 1950s and 1960s. Currently Lowe's. | MEDIUM |

Source: Environmental Data Resources, Inc. Environmental Data Report (EDR), September 19, 2019; EPC Solid & Hazardous Waste Division

² This site was not included in the EDR; however, it was identified by the Environmental Protection Commission (EPC) Solid & Hazardous Waste Division of Hillsborough County. Therefore, it was evaluated in this CSER.

4.6.4. Utilities and Railroads

Utilities

There are thirteen Utility Agency Owners (UAOs) within the project limits. All were contacted for green lines, future builds and easement documents were requested. All utilities are in permitted ROW unless otherwise noted.

The UAOs and their facilities are summarized in **Table 16**. The table specifically notes the locations where utilities cross the Selmon Expressway or are parallel to and within the ROW of the Selmon Expressway.

Both Alternatives 2 and 6 would have utility impacts as a result of the proposed improvements. The extent of the necessary utility adjustments are unknown at this phase of study. However, **no substantial impacts** to utilities are anticipated as a result of the proposed project.

Table 16: Utilities

| Utility Agency | Contact | Description of Facilities | Selmon Expressway Crossing / Parallel Locations |
|----------------------------|---|---|---|
| AT&T | Slade Hutchinson (813) 888-8300 shutchinson@sdt-1.com | 4" duct | In railroad right-of-way (US DOT easement for CSX right-of-way) |
| CenturyLink | Xan Rypkema (720) 888-1089 NationalRelo@centurylink.com | 1" - 2" BFOCs / HDPE BFOCs, aerial and direct buried cables | <u>Crossings:</u> Himes Ave, S. Blvd, Plant Ave, and Ashley Dr S, Franklin St <u>Parallel:</u> Hillsborough River Bridge |
| Charter Communications | Paul Perrini (813) 684-6100 Paul.perrini@charter.com | CATV-OFOC | <u>Crossings:</u> Himes Ave, Euclid Ave, S. Blvd, Jefferson St |
| City of Tampa - Wastewater | Robert Kezler (813) 274-8936 Wastewater_UtilityNotify@tampagov.net | Pipes include 8" – 24" VCP, 12" CAS, 60" RCP, 48" DIP FM, 48" PCCP | <u>Crossings:</u> Euclid Ave, Barcelona St, Orleans Ave, Willow Ave, S Blvd, Hyde Park Ave, Plant Ave, Franklin St, Brorein St, Whiting St, Leona St, Horatio St, Barcelona St, Bayshore Dr, Ashley Dr, Florida Ave <u>Parallel:</u> Ashley Dr – Florida Ave, |
| City of Tampa - Water | Rynaldo Deshauteurs (813) 274-7221 WaterUtilityCoordination@tampagov.net | Pipes vary in size and include: DIP, Enamel, HDPE, RCP, and steel casings | <u>Crossings:</u> Himes Ave, El Prado Blvd, San Carlos, Mississippi Ave, Watrous Ave, Howard Ave, Morrison Ave, Swann Ave, Horatio St, Platt St, S. Blvd, Fielding Ave, Magnolia Ave, Cedar Ave, Hyde Park Ave, Plant Ave, Bayshore Blvd, Ashley Dr, Tampa St, Franklin St, Florida Ave, Morgan St, Cumberland Ave, Jefferson St, Pinley St, Whiting St <u>Parallel:</u> MacDill Ave to Bay to Bay Blvd, Carolina to Mississippi Ave, De Leon to Horatio St, Franklin St to Morgan St, |
| CrownCastle | Danny Haskett (786) 610-7073 Danny.haskett@crowncastle.com | BFOC | <u>Crossing:</u> Plant Ave |
| Fiberlight | Tim Green (813) 877-7183 Tim.green@fiberlight.com | 1.25" – 1.5" HDPE BFOC | <u>Crossing:</u> Hyde St, Plant Ave, Florida Ave <u>Parallel:</u> Hillsborough River |
| Frontier | Randy James randall.james@ftr.com | Conduits have copper and fiber cables | <u>Crossings:</u> Himes Ave, Euclid Ave, El Prado Blvd, Macdill Ave, |

| Utility Agency | Contact | Description of Facilities | Selmon Expressway Crossing / Parallel Locations |
|------------------------|---|--|---|
| | | | Morrison Ave, Swann Ave, Edison Ave, S Blvd, Hyde Park Ave, Plant Ave, Ashley Dr, Florida Ave, Morgan St |
| MCI | Andy Cole (813) 207-7959 ColeA@bv.com | Two 2" HDPE by Dir. Bore | <u>Crossings:</u> Howard Ave and Plant Ave |
| T-Mobile | Jon Baker (321) 280-9596 Jon.baker@sprint.com | BFOC | <u>Crossings:</u> Whiting St |
| TECO – Distribution | Heather Lovett (813) 275-3433 csadmin@tecoenergy.com | 13KV BE/OE line | <u>Crossings:</u> Euclid Ave, Macdill Ave, Barcelona, Howard Ave, Swann Ave, De Leon St, Horatio St, Platt St, Hyde Park Ave, Tampa St, Morgan St, Whiting St |
| TECO – Transmission | Heather Lovett (813) 275-3433 csadmin@tecoenergy.com | Trans Steel Poles with OE 69kV, OE 138 kV, or BE 69 kV | <u>Crossings:</u> Himes Ave, MacDill Ave, De Leon St, Cleveland St, Whiting St |
| TECO Peoples Gas | James Hamilton (813) 275-3732 jkhamilton@tecoenergy.com | 4" – 8" CS GM, 6" PE GM, 12" HP CS GM | <u>Crossings:</u> Himes Ave, El Prado Blvd, Bay to Bay Blvd, Howard Ave, Morrison Ave, Willow Ave, Delaware Ave, Hyde Park Ave, Ashley Dr, Franklin St |
| Uniti Fiber | David Woods (813) 539-1180 David.woods@uniti.com | Three 1.25" conduits with FOC underground | <u>Crossings:</u> Swann Ave and S. Blvd |
| Verizon Business / MCI | James Barra (813) 928-9881 James.barra1@verizonwireless.com | Intermedia 48 BFOC MFS 72 BFOC | <u>Crossings:</u> Hyde Park Ave, Brorein St, Plant Ave (proposed), Florida Ave (proposed) and Ashley Dr |

Abbreviations: BFOC – Buried Fiber Optic Cable, CAS – Conventional Activated Sludge System, CS – Coated Steel, DIP – Direct In-line Pump, GM – Gas Main, HDPE – High Density Polyethylene, HP – High Profile Main, PCCP – Pre-stressed Concrete Cylinder Pipe, PE – Polyethylene, RCP – Reinforced Concrete Pressure, VCP – Vitrified Clay Pipe

Railroad Crossings

CSX operates an active rail line running parallel to the Selmon Expressway. This rail line runs southwest to service Port Tampa and includes a spur that services several shipyards north of Port Tampa. The Selmon Expressway does not cross the railroad within the project area; however, three of the cross streets with access to Selmon Expressway cross the railroad, as discussed below. East of the project area near the Selmon Expressway and US 41 interchange, CSX operates an intermodal logistics yard, which is

surrounded by other distribution centers. It should be noted that the spur line adjacent to Whiting Street and Ardent Mills will be removed as part of the Whiting Street Extension.

The railroad crosses Euclid Avenue approximately 45 feet east of the edge of the Selmon Expressway overpass at a slight northeast skew. The railroad crosses Bay to Bay Boulevard approximately 30 feet east of the edge of the Selmon Expressway overpass at a slight northeast skew. Both the Euclid Avenue and Bay to Bay Boulevard crossings include crossing signs, pavement markings, gates, and a cantilever with flashing lights. The Willow Avenue railroad crossing is approximately 700 feet north of the Selmon Expressway at the signalized intersection with Kennedy Boulevard. The railroad crosses the intersection at a diagonal. The crossing includes gates and crossing signs with flashing lights in all directions and pavement markings in all directions except for northbound. **Table 17** lists the cross-street name, crossing number and the type of traffic controls currently in place.

Table 17: Cross Street Railroad Crossings

| Facility Name | Crossing Number | Traffic Controls |
|----------------------|-----------------|---|
| Euclid Avenue | 626344 | Crossing Signs, Pavement Markings, Cantilever with Flashing Lights, Gates |
| Bay to Bay Boulevard | 626341 | Crossing Signs, Pavement Markings, Cantilever with Flashing Lights, Gates |
| Willow Avenue | 626304 | Traffic Light, Gates, Crossing Signs with Flashing Lights, Pavement Markings (except in NB direction) |

Source: Florida Department of Transportation Roadway Characteristic Inventory, 2020.

Alternatives 2 and 6 would both widen the Selmon Expressway to the outside to the same extent, with the proposed retaining wall on the westbound side coming within 26 feet from the nearest rail from Himes Avenue to Swann Avenue. North of Swann Avenue, the horizontal clearance from the proposed retaining wall on the westbound side to the nearest rail would be reduced to 13.5 feet to accommodate a westbound acceleration lane at the Willow Avenue on ramp.

There are two ramp structures within the project limits that cross over the railroad – the westbound off ramps to Euclid Avenue and Bay to Bay Boulevard. While these structures are to remain in place, the railing on each side is assumed to be replaced with new railing that meets current safety standards for both alternatives. A portion of the work to replace the railing on each of these bridge structures would occur outside of the Selmon Expressway ROW and within the adjacent CSX ROW. Close coordination with CSX will be required during construction to replace the railings while safely maintaining all modes of transportation. **No substantial impacts** to railroads are anticipated as a result of the proposed project.

4.6.5. Construction

Transportation Management Plan

Alternatives 2 and 6 propose widening to the outside, as such, the first phase of construction would begin on the outside for either alternative. Once the outside construction is completed, the traffic

would be shifted to the outside to allow work on the inside. Alternative 2 proposes widening all bridges within the project limits to the inside. Unless it is required to maintain ingress and egress at the interchanges, all overpass bridges would not be widened to the inside for Alternative 6. Therefore, the second phase of construction would last longer for Alternative 2 as compared to Alternative 6. Two lanes of traffic would be maintained during construction for all phases. As a result, **no substantial impacts** are anticipated as a result of construction of the proposed project.

Constructability

The outside widening for Alternatives 2 and 6 would leave 13.6 feet of space between the outside of proposed retaining wall to the ROW line for most of the project limits. There are a few locations listed in **Table 18** where adjacent to ramps and auxiliary lanes where the distance between the outside of proposed retaining wall and the ROW is less than 13.6 feet. These distances are the same for Alternative 2 and 6.

Table 18: Right-of-Way Constraints

| Station Range | Direction | Adjacent Feature | Minimum Distance from outside of proposed wall to ROW |
|-----------------------|-----------|---|---|
| 120+07.64 – 123+65.31 | Eastbound | Euclid Avenue EB on ramp acceleration lane | 2 feet |
| 251+69.70 – 499+86.17 | Westbound | Willow Avenue WB on ramp acceleration lane | 2.5 feet |
| 252+56.22 – 497+80.11 | Eastbound | Willow Avenue EB off ramp deceleration lane | 6.9 feet |
| 163+92.10 – 170+09.60 | Eastbound | Bay to Bay Boulevard EB on ramp acceleration lane | 7.2 feet |

All construction is anticipated to be completed within the THEA ROW. Consideration would be given to the corridor's constraints with a focus on minimizing impacts and maintaining traffic during construction. As a result, **no substantial impacts** are anticipated as a result of construction of the proposed project.

4.6.6. Bicycles and Pedestrians

There are no pedestrian or bicycle accommodations along the South Selmon Expressway as it is a Limited Access facility. Both Alternatives 2 and 6 would allow the existing pedestrian and bicycle facilities along local roadways that cross under and connect to the Selmon Expressway to remain in place. Proposed bridge piers would be placed such that sidewalk and bike lane connections can be maintained.

As part of the refinements made to the project for the Preferred Alternative and in coordination with the City of Tampa, pedestrian and bicycle accommodations were considered with the improvements shown at the Euclid Avenue and Willow Avenue ramp terminals.

There is a sidewalk on the north side of Euclid Avenue that stops at each ramp terminal and does not continue underneath the Selmon Expressway. An existing mid-block pedestrian crossing signal just east of Lynwood Avenue and the Selmon eastbound on ramp allows for pedestrians to cross and utilize the sidewalk on the south side of Euclid Avenue to cross under the Selmon Expressway. The Preferred Alternative proposes to signalize each ramp terminal on Euclid Avenue as well as connect the sidewalk on the north side of Euclid with a new sidewalk that runs underneath the Selmon Expressway. The mid-block pedestrian crossing east of Lynwood Avenue would be removed and the pedestrian movements would be accompanied within the new signal at Euclid Avenue and Lynwood Avenue/Selmon eastbound on ramp. Euclid Avenue currently accommodates bicycle traffic with shared use lanes in each direction. The Preferred Alternative proposes to restripe the roadway between the westbound off ramp and eastbound on ramp terminals to provide dedicated bike lanes in each direction.

The other location where pedestrian and bicycle improvements were incorporated into the Preferred Alternative design is at the Willow Avenue and Cleveland Avenue intersection. As part of the westbound Willow Avenue off ramp terminal being relocated to the Willow Avenue and Cleveland Street intersection, the vehicle and pedestrian signals would be replaced. The alignment of the crosswalks at the intersection would be improved and new American with Disabilities Act (ADA) curb ramps would be constructed. A sidewalk on the south side of Cleveland Street between Willow Avenue and Delaware Avenue would be constructed to provide pedestrian connectivity. Additionally, green pavement markings would be added to the east leg of the intersection to provide a bike box for cyclists to get priority through the signal to head west on Cleveland Street.

These pedestrian and bicycle improvements are in line with the Hillsborough County Vision Zero policy which establishes a goal of reducing traffic fatalities and serious injuries to zero. The Preferred Alternative design at Euclid Avenue and Willow Avenue proposes new or improved traffic signals, new or improved pedestrian signals, improved sidewalk connectivity and updated pavement markings directing all modes of transportation, thus improving the overall safety and operation of these roadways.

Therefore, the project is anticipated to **enhance** bicycle and pedestrian accommodations.

4.6.7. Navigation

As stated above, the Selmon Expressway is elevated through downtown Tampa and includes structures over the Hillsborough River. The waterway is subject to tidal influence and is considered a navigable water of the United States.

A Section 9 U.S. Coast Guard (USCG) Bridge Permit would be required for the proposed project. The purpose of this permit is to preserve the public right of navigation, prevent interference with interstate and foreign commerce, and provide for the reasonable needs of navigation. The proposed alternatives meet the minimum USCG vertical and horizontal clearance guidelines for this waterway. Therefore, **no substantial impacts** to navigation are anticipated as a result of the proposed project.

5.0 Anticipated Permits and Permit Conditions

Coordination with the relevant regulatory agencies, including the USCG, U.S. Army Corps of Engineers (USACE), FDEP, and SWFWMD, would be anticipated to construct the proposed project. The permits that would be expected for the proposed project are listed in **Table 19**.

Table 19: Anticipated Permits

| Agency | Permit Type | Concurrent Coordination |
|----------------|---|---|
| USCG | Section 9 – Bridge Permit | USACE |
| Port Tampa Bay | Standard Work Permit | |
| USACE | Section 404 – Nationwide Permit (NWP) #14 or NWP#15 Section 10 / Section 408 | USFWS and NMFS USCG and Port Tampa Bay |
| SWFWMD | Environmental Resource Permit | |
| FDEP | National Pollutant Discharge Elimination System | |
| EPC | Miscellaneous Impacts in Wetlands | City of Tampa |

6.0 Coordination and Consultation

Through the Advance Notification (AN) process, THEA informed numerous federal, state, and local agencies of the PD&E study and its scope. An AN package was prepared in accordance with the FDOT PD&E Manual, Part 1, Chapter 3, as applicable.

The federal, state, and local agencies having a concern in this project due to jurisdictional review are identified in **Table 20**. These agencies were contacted by THEA through the AN process in May 2020. The study was conducted utilizing information obtained from comments made by various regulatory agencies in response to the AN. A summary of the agency comments as a result of the AN is provide in **Table 21**.

Table 20. Advanced Notification Agencies

| Federal Agencies |
|---|
| USACE – Jacksonville District |
| USCG – Permits Division |
| NMFS, Habitat Conservation Division |
| U.S. Department of Interior – USFWS |
| State Agencies |
| FDEP – ETAT Representative |
| FDEP – State Clearinghouse |
| FDOS DHR |
| FFWC – ETAT Representative |
| Regional Agencies |
| SWFWMD – Environmental Resources Bureau Regulation Division |
| EPC of Hillsborough County |
| City of Tampa – Mobility Division |
| Port Tampa Bay |

Table 21. Advanced Notification Agency Responses

| Federal Agencies | Issues/Response |
|----------------------------|--|
| USACE | Pre-Application meeting should be requested once there is a proposed design plan. Required Permits: Section 404 – NWP#14 or NWP#15; and Section 10 / Section 408. |
| USCG | A USCG bridge permit will be required for modifications (widening) to the bridge crossing the Hillsborough River. The existing navigational clearance over the Hillsborough River must not be encroached upon by the proposed widening project. |
| NMFS | NMFS principal concern is the widening of the bridge over the Hillsborough River. Shoreline mangroves at this location might experience minor shading impacts due to the bridge widening, which should be addressed in the Essential Fish Habitat Assessment. In terms of the Endangered Species Act (ESA), there is a potential for bridge construction activities, including in-water pile driving, to affect ESA-listed species under NMFS's purview (smalltooth sawfish and green, loggerhead, and Kemp's ridley sea turtles). |
| USFWS | At the time of the notification, did not have any species concern. Once the PD&E has been completed the USFWS would like to review all documents. |
| State Agencies | Issues/Response |
| FDEP | Advance Notification acknowledged. No comments. |
| FDEP – State Clearinghouse | Based on the information submitted and minimal project impacts, the State has no objections to the proposed project and, therefore, it is consistent with the Florida Coastal Management Program (FCMP). Final concurrence of the project's consistency with the FCMP would be determined during any environmental permitting processes, in accordance with Section 373.428, Florida Statutes. |
| FDOS - DHR | As part of the Section 106 process, a CRAS specific to this project that identifies and evaluates cultural and historical resources within the area of potential effects needs to be provided to DHR. <i>(The CRAS was updated in April 2021 and June 2021 as a result of comments received from the FDOS DHR. On June 24, 2021, FDOS DHR found the CRAS complete and sufficient and concurred with the determinations.)</i> |
| FFWC | No comments, recommendations, or objections related to state-listed species and their habitat or other fish and wildlife resources. The liability to not impact or cause "take" of listed species, migratory wildlife, and other regulated species of wildlife is the responsibility of THEA for this project. If listed species are observed onsite in the future, FFWC staff are available to provide decision support information or assist in obtaining the appropriate permits. |

| Regional Agencies | Issues/Response |
|--------------------------------------|--|
| SWFWMD | Environmental Resource permit may be required. However, the final determination of the type of permit will depend upon the final design configuration. Comments and degree of effect (DOE) were provided regarding the following resources: coastal and marine (DOE: minimal, permit required), contamination (DOE: moderate, further coordination required), floodplains (DOE: moderate, permit required), Historic and archaeological sites (DOE: none, permit required), Infrastructure (DOE: moderate, further coordination required), recreation areas (DOE: none, permit required), water quality and quantity (DOE: moderate, permit required), wetlands and surface waters (DOE: minimal, permit required), wildlife and habitat (DOE: minimal, permit required), and federal consistency (consistent with comments). |
| Hillsborough County EPC | Wetlands: no obvious significant wetlands other than the crossing of the Hillsborough River. Miscellaneous Impacts in Wetlands required.; Air quality: The most obvious method to reduce the impacts to neighboring properties is to minimize encroachment of new roadways toward these properties, so expansion inward toward the existing median should be encouraged where practical. If there is outward or elevated expansion, the design should consider elevated walls near the travel lanes, particularly near the residential portions of the corridors, to help minimize transportation impacts such as noise, rubber remnants from tire wear, and potentially some of the air pollutants; Waste: a number of sites, including two old landfills that may be impacted. In the event that the either or both of the identified old landfills may be impacted, staff with the EPC's Waste Management Division should be contacted. |
| City of Tampa – Mobility Division | Additional coordination was conducted, as described in the Comments and Coordination Report for the proposed project. |
| Port Tampa Bay | Receipt of Advance Notification was not provided. |

7.0 Public Involvement

Several additional meetings were held over the course of the PD&E study to meet with public officials, agencies, public, and interested stakeholders. The PD&E Study was introduced to the public on Thursday March 5, 2020, during a Virtual Town Hall conducted by THEA to provide status updates on various other on-going THEA projects.

The meetings included scheduled public meetings, including the Alternatives Update Virtual Meeting and Public Hearing. In addition to these two scheduled public meetings, additional meetings were held with stakeholders, including elected and appointed officials, agency representatives, special interest groups, homeowners' associations, and individuals, as needed. Refer to the Comments and Coordination Report (CCR) for the proposed project for additional details regarding public outreach.

7.1. Public Involvement Program

A comprehensive Public Involvement Program (PIP) that focused on soliciting community participation was developed and implemented as part of the PD&E Study. The program was prepared in compliance with the FDOT PD&E Manual Part 1, Chapter 11 and approved by THEA in June 2019. The purpose of the PIP was to provide a guide for implementing stakeholder involvement for the study with an emphasis on the communities adjacent to the study area. The PIP was used as a blueprint for defining methods and tools to reach, educate, and engage all stakeholders in the decision-making process. The strategies outlined in the PIP were designed to be comprehensive, and to ensure stakeholders are provided multiple opportunities to be informed and engaged as the study progresses.

The primary goal of the PIP was to actively seek the participation of communities, agencies, individual interest groups, and the public throughout the PD&E process. The following information was included as part of the PIP:

- Identify stakeholders and target audiences;
- Anticipate issues and key messaging;
- Outline outreach methods;
- Detail public involvement activities;
- Establish comment management protocols; and
- Provide a structure for documenting the PIP and closing out the study.

7.2. Alternatives Update Virtual Meeting

THEA held an Alternatives Update Virtual Meeting on Thursday, September 10, 2020, at 6:30 p.m. for the PD&E Study. Due to the COVID-19 pandemic, the Alternatives Update was held virtually. Registration for the meeting and the meeting itself was held online.

The virtual meeting format consisted of an online presentation by THEA to present the alternatives identified to improve travel times, reduce congestion, improve safety, and enhance regional mobility. The virtual meeting participants were introduced to the interactive website that included all meeting materials (www.southselmonpde.com). One hundred thirty-two (132) citizens registered for the

workshop. The virtual workshop was attended by 62 citizens as well as THEA and consultant staff. Attendees were presented a slideshow consisting of:

- An overview of the PD&E Study.
- The need to improve the Selmon Expressway.
- The PD&E Study process to develop, screen and refine alternatives for additional evaluation.
- The five preliminary alternatives that were developed based on the project purpose and need were presented, as well as a new alternative, Alternative 6.
- The build alternatives under consideration (Alternatives 2 and 6).
- The evaluation criteria for the two alternatives under consideration, as compared to the no-build alternative.
- The PD&E Study resources and reports that are currently or will be available.
- The methods for the public to provide feedback on the alternatives under consideration, including a comment form, email address, and mail-in option .

After the presentation, the questions and answer portion of the workshop began. Citizens were able to submit questions real-time virtually in a chat on the online meeting platform and received responses during the workshop. Nineteen citizens submitted 45 questions during the virtual workshop.

A recording of the virtual meeting was posted in its entirety the next day, September 11, 2020, on the THEA website www.selmonstudies.com. The interactive website (www.southselmonpde.com) was available starting on September 10, 2020, and was accessible anywhere, anytime. This website contained the same information that was presented at the virtual meeting, including methods for the public to provide feedback on the alternatives under consideration.

Comments were accepted by THEA on the alternatives up to 5 pm on October 2, 2020. All comments received during this period were responded to and taken into consideration by THEA during the selection of the preferred alternative. During the 21-day comment period, 110 unique visitors viewed the online meeting.

Fifty-one (51) written comments were received at the meeting, online, or via email during the 21-day review period following the virtual meeting. Most comments received at the meeting, online, and those sent directly to THEA indicated their desire for the installation of noise walls as soon as possible. Additional comments inquired about the construction schedule, widening for the additional lanes, traffic volumes, proposed wall heights, and whether transit was being considered. Additional information regarding the Alternatives Virtual Meeting, including meeting materials, advertisements, notices, and public comments, can be found in the CCR.

7.3. Public Hearing

A Public Hearing was held on February 25, 2021, at 5:00 pm at the Tampa Convention Center. The purpose of the hearing was to provide interested persons with information on the Preferred Alternative and to allow the public the opportunity to comment. To accommodate those who were not able to

attend in public, all meeting materials were also posted virtually prior to the in-person hearing on www.southselmonpde.com.

Prior to the Public Hearing, THEA distributed a public notice postcard, letters to elected and appointed officials and agencies, newspaper ads, FAR ads, press releases, social media posts, project website. The first newspaper ad was published on January 31, 2021, and the second newspaper ad was published on which February 17, 2021. The newspaper ad also listed locations where the project documents would be displayed for review at least 21 days prior to the hearing, which included the project website. The full mailing list for this newsletter was updated on January 20, 2021. The public hearing notifications, including newspaper ads, postcard, press release, screenshots of the website public hearing announcements, project documents, mailing list, social media posts, and the FAR ad can be found in the CCR.

A total of 30 citizens signed in at the Public Hearing. Attendees were provided with sign-in card and hearing handout/comment form. The meeting began with an open house from 5:00 p.m. to 6:00 p.m., followed by opening remarks and an audiovisual presentation at 6:00 p.m. The audiovisual presentation discussed an overview of the project. These details included the PD&E Study process, a description of the Preferred Alternative and the estimated project costs and impacts.

During the comment period which lasted from February 4 to March 8, 2021, THEA received 90 comments from the public. Sixty percent (60%) of the comments were received via the southselmonpde.com comment form, 26 percent of comments were received via email, 13 percent of comments were received in person during the Public Hearing, and 1 percent via the THEA main office line.

Forty-six percent (46%) of the comments expressed opposition to the study, 23 percent mentioned noise walls, barriers, and/or noise pollution, 19 percent advocated for mass transit needs, 14 percent shared concerns that they would like to be considered such as tolls and structural disruption, 12 percent clarified improvements they would like to see in addition to the extension of the expressway, and 11 percent expressed apprehension around light and air pollution.

An analysis of comments using the provided mailing addressed was conducted to understand where commentors lived in relation to the study area. Many live directly adjacent to the corridor, but some commentors also live elsewhere in Hillsborough County.

7.4. Stakeholder Coordination Meetings

In addition to the Alternatives Update Virtual Meeting and Public Hearing, THEA held and/or participated in additional stakeholder coordination meetings throughout the project. These meetings included those with neighborhood associations, elected officials, and local agencies. Additional information regarding the stakeholder coordination meetings can be found in the CCR.

8.0 Implementation Measures and Commitments

8.1. Implementation Measures

Measures required to be implemented per construction procedure, standard specifications, or other agency requirements issued in a later project phase are listed below to help address project effects.

- Water quality impacts from construction will be avoided and minimized through the implementation of BMPs including, but not limited to, construction phasing, sediment barriers, floating turbidity curtains, silt fences, and other techniques identified during design and permitting by the regulatory agencies and later during construction by the selected contractor.
- If a gopher tortoise or a potentially occupied burrow is discovered in or within 25 feet of the project construction corridor during pre-construction gopher tortoise surveys, THEA will coordinate to secure an FWC Gopher Tortoise Relocation Permit.
- THEA will conduct a bald eagle nest survey during design and permitting and will coordinate with the USFWS to obtain a Bald Eagle Incidental Take Permit (i.e. Non-Purposeful Take) if impacts to the bald eagle nest cannot be avoided in accordance with the BGEPA and MBTA and the USFWS Bald Eagle Management Guidelines.
- Osprey nest surveys will be conducted during the permitting phase of the proposed project. If an osprey nest is identified, THEA will coordinate with the USFWS and/or the FWC depending on the activity status of the nest.

8.2. Commitments

8.2.1. Cultural Resources

- During construction for the project within the Fort Brooke site (8HI00013), ground disturbance that goes beyond the depth of one meter (3.3 ft) shall be monitored by a qualified archaeologist.
- If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project area, construction activities involving subsurface disturbance in the vicinity of the discovery will cease. The Florida Department of State, Division of Historical Resources, Compliance Review Section will be contacted. The subsurface construction activities will not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during construction activities, all work will stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

8.2.2. Natural Resources

To protect listed wildlife, wildlife habitat, plants, wetlands, and other surface waters, THEA will abide by standard resource protection measures in addition to the following commitments:

- THEA will require the construction contractor to adhere to the most current NMFS's Construction Special Provisions - Gulf Sturgeon Protection Guidelines for the protection of the Gulf Sturgeon.
- THEA will require that the construction contractor to adhere to the most current NMFS's Sea Turtle and Smalltooth Sawfish Construction Conditions during project construction.
- THEA will implement the USACE Standard Manatee Conditions for In-Water Work (most current version). These guidelines will be incorporated as part of the final project design. Additional special conditions for manatees will be addressed during construction and include the following:
- Barges will be equipped with fender systems that provide a minimum standoff distance of four feet between wharves, bulkheads and vessels moored together to prevent crushing manatees. Existing slow speed or no wake zones will apply to work boats and barges associated with construction; and
- The spacing between the bridge pilings will be at least 60 inches to allow for manatee movement in between the pilings. If a minimum of 60-inch spacing is not provided between piles, further coordination will be conducted with the USFWS.
- Any culverts larger than eight inches and less than eight feet in diameter will be grated to prevent manatee entrapment.
- THEA will implement a Marine Wildlife Watch Plan (MWWP) for the Florida manatee during project construction to eliminate the possibility of construction-related manatee injury or death. These guidelines will be incorporated into the final project design.
- THEA will coordinate with the NMFS, USFWS, and/or USACE regarding potential impacts associated with pile driving activities needed for bridge construction over the Hillsborough River.
- The size/style of piles, quantity of piles, number of piles driven per day, number of strikes per pile, and other information needed to determine potential hydroacoustic impacts to marine wildlife is currently unknown.
- THEA will inform the construction contractor of the requirement to use a ramp-up procedure during the installation of piles. This procedure allows for a gradual increase in noise level to give sensitive species ample time to flee prior to initiation of full noise levels. This approach can reduce the likelihood of secondary or sub-lethal effects from sound impulses associated with pile driving.
- No nighttime in-water work will be performed. In-water work will be conducted from official sunrise until official sunset times.

8.2.3. Highway Traffic Noise

Based on the traffic noise analysis, few locations along the proposed project improvements for both Alternative 2 and 6 met the federal and state criteria for noise walls. However, for the preferred alternative (Alternative 6), THEA has committed to building walls the entire length of the project on both sides of the roadway.

8.2.4. Contamination

- For those locations with a risk ranking of MEDIUM and HIGH, Level II field screening should be considered during future project implementation phases.
- Additional information may become available or site-specific conditions may change from the time the CSER was prepared and should be considered prior to proceeding with roadway construction

9.0 Technical Materials

The following technical materials have been prepared to support this environmental document.

- Preliminary Engineering Report (PER)
- Project Traffic Analysis Report (PTAR)
- Location Hydraulics Report
- Pond Siting Report (PSR)
- Conceptual Design Plan Set (see PER Appendix)
- Typical Section Package (see PER Appendix)
- Geotechnical Report
- Noise Study Report (NSR)
- Air Quality Technical Memorandum
- Contamination Screening Evaluation Report (CSER)
- Water Quality Impact Evaluation (WQIE)
- Natural Resource Evaluation (NRE) Report
- Cultural Resource Assessment (CRAS) Report

Attachment A

Water Quality Impact Evaluation (WQIE)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
WATER QUALITY IMPACT EVALUATION CHECKLIST

650-050-37
ENVIRONMENTAL
MANAGEMENT
10/17

PART 1: PROJECT INFORMATION

| | |
|----------------------------|--|
| Project Name: | South Selmon Project Development and Environment (PD&E) Study |
| County: | Hillsborough |
| FM Number: | |
| Federal Aid Project No: | |
| Brief Project Description: | The project considers capacity improvements including widening inside to the median, adding inside paved shoulders, and adding lanes by widening to the outside or constructing elevated lanes along the median. The project limits extend from Himes Avenue to the beginning of the six-lane section near Whiting Street. |

PART 2: DETERMINATION OF WQIE SCOPE

Does project discharge to surface or ground water? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

Is the project located within a permitted MS4? ☐ Yes ☒ No

Name: _____

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS

Surface Water

Receiving water(s) names: Hillsborough River and Hillsborough Bay

Water Management District: Southwest Florida Water Management District (SWFWMD)

Environmental Look Around meeting date: 10/9/2020

Attach meeting minutes/notes to the checklist.

Water Control District Name (list all that apply): N/A

Groundwater

Sole Source Aquifer (SSA)? ☐ Yes ☒ No

Name _____

If yes, complete Part 5, D and complete SSA Checklist shown in Part 2, Chapter 11 of the PD&E Manual

Other Aquifer? ☒ Yes ☐ No

Name Floridan Aquifer

Springs vents? ☐ Yes ☒ No

Name _____

Well head protection area? ☐ Yes ☒ No

Name _____

Groundwater recharge? ☒ Yes ☐ No

Name Rates of recharge for the Floridan Aquifer vary from less than 1 inch to more than 20 inches per year, depending on local geologic and hydrologic conditions.

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: [Click here to enter a date.](#)

PART 4: WATER QUALITY CRITERIA

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in [Table 1](#). This information should be updated during each re-evaluation as required.

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.
Attach notes or minutes from all coordination meetings identified in [Table 2](#).

EST recommendations confirmed with agencies? ☐ Yes ☒ No

BMAP Stakeholders contacted: ☐ Yes ☒ No

TMDL program contacted: _____ ☐ Yes ☒ No

RAP Stakeholders contacted: ☐ Yes ☒ No

Regional water quality projects identified in the ELA ☐ Yes ☒ No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified? ☒ Yes ☐ No

If yes, describe:

The Selmon Expressway within the project limits crosses nine stormwater basins, which are subdivided based on the basin's outfall into the Hillsborough River or Hillsborough Bay. Treatment volumes were estimated to meet the presumptive water quality criteria and impacts to the existing ditches as a result of the proposed

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Evaluator Name (print): G. Noemi Castillo

Title: Project manager

Signature:



Date: 5/24/2021

roadway widening. The proposed stormwater management system for the design alternatives was designed for the ultimate 8-lane section of the Selmon Expressway (See Pond Siting Report for details). Therefore, the anticipated ponds and drainage system modifications are the same for Alternatives 2 and 6. The treatment volume was determined based on volume added due to added impervious area, and replacement of shoulder with travel lanes

Unique stormwater management approaches were used, which vary from basin to basin, due to the limited available right-of-way for stormwater management. Open spaces within the existing right-of-way that were feasible for stormwater management have been used to meet requirements. Compensatory treatment was used for some basins where traditional stormwater management approaches, such as with ponds, were not possible. Additionally, basin divides were changed in some areas to meet attenuation requirements in basins that did not have enough available storage.

Proposed stormwater management solutions to meet all regulatory criteria include the following approaches:

- Shifting basin limits
- Wet Detention/dry retention stormwater management facilities
- Underground stormwater vault systems
- Modifying existing stormwater ponds
- New/Expanded outfalls

Discuss any other relevant information related to water quality including Regulatory Agency Water Quality Requirements.

Two separate water quality requirements affect this project. These criteria are referred to as the presumptive water quality treatment requirement and the net nutrient improvement requirement. Presumptive water quality treatment requires either 0.5 or 1.0 inch of runoff from the added impervious area must be stored and treated. Additionally, the impervious area added from the widening of the inside shoulder as part of the South Selmon Safety Improvement project must also be treated, once the paved shoulder becomes repurposed as additional travel lanes. No net increase in nutrient loading across the project limits must also be demonstrated, as the project drains to a nutrient impaired waterway.

PART 5: WQIE DOCUMENTATION

- ☐ A. No involvement with water quality
- ☐ B. No water quality regulatory requirements apply.
- ☒ C. Water quality regulatory requirements apply to this project (provide Evaluator's information below). Water quality and stormwater issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- ☐ D. EPA Ground/Drinking Water Branch review required. ☐ Yes ☒ No
- Concurrence received? ☐ Yes ☐ No
- If Yes, Date of EPA Concurrence: [Click here to enter a date..](#)
- Attach the concurrence letter*

| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|

* ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other

** Lakes, Spring vents, Streams, Estuaries

Note: If BMAP or RAP has been identified in [Table 1](#), [Table 2](#) must also be completed.

Table 2: REGULATORY Agencies/Stakeholders Contacted

[illegible]

RESOLUTION 667

A RESOLUTION OF THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY APPROVING ROUTE MAP AND CORRIDOR MODIFICATIONS REFERED TO AS THE SOUTH SELMON CAPACITY IMPROVEMENTS, AND DIRECTING THE SAME TO BE FILED OF RECORD IN THE OFFICE OF THE CLERK OF CIRCUIT COURT IN AND FOR HILLSBOROUGH COUNTY, FLORIDA AND DETERMINING THAT THE PROJECT IS NECESSARY, PRACTICAL AND TO THE BEST INTEREST OF THE PUBLIC

WHEREAS, this AUTHORITY is created by Chapter 348, *Florida Statutes*, for the purpose of constructing an expressway system to provide and improve means of access within the metropolitan area of the City of Tampa and in Hillsborough County; and

WHEREAS, this AUTHORITY previously has accepted the Project Environmental Impact Report (“PEIR”) for the capacity improvements to a portion of the Lee Roy Selmon Expressway (now known as the “South Selmon Capacity Improvements Project”) which identified the route map and corridor modifications of the South Selmon Capacity Improvements Project at a regularly scheduled meeting on September 27th, 2021; and

WHEREAS, the route map complies with all Local, State and Federal requirements; and

WHEREAS, the design engineers employed by this AUTHORITY have prepared a route map and corridor modifications for the South Selmon Capacity Improvements Project as depicted in Exhibit A hereto; and

WHEREAS, the South Selmon Capacity Improvements Project increases capacity of the existing Lee Roy Selmon Expressway from North of Himes Avenue to Whiting Street, and is sufficiently identified and described in Exhibit A hereto; and

NOW, THEREFORE, BE IT RESOLVED BY THE TAMPA-HILLSBOROUGH COUNTY

EXPRESSWAY AUTHORITY, THIS 27th DAY OF SEPTEMBER, 2021, AT ITS REGULAR MEETING ASSEMBLED, AS FOLLOWS:

1. The route map and corridor modifications for the South Selmon Capacity Improvements Project is hereby approved and shall be filed and recorded in the public land records of the Office of the Clerk of the Circuit Court of Hillsborough County, Florida.

2. All previous actions of this AUTHORITY approving the corridor modifications and route of the South Selmon Capacity Improvements Project as shown and identified in Exhibit A are hereby confirmed and approved.

PASSED AND ADOPTED BY THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY ON THIS 27th DAY OF SEPTEMBER, 2021.

TAMPA-HILLSBOROUGH COUNTY
EXPRESSWAY AUTHORITY

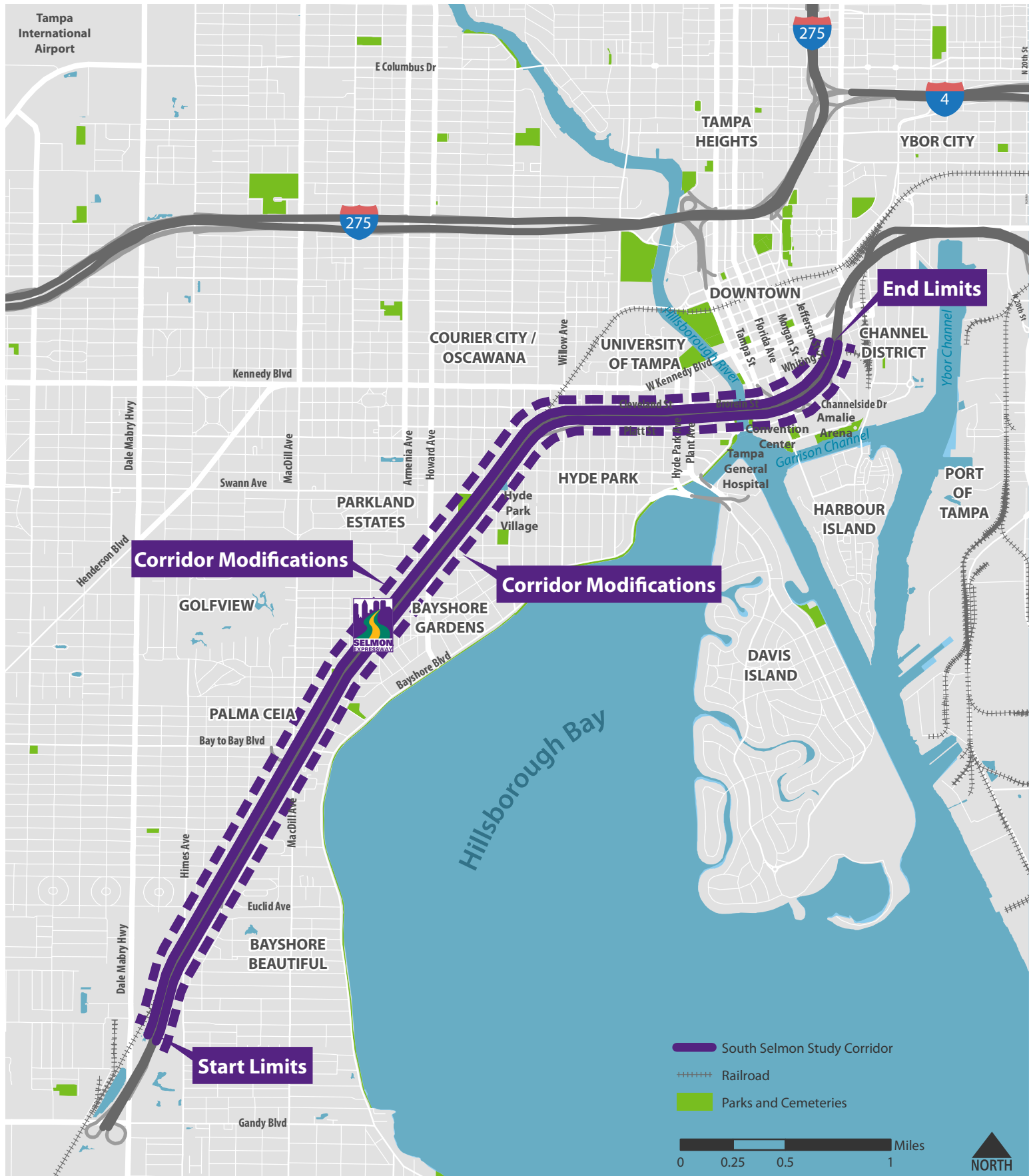
By: _____
Vincent Cassidy
Chairman

ATTEST:

Joseph C. Waggoner
Executive Director

Approved as to legal form and sufficiency

By: _____
Amy E. Lettelleir, Esq.
General Counsel



**South Selmon Capacity Study
Project Limits Map**

Exhibit "A"

IV. A. 3.

[illegible]



NOTICE OF INTENDED DECISION

Date: September 17, 2021

Project: General Information Technology Services
Request for Proposals (RFP) No.: O-01021

The Evaluation Review Committee met on September 16, 2021, to evaluate and score the responses submitted for the above referenced RFP.

Final ranking and scoring is as follows:

| Rank | Firms | Total Score | Average Score |
|-------------|------------------------------|--------------------|----------------------|
| 1 | Infotect Design Solutions | 275 | 91.67 |
| 2 | Lucayan Technology Solutions | 252 | 84.00 |
| 3 | Tech Army | 236 | 78.67 |
| 4 | Cogent Infotech Corporation | 231 | 76.83 |
| 5 | United Data Tech | 227 | 75.67 |

Tampa-Hillsborough County Expressway Authority staff intends to recommend approval to negotiate and execute a contract with the highest ranked firm at the Authority Board Meeting scheduled for September 27, 2021. If negotiations are unsuccessful, staff shall negotiate with the next highest ranked firm, if necessary.

All notices are posted on the Authority's website (www.tampa-xway.com) and on the DemandStar system.

For questions regarding this notice, please contact the Authority's Procurement Manager, Man Le, Man.Le@tampa-xway.com.

Posting Notice September 17, 2021



IV. B. 2.

NOTICE OF INTENDED DECISION

Date: September 17, 2021

Project: FY22 Selmon Bridge Pavement Striping
Invitation to Bid (ITB) O-01421

On September 16, 2021, two bids were received for the above referenced project. The bids and bid amounts were received from the following firms:

| <u>Firm Name</u> | <u>Bid Amount</u> |
|-------------------------|--------------------------|
| AKCA LLC | \$949,910.00 |
| TRP Construction Group | \$1,048,723.50 |

After a thorough review of the bids' responsiveness, the Tampa-Hillsborough County Expressway Authority staff intends to recommend approval and award of a contract to the firm with the lowest bid, **AKCA LLC**, at the Authority Board Meeting scheduled for September 27, 2021.

All notices are posted on the Authority's website (www.tampa-xway.com) and on the DemandStar system. For questions regarding this notice, please contact the Authority's Procurement Manager, Man Le, Man.Le@tampa-xway.com .

Posting Notice September 17, 2021

**CONSTRUCTION ENGINEERING AND INSPECTION
SCOPE OF SERVICES**

FOR

**Project Description
THEA Project No. TBD**

Construction Project:

**FY22 SELMON EXPRESSWAY MAINLINE & REL BRIDGE PAVEMENT STRIPING
O-01421**

Hillsborough County

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SCOPE OF SERVICES
CONSTRUCTION ENGINEERING AND INSPECTION

1.0 PURPOSE:

This scope of services describes and defines the Construction Engineering and Inspection (CEI) services which are required for contract administration, inspection, and materials sampling and testing for the construction project listed below.

2.0 SCOPE:

Provide services as defined in this Scope of Services, the referenced Tampa Hillsborough Expressway Authority (Authority) and Florida Department of Transportation (Department) manuals, and procedures. The project for which the services are required is:

Construction Project:

FY22 SELMON EXPRESSWAY MAINLINE & REL BRIDGE PAVEMENT STRIPING

O-01421

Exercise independent professional judgment in performing obligations and responsibilities under this Agreement. Pursuant to Section 4.1.4 of the Construction Project Administration Manual (CPAM), the authority of the Consultant's lead person, such as the Senior Project Engineer, and the Consultant's Project Administrator shall be identical to the Department's Resident Engineer and Project Administrator respectively and shall be interpreted as such.

Services provided by the Consultant shall comply with Department manuals, procedures, and memorandums in effect as of the date of execution of the Agreement unless otherwise directed in writing by the Authority. Such Department manuals, procedures, and memorandums are found at the State Construction Office's website.

The Authority proposes improvements to remove and replace existing concrete pavement markings and raised pavement markers (RPMs) for select areas of the Selmon Expressway Mainline and Reversible Express Lanes (REL).

The general Scope of Work consists of, but is not limited to: Providing all the labor, equipment, materials, tools, transportation, supplies, insurance, incidentals, mobilization, demobilization and maintenance of traffic necessary to remove existing pavement markings and raised pavement markers, and to apply raised pavement markers and permanent reflective pavement markings to the Selmon Expressway (SR 618) eastbound and westbound local lane designated bridges and associated concrete surfaces listed in Section 2.01.01 , from Hyde Park Blvd. to 22nd Street and CSX, including bridge entrance and exit ramps bridges, and the Reversible Express Lanes (REL) bridges from Twiggs Street to Town Center Blvd.) and associated concrete surfaces listed in 2.01.02. Existing pavement markings are to be removed by hydro-blasting. All lane and shoulder widths shall not be reduced from the existing condition.

2.01.01 Selmon Expressway Mainline Bridges:

- 100330
- 100331
- 100332
- 100333
- 100443
- 100444

2.01.02 REL Bridges

- 100800
- 100802
- 100450
- 100806
- 100461
- 100810
- 100466
- 100490
- 100812

3.0 LENGTH OF SERVICE:

The CEI services for this Construction project shall begin upon written notification to proceed by the Authority.

Track the execution of the Construction Contract such that the Consultant is given timely authorization to begin work. While no personnel shall be assigned until written notification by the Authority has been issued, the Consultant shall be ready to assign personnel within two weeks of notification. For the duration of the project, coordinate closely with the Authority and Contractor to minimize rescheduling of Consultant activities due to construction delays or changes in scheduling of Contractor activities.

For estimating purposes, the Construction Contract Time is 120 days and the Consultant may allot an additional fifteen (15) calendar days for weather and holidays. In addition, the Consultant will be allowed an accumulation of forty-five (45) calendar days to perform preliminary administrative services prior to the issuance of the Contractor's notice to proceed and to perform final estimates and demobilization after final acceptance of the Construction Contract. The estimated start date for the Construction project is October 1, 2021.

4.0 **DEFINITIONS:**

- A. Agreement: The Professional Services Agreement between the Authority and the Consultant setting forth the obligations of the parties thereto, including but not limited to the performance of the work, furnishing of services, and the basis of payment.
- B. Authority: The Tampa-Hillsborough County Expressway Authority
- C. Authority Construction Engineer: The administrative head of the Authority's Construction Offices.
- D. Authority Contract Compliance Manager: The administrative head of the Authority Contract Compliance Office.
- E. Authority Director of Operations and Engineering: The Director of Construction, Maintenance, Traffic Operations, Materials, and Safety.
- F. Construction Contract: The written agreement between the Authority and the Contractor setting forth the obligations of the parties thereto, including but not limited to the performance of the work, furnishing of labor and materials, and the basis of payment.
- G. Contractor: The individual, firm, or company contracting with the Authority for furnishing of labor and materials, and performance of work for construction of the project.
- H. Construction Project Manager: The Authority employee assigned to manage the Construction Engineering and Inspection Contract and represent the Authority during the performance of the services covered under this Agreement.
- I. Construction Training/Qualification Program (CTQP): The Department program for training and qualifying technicians in Aggregates, Asphalt, Concrete, Earthwork, and Final Estimates Administration. Program information is available at CTQP website.
- J. Consultant: The Consulting firm under contract to the Authority for administration of Construction Engineering and Inspection services.
- K. Consultant Project Administrator: The employee assigned by the Consultant to be in charge of providing Construction Contract administration services for one or more Construction Projects.
- L. Consultant Senior Project Engineer: The Engineer assigned by the Consultant to be in charge of providing Construction Contract administration for one or more Construction Projects. This person may supervise other Consultant employees and act as the lead Engineer for the Consultant.
- M. Department: Florida Department of Transportation (FDOT)
- N. Executive Director: The Chief Executive Officer of the Tampa Hillsborough Expressway Authority.

- O. Engineer of Record: The Engineer noted on the Construction plans as the responsible person for the design and preparation of the plans.
- P. Joint Participation Agreement (JPA): The written agreement between the Authority and the Department setting forth the obligations of the parties thereto, including but not limited to the financial and administrative responsibilities of each party for the project.
- Q. Operations Engineer: The Director of Operations and Engineering, or it's designee, assigned to administer Maintenance Contracts for the Authority.
- R. Public Information Office: The Authority's office assigned to manage the Public Information Program.
- S. Resident Compliance Specialist: The employee assigned by the Consultant to oversee project specific compliance functions.
- T. Resident Engineer: The Director of Operations and Engineering, or it's designee, assigned to administer Construction Contracts for the Authority.

5.0 ITEMS TO BE FURNISHED BY THE AUTHORITY TO THE CONSULTANT

- A. The Authority on an as needed basis, will furnish the following Construction Contract documents for each project. These documents may be provided in either paper or electronic format.
 - 1. Construction Plans,
 - 2. Specification Package,
 - 3. Copy of the Executed Construction Contract, and
 - 4. Utility Agency's Approved Material List (if applicable).

6.0 ITEMS FURNISHED BY THE CONSULTANT

6.1 Department Documents:

All applicable Department documents referenced herein shall be a condition of this Agreement. All Department documents, directives, procedures, and standard forms are available through the Department's Internet website. Most items can be purchased through the following address. All others can be acquired on-line at the Department's website.

Florida Department of Transportation
Maps and Publication Sales
605 Suwannee Street, MS 12
Tallahassee, Florida 32399-0450
Telephone No. (850) 414-4050

<http://www.dot.state.fl.us/construction/>

6.2 Office Automation:

Provide all software and hardware necessary to efficiently and effectively carry out the responsibilities under this Agreement.

Provide each inspection staff with a laptop computer running a Consultant furnished comprehensive construction management system supporting activities including construction administration, field record keeping, contract record maintenance, contractor payment processing, materials management, and civil rights monitoring application through use of a mobile broadband connection to the Consultant furnished server. All computer coding shall be input by Consultant personnel using equipment furnished by them. Ownership and possession of computer equipment and related software, which is provided by the Consultant, shall remain at all times with the Consultant. The Consultant shall retain responsibility for risk of loss or damage to said equipment during performance of this Agreement. Field office equipment should be maintained and operational at all times.

Current technical specifications for office automation can be viewed at:

<http://www.dot.state.fl.us/Construction/DesignBuild/ConsultantCEI/OfficeAutomation.shtm>

6.3 Field Office: Not Applicable

6.4 Vehicles:

Vehicles will be equipped with appropriate safety equipment and must be able to effectively carry out requirements of this Agreement. Vehicles shall have the name and phone number of the consulting firm visibly displayed on both sides of the vehicle.

6.5 Field Equipment:

Supply inspection, and testing equipment essential to perform services under this Agreement; such equipment includes non-consumable and non-expendable items.

Hard hats shall have the name of the consulting firm visibly displayed.

Equipment described herein and expendable materials under this Agreement will remain the property of the Consultant and shall be removed at completion of the work.

Handling of nuclear density gauges shall be in compliance with their license.

Retain responsibility for risk of loss or damage to said equipment during performance of this Agreement. Field office equipment shall be maintained and in operational condition at all times.

6.6 Licensing for Equipment Operations:

Obtain proper licenses for equipment and personnel operating equipment when licenses are required. The license and supporting documents shall be available for verification by the Authority, upon request.

Radioactive Materials License for use of Surface Moisture Density Gauges shall be obtained through the State of Florida Department of Health.

7.0 LIAISON RESPONSIBILITY OF THE CONSULTANT:

For the duration of the Agreement, keep the Authority's Construction Project Manager in Responsible Charge informed of all significant activities, decisions, correspondence, reports, and other communications related to its responsibilities under this Agreement.

Facilitate communications between all parties (i.e. architectural, mechanical, materials, landscaping, local agencies, etc.) ensuring responses and resolutions are provided in a timely manner. Maintain accurate records to document the communication process.

Submit all administrative items relating to Invoice Approval, Personnel Approval, Time Extensions, and Supplemental Amendments to the Construction Project Manager for review and approval.

8.0 PERFORMANCE OF THE CONSULTANT:

During the term of this Agreement and all Supplemental Amendments thereof, the Authority will review various phases of Consultant operations, such as construction inspection, materials sampling and testing, and administrative activities, to determine compliance with this Agreement. The Consultant shall cooperate and assist Authority representatives in conducting the reviews. If deficiencies are indicated, remedial action shall be implemented immediately. Authority recommendations and Consultant responses/actions are to be properly documented by the Consultant. No additional compensation shall be allowed for remedial action taken by the Consultant to correct deficiencies. Remedial actions and required response times may include but are not necessarily limited to the following:

- A. Further subdivide assigned inspection responsibilities, reassign inspection personnel, or assign additional inspection personnel, within one week of notification.
- B. Immediately replace personnel whose performance has been determined by the Consultant and/or the Authority to be inadequate.
- C. Immediately increase the frequency of monitoring and inspection activities in phases of work that are the Consultant's responsibility.
- D. Increase the scope and frequency of training of the Consultant personnel.

9.0 REQUIREMENTS OF THE CONSULTANT:

9.1 General:

It shall be the responsibility of the Consultant to administer, monitor, and inspect the Construction Contract such that the project is constructed in reasonable conformity with the plans, specifications, and special provisions for the Construction Contract.

Observe the Contractor's work to determine the progress and quality of work. Identify discrepancies, report significant discrepancies to the Authority, and direct the Contractor to correct such observed discrepancies.

The Consultant shall prepare the Supplemental Agreement as a recommendation to the Authority, which the Authority may accept, modify or reject upon review. Consult with the Construction Project Manager as necessary and direct all issues, which exceed delegated authority to the Construction Project Manager for Authority action or direction.

Inform the Construction Project Manager of any significant omissions, substitutions, defects, and deficiencies noted in the work of the Contractor and the corrective action that has been directed to be performed by the Contractor.

9.2 Survey Control (Not applicable)

9.3 On-site Inspection:

Monitor the Contractor's on-site construction activities and inspect materials entering into the work in accordance with the plans, specifications, and special provisions for the Construction Contract to determine that the projects are constructed in reasonable conformity with such documents. Maintain detailed accurate records of the Contractor's daily operations and of significant events that affect the work. The Authority will monitor off-site activities and fabrication unless otherwise stipulated by this Agreement

9.4 Sampling and Testing:

Perform sampling and testing of component materials and completed work in accordance with the Construction Contract documents. The minimum sampling frequencies set out in the Department's Materials Sampling, Testing and Reporting Guide shall be met. In complying with the aforementioned guide, provide daily surveillance of the Contractor's Quality Control activities and perform the sampling and testing of

materials and completed work items for verification and acceptance.

Determine the acceptability of all materials and completed work items on the basis of either test results or verification of a certification, certified mill analysis, DOT label, DOT stamp, etc.

The Authority will monitor the effectiveness of the Consultant's testing procedures through observation and independent assurance as needed.

Sampling, testing and laboratory methods shall be as required by the Department's Standard Specifications, Supplemental Specifications.

Documentation reports on sampling and testing performed by the Consultant shall be submitted during the same week that the construction work is done.

The Consultant is responsible for laboratory testing and transporting test samples to an appropriate laboratory.

Input verification testing information and data into the Consultant furnished comprehensive construction management system supporting construction administration, field record keeping, and materials management.

9.5 Engineering Services:

Coordinate the Construction Contract administration activities and with the Contractor as necessary to complete the construction of the project. Notwithstanding the above, the Consultant is not liable to the Authority for failure of such parties to follow written direction issued by the Consultant.

Services shall include maintaining the required level of surveillance of Contractor activities, interpreting plans, specifications, and special provisions for the Construction Contract. Maintain complete, accurate records of all activities and events relating to the project and properly document all project changes. The following services shall be performed:

- (1) Attend a pre-service meeting for the Agreement in accordance with CPAM. Provide appropriate staff to attend and participate in the pre-service meeting.
- (2) Schedule and conduct a meeting with the Authority prior to the Pre-construction conference and another meeting prior to project final acceptance. The purpose of these meetings is to discuss the required documentation, including as-builts, necessary for permit(s) compliance.
- (3) Not Used.
- (4) Not Used.

- (5) Verify that the Contractor is conducting inspections, preparing reports and monitoring all storm water pollution prevention measures associated with the project. For each project that requires the use of the NPDES General Permit, provide at least one inspector who has successfully completed the "Florida Stormwater, Erosion, and Sedimentation Control Training and Certification Program for Inspectors and Contractors". The Consultant's inspector will be familiar with the requirements set forth in the FEDERAL REGISTER, Vol. 57, No. 187, Friday, September 5, 1992, pages 4412 to 4435 "Final NPDES General Permits for Storm Water Discharges from Construction Sites" and the Department's guidelines.
- (6) Analyze the Contractor's schedule(s) (i.e. baseline(s), revised baseline(s), updates, as-built, etc.) for compliance with the contract documents. Elements including, but not limited to, completeness, logic, durations, activity, flow, milestone dates, concurrency, resource allotment, and delays will be reviewed. Verify the schedule conforms with the construction phasing and MOT sequences, including all contract modifications. Provide a written review of the schedule identifying significant omissions, improbable or unreasonable activity durations, errors in logic, and any other concerns as detailed in CPAM.
- (7) Analyze problems that arise on a project and proposals submitted by the Contractor; work to resolve such issues and process the necessary paperwork.
- (8) Monitor, inspect and document utility construction for conformance with Utility Agency's Standards and the Utility Agency's Approved Materials List. Facilitate coordination and communication between Utility Agency's representatives, Authority's staff and Contractors executing the work. Identify potential utility conflicts and assist in the resolution of utility issues including Authority and Local Government owned facilities. Identify, review, and track progress of Joint Project Agreements, and/or other Authority and utility agreements. Address work progress, track reimbursement activities, and address betterment and salvage determination. Prepare all necessary documentation to support reimbursement activities and betterment and salvage determination.
- (9) Produce reports, verify quantity calculations and field measure for payment purposes as needed to prevent delays in Contractor operations and to facilitate prompt processing of such information in order for the Authority to make timely payment to the Contractor.
- (10) Prepare and make presentations for meetings and hearings before the Dispute Review Boards in connection with the project covered by this Agreement.
- (11) Monitor each Contractor and Subcontractor's compliance with specifications and special provisions of the Construction Contract in regard to payment of predetermined wage rates in accordance with Authority procedures.

- (13) The Authority will provide Public Information Services.
- (14) Prepare and submit to the Construction Project Manager monthly, a Construction Status Report.
- (15) Video tape the pre-construction conditions throughout the project limits. Provide a digital photo log or video of project activities, with heavy emphasis on potential claim items/issues and on areas of real/potential public controversy.
- (16) Provide a digital camera for photographic documentation of pre-construction state and of noteworthy incidents or events during construction.

These photographs will be filed and maintained on the Consultant's computer using a Digital Photo Management system.

Photographs shall be taken the day prior to the start of construction and continue as needed throughout the project. Photographs shall be taken the days of Conditional, Partial and Final Acceptance.

9.6 Geotechnical Engineering: (Not Applicable)

The prime Consultant may engage the services of a geotechnical subconsultant to perform some of the services indicated in this section. However, the prime Consultant will be responsible to the Authority for the satisfactory performance and timeliness of these services.

The prime Consultant will be required to interact with the Authority's designated Geotechnical Engineer (AGE) office and any geotechnical subconsultant assigned to the project by the AGE office under an Authority-wide contract. All references to the AGE in the following sections implicitly include the AGE and his/her delegated representative on the project, who may be the AGE office in-house personnel or a subconsultant working for the AGE office.

Become familiar with the existing site conditions and the contract documents. Observe and record the progress and quality of foundation work to determine that the foundations are constructed at the correct locations and elevations, identify discrepancies, and direct the Design- Build Firm to correct such observed discrepancies. Attend the Preconstruction Conference and/or special geotechnical meeting for the Construction Contract. All services under this section will be performed in accordance to FDOT Specification Section 455. Inspect and verify that the Contractor has performed the foundation work in accordance with applicable FDOT Specification Section 455 and other contract documents. Provide qualified Geotechnical Engineers and CTQP qualified inspectors in Drilled Shaft/Pile Driving/Auger Cast Pile inspection, relevant to the foundation type(s) required in the plans. Schedule meetings and facilitate communications between the Contractor and any Specialty Contractors, the CEI, and the AGE as needed. Observe and verify that all work is performed in accordance with the contract documents. Assure that any specialty work is completed as necessary to accomplish its intent.

10.0 PERSONNEL:

10.1 General Requirements:

Provide qualified personnel necessary to efficiently and effectively carry out its responsibilities under this Agreement. Method of compensation for personnel assigned to this project is outlined in Exhibit "B."

Unless otherwise agreed to by the Authority, the Authority will not compensate straight overtime or premium overtime for the positions of Senior Project Engineer, Project Administrator/Project Engineer, Contract Support Specialist and Assistant or Associate to any of these positions.

10.2 Personnel Qualifications:

Provide competent personnel qualified by experience and education. Submit in writing to the Construction Project Manager for approval, the names of personnel proposed for assignment to the project, including a detailed resume for each containing at a minimum: salary, education, and experience. The Consultant request for personnel approval shall be submitted to the Construction Project Manager at least two weeks prior to the date an individual is to report to work.

Personnel identified in the Consultant technical proposal are to be assigned as proposed and are committed to performing services under this Agreement. Personnel changes will require written approval from the Authority. Staff that has been removed shall be replaced by the Consultant within one week of Authority notification.

Before the project begins, all project staff shall have a working knowledge of the current CPAM and must possess all the necessary qualifications/certifications for fulfilling the duties of the position they hold. Cross training of the Consultant's project staff is highly recommended to achieve a knowledgeable and versatile project inspection team but shall not be at any additional cost to the Authority and should occur as workload permits. Visit the training page on the State Construction Office website for training dates.

Minimum qualifications for the Consultant personnel are set forth as follows. Exceptions to these minimum qualifications will be considered on an individual basis. However, a Project Administrator working under the supervision and direction of a Senior Project Engineer or an Inspector working under the supervision and direction of a Senior Inspector shall have six months from the date of hire to obtain the necessary qualifications/certifications provided all other requirements for such positions are met and the Consultant submits a training plan detailing when such qualifications/certifications and other training relative to the Department's procedures, Specifications and Design Standards will be obtained. The Authority Construction Engineer or designee will have the final approval authority on such exceptions.

CEL SENIOR PROJECT ENGINEER - A Civil Engineering degree and registered in the State of Florida as a Professional Engineer (or if registered in another state, the ability to obtain registration in the State of Florida within six months) and six (6) years of engineering experience [(two (2) years of which are in major road or bridge construction)] or [(five (5) of which are in major bridge construction) - for Complex Bridge Projects with the exception of PTS projects which require two (2) years of major bridge construction], or for non-degreed personnel the aforementioned registration and ten (10)

years of engineering experience (two (2) years of which are in major road or bridge construction). Qualifications include the ability to communicate effectively in English (verbally and in writing); direct highly complex and specialized construction engineering administration and inspection program; plans and organizes the work of subordinate and staff members; develops and/or reviews policies, methods, practices, and procedures; and reviews programs for conformance with Department standards. Also must have the following:

QUALIFICATIONS:

Attend the CTQP Quality Control Manager course and pass the examination.

CERTIFICATIONS: FDOT Advanced MOT

OTHER:

Complete the Critical Structures Construction Issues, Self-Study Course, and submit the mandatory Certification of Course Completion form (for structures projects).

A Master's Degree in Engineering may be substituted for one (1) year engineering experience.

CEL PROJECT ADMINISTRATOR/PROJECT ENGINEER - A Civil Engineering degree plus two (2) years of engineering experience in construction of major road or bridge structures, or for non-degreed personnel eight (8) years of responsible and related engineering experience, two (2) years of which involved construction of major road or bridge structures with the exception of Complex Category 2 (CC2) bridge structures.

Receives general instructions regarding assignments and is expected to exercise initiative and independent judgment in the solution of work problems. Directs and assigns specific tasks to inspectors and assists in all phases of the construction project. Will be responsible for the progress and final estimates throughout the construction project duration. Must have the following:

QUALIFICATIONS:

CTQP Final Estimates Level II

CERTIFICATIONS: FDOT Advanced MOT

OTHER:

Attend CTQP Quality Control Manager Course and pass the examination.

Attend a FDOT accredited post-tensioning training course and pass the examination (for post-tensioned CC2 projects)

Attend a FDOT accredited grouting training course and pass the examination (for post-tensioned CC2 projects)

A Master's Degree in Engineering may be substituted for one (1) year of engineering experience.

CEI ASSISTANT PROJECT ADMINISTRATOR/PROJECT ENGINEER –

A Civil Engineering degree plus one (1) year of engineering experience in construction of major road or bridge structures, or for non-degreed personnel six (6) years of responsible and related engineering experience, two (2) years of which involved construction of major road or bridge structures with the exception of Complex Category 2 (CC2) bridge structures.

QUALIFICATIONS:

CTQP Final Estimates Level II

CERTIFICATIONS: FDOT Intermediate MOT

CEI CONTRACT SUPPORT SPECIALIST - A High School diploma or equivalent and four (4) years of road & bridge construction engineering inspection (CEI) experience having performed/assisted in project related duties (i.e., LIMS, progress and final estimates, EEO compliance, processing Construction Contract changes, etc.) or a Civil Engineering Degree. Should exercise independent judgment in planning work details and making technical decisions related to the office aspects of the project. Should be familiar with the Department's Procedures covering the project related duties as stated above and be proficient in the computer programs necessary to perform these duties. Shall become proficient in Multi-Line and Engineering Menu.

QUALIFICATIONS:

CTQP Final Estimates Level II

CEI ASSOCIATE CONTRACT SUPPORT SPECIALIST - High school graduate or equivalent plus three (3) years of secretarial and/or clerical experience including two (2) years experience in construction office management having performed project related duties (i.e., LIMS, progress and final estimates, EEO compliance, processing Construction Contract changes, etc.). Experienced in the use of standard word processing software. Should exercise independent initiative to help relieve the supervisor of clerical detail. Assists the Project Administrator in office related duties (i.e., CQR, progress, and final estimates, EEO compliance, Processing Construction Contract changes, etc.) Project specific. Work under the general supervision of the Senior Project Engineer and staff.

CEI SENIOR INSPECTOR/SENIOR ENGINEER INTERN – High school graduate or equivalent plus four (4) years of experience in construction inspection, two (2) years of which shall have been in bridge and/or roadway construction inspection with the exception of Complex Category 2 (CC2) bridge structures or a Civil Engineering degree and one (1) year of road & bridge CEI experience with the ability to earn additional required qualifications within one year. (Note: Senior Engineer Intern classification requires one (1) year experience as an Engineer Intern.)

Must have the following as required by the scope of work for the project:

QUALIFICATIONS:

CTQP Concrete Field Technician Level I

CTQP Concrete Field Inspector Level II (Bridges) CTQP Asphalt Roadway Level I

CTQP Asphalt Roadway Level II

CTQP Earthwork Construction Inspection Level I
CTQP Earthwork Construction Inspection Level II
CTQP Pile Driving Inspection
CTQP Drilled Shaft Inspection (required for inspection of all drilled shafts including miscellaneous structures such as sign structures, lighting structures, and traffic signal structures)
CTQP Grouting Technician Level I
CTQP Post-Tensioning Technician Level I CTQP Final Estimates Level I

CERTIFICATIONS: FDOT Intermediate MOT Nuclear Radiation Safety
IMSA Traffic Signal Inspector Level I

Responsible for performing highly complex technical assignments in field surveying and construction layout, making, and checking engineering computations, inspecting construction work, and conducting field tests and is responsible for coordinating and managing the lower level inspectors. Work is performed under the general supervision of the Project Administrator.

CE/INSPECTOR/ENGINEER INTERN - High school graduate or equivalent plus two (2) years experience in construction inspection, one (1) year of which shall have been in bridge and/or roadway construction inspection, or an Engineer Intern with a Civil Engineering degree (requires certificate) having the ability to earn the required qualifications and certifications within one year, plus demonstrated knowledge in the following:

Must have the following as required by the scope of work of the project:

QUALIFICATIONS:

CTQP Concrete Field Inspector Level I CTQP Asphalt Roadway Level I
CTQP Earthwork Construction Inspection Level I
CTQP Pile Driving Inspection
CTQP Drilled Shaft Inspection (required for inspection of all drilled shafts including miscellaneous structures such as sign structures, lighting structures, and traffic signal structures)
CTQP Final Estimates Level I

CERTIFICATIONS: FDOT Intermediate MOT Nuclear Radiation Safety

IMSA Traffic Signal Inspector Level I
Florida Stormwater, Erosion, and Sedimentation Control Training and Certification Program for
Inspectors and Contractors

OTHER:

Complete the Critical Structures Construction Issues, Self-Study Course, and submit the mandatory Certification of Course Completion form (for structures projects).

Responsible for performing assignments in assisting Senior Inspector in the performance of their duties. Receive general supervision from the Senior Inspector who reviews work while in progress. Civil Engineering graduates must obtain certifications within the first year of working as an inspector or Engineer Intern. Exceptions will be permitted on a case-by-case basis so long as qualifications and certifications are appropriate for specific inspection duties.

CEL INSPECTORS AIDE - High School graduate or equivalent and able to perform basic mathematical calculation and follow simple technical instructions. Duties are to assist higher- level inspectors. Must obtain FDOT Intermediate MOT within the first six months of the assignment.

CEL SECRETARY/CLERK TYPIST- High school graduate or equivalent plus two (1) years of secretarial and/or clerical experience. Ability to type at a rate of 35 correct words per minute. Experienced in the use of standard word processing software. Should exercise independent initiative to help relieve the supervisor of clerical detail. Work under general supervision of the Senior Project Engineer and staff.

10.3 Staffing:

Once authorized, the Consultant shall establish and maintain appropriate staffing throughout the duration of construction and completion of the final estimate. Responsible personnel, thoroughly familiar with all aspects of construction and final measurements of the various pay items, shall be available to resolve disputed final pay quantities until the Authority has received a regular acceptance letter.

Construction engineering and inspection forces will be required of the Consultant while the Contractor is working. If Contractor operations are substantially reduced or suspended, the Consultant will reduce its staff appropriately.

In the event that the suspension of Contractor operations requires the removal of Consultant forces from the project, the Consultant will be allowed five (5) days maximum to mobilize, relocate, or terminate such forces.

11.0 QUALITY ASSURANCE (QA) PROGRAM:

11.1 Quality Assurance Plan:

Within thirty (30) days after receiving award of an Agreement, furnish a QA Plan to the Construction Project Manager. The QA Plan shall detail the procedures, evaluation criteria, and instructions of the Consultant's organization for providing services pursuant to this Agreement.

Significant changes to the work requirements may require the Consultant to revise the QA Plan. It shall be the responsibility of the Consultant to keep the plan current with the work requirements. The Plan shall include, but not be limited to, the following areas:

A. Organization:

A description is required of the Consultant QA Organization and its functional relationship to the part of the organization performing the work under the Agreement. The authority, responsibilities and autonomy of the QA organization shall be detailed as well as the names and qualifications of personnel in the quality control organization.

B. Quality Assurance Reviews:

Detail the methods used to monitor and achieve organization compliance with Agreement requirements for services and products.

C. Quality Assurance Records:

Outline the types of records which will be generated and maintained during the execution of the QA program.

D. Control of Subconsultants and Vendors:

Detail the methods used to control subconsultant and vendor quality.

E. Quality Assurance Certification:

An officer of the Consultant firm shall certify that the inspection and documentation was done in accordance with FDOT specifications, plans, standard indexes, and Authority procedures.

11.2 Quality Assurance Reviews:

Conduct semi-annual Quality Assurance Reviews to ensure compliance with the requirements of the Agreement. Quality Assurance Reviews shall be conducted to evaluate the adequacy of materials, processes, documentation, procedures, training, guidance, and staffing included in the execution of this Agreement. Quality Assurance Reviews shall also be developed and performed to achieve compliance with specific QA provisions contained in this Agreement. The semi-annual reviews shall be submitted to the Construction Project Manager in written form no later than one (1) month after the review.

On short duration CCEI projects (nine (9) months or less), the CCEI shall perform an initial QA review within the first two (2) months of the start of construction.

On asphalt projects, the CCEI shall perform an initial QA review on its asphalt inspection staff after the Contractor has completed ten (10) full work days of mainline asphalt paving operations, or 25% of the asphalt pay item amount (whichever is less) to validate that all sampling, testing, inspection, and documentation are occurring as required of the CCEI staff.

11.3 Quality Records:

Maintain adequate records of the quality assurance actions performed by the organization (including subcontractors and vendors) in providing services and products under this Agreement. All records shall indicate the nature and number of observations made, the number and type of deficiencies found, and the corrective actions taken. All records shall be available to the Authority, upon request, during the Agreement term. All records shall be kept at the primary job site and shall be subject to audit review.

12.0 CERTIFICATION OF FINAL ESTIMATES:

12.1 Final Estimate Submittal:

Prepare documentation and records in compliance with the Agreement, Statewide Quality Control (QC) Plan, or Consultant's approved QC Plan and the Department's Procedures as required by Section 4.1.4 of Review and Administration Manual.

Submit the Final Estimate(s) documenting the Contractor's work in accordance with the Review and Administration Manual.

Revisions to the Certified Final Estimate will be made at no additional cost to the Authority.

12.2 Certification:

Consultant personnel preparing the Certified Final Estimate Package shall be CTQP Final Estimates Level II.

Duly authorized representative of the Consultant firm will provide a notarized certification on a form pursuant to Department and Authority's procedures.

12.3 Offer of Final Payment:

Prepare the Offer of Final Payment package as outlined in Chapter 14 of the Review and Administration Manual. The package shall accompany the Certified Final Estimates Package submitted to the Authority for review. The Consultant shall be responsible for forwarding the Offer of Final Payment Package to the Contractor.

13.0 AGREEMENT MANAGEMENT:

13.1 General:

- (1) With each monthly invoice submittal, the Consultant will comply with the Authorities procedures and requirements for invoice submittal.
- (2) When the Consultant identifies a condition that will require an amendment to the Agreement, the Consultant will communicate this need to the Construction Project Manager for acceptance. Upon acceptance, prepare a request and all accompanying documentation to the Construction Project Manager for approval and further processing.

13.2 Invoicing Instructions:

Monthly invoices shall be submitted to the Authority in a format and distribution schedule defined by the Authority, no later than the 20th day of the following month.

If the monthly invoice cannot be submitted on time, notify the Authority prior to the due date stating the reason for the delay and the planned submittal date. Once submitted, the Consultant Project Principal or Senior Project Engineer shall notify the Construction Project Manager via e- mail of the total delay in calendar days and the reason(s) for the delay(s).

All invoices shall be submitted to the Authority in electronic and hard copy formats in accordance with Authority's procedures.

All charges to the individual project will end no later than thirty (30) calendar days following final acceptance; or where all items of work are complete and conditional/partial acceptance is issued; unless authorized in writing by the Authority.

A Final Invoice will be submitted to the Authority no later than the 30th day following Final Acceptance of the individual project or as requested by the Authority.

14.0 OTHER SERVICES:

Upon written authorization by the Authority Construction Engineer or designee, the Consultant will perform additional services in connection with the project not otherwise identified in this Agreement. The following items are not included as part of this Agreement, but may be required by the Authority to supplement the Consultant services under this Agreement.

- A. Assist in preparing for arbitration hearings or litigation that occurs during the Agreement time in connection with the construction project covered by this Agreement.
- B. Provide qualified engineering witnesses and exhibits for arbitration hearings or litigation in connection with the Agreement.
- C. Provide inspection services in addition to those provided for in this Agreement.
- D. Provide services determined necessary for the successful completion and closure of the Construction Contract.

15.0 POST CONSTRUCTION CLAIMS REVIEW:

In the event the Contractor submits a claim for additional compensation and/or time after the Consultant has completed this Agreement, analyze the claim, engage in negotiations leading to settlement of the claim, and prepare and process the required documentation to close out the claim. Compensation for such services will be negotiated and effected through a Supplemental Amendment to this Agreement.

16.0 CONTRADICTIONS:

In the event of a contradiction between the provisions of this Scope of Services and the Consultant's proposal as made a part of their Agreement, the provisions of the Scope of Services shall apply.

17.0 THIRD PARTY BENEFICIARY

It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a claim, cause of action, lien or any other damages or any relief of any kind pursuant to the terms or provisions of this Agreement.

18.0 TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY (THEA) AUTHORITY

THEA shall be the final authority in considering modifications to the Construction Contract for time, money or any other consideration except matters agreed to by the Contractor through contract changes negotiated by the Consultant, as authorized in Section 9.1 herein.

[END OF – SCOPE OF SERVICES]



Proposed Staff Months / Hours
THEA Striping Project No. O-01421
Contract No.O-00619-CE

| Personnel Classifications | Billing Rate With OM | Firm | P 1 | C 2 | C 3 | C 3 | C 4 | T 5 | Total Staff-Months | Straight Time Staff Hours | Overtime Staff Hours | Total Staff Hours | Total Costs | Premium OT @ 10% | Total Compensation |
|---|-------------------------|------|--------|--------|--------|--------|--------|--------|-----------------------|------------------------------|-------------------------|----------------------|----------------|---------------------|-----------------------|
| | With Expenses | | Sep-21 | Oct-21 | Nov-21 | Dec-21 | Jan-22 | Feb-22 | | | | | | | |
| Senior Project Engineer - Brian McKishnie | \$263.15 | CSR | 0.05 | 0.10 | 0.10 | 0.10 | 0.10 | 0.05 | 0.50 | 83 | | 83 | \$21,709.88 | | \$21,709.88 |
| Project Administrator - Tom Curley | \$139.46 | CSR | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 1.20 | 198 | | 198 | \$27,613.08 | | \$27,613.08 |
| Contract Support Specialist - Kate Morgan | \$117.48 | CSR | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 1.20 | 198 | | 198 | \$23,261.04 | | \$23,261.04 |
| Senior Inspector - Jeff Futch | \$92.82 | CSR | 0.10 | 0.40 | 0.40 | 0.40 | 0.40 | 0.10 | 1.80 | 297 | 59 | 356 | \$33,081.05 | | \$33,081.05 |
| Inspector - Zach Jones | \$69.18 | CSR | | 1.00 | 1.00 | 1.00 | 1.00 | | 4.00 | 660 | 132 | 792 | \$54,790.56 | | \$54,790.56 |
| Total Staff Months / Hours | | | | | | | | | 8.70 | 1,436 | 191 | 1,627 | | | \$160,455.61 |

Legend P = Preconstruction C = Construction T = Post Construction

CEI Total\$160,455.61

Construction Estimate \$1,679,923.32

CEI % of Construction Estimate9.55%



NOTICE OF INTENDED DECISION

Date: September 14, 2021

Project: FY22 Selmon Ramps & Misc. Mainline Resurfacing
Invitation to Bid (ITB) O-01221 and O-01321

On September 13, 2021, three bids were received for the above referenced project. The bids and bid amounts were received from the following firms:

| <u>Firm Name</u> | <u>Bid Amount</u> |
|-------------------------|--------------------------|
| Hubbard Construction | \$817,714.25 |
| Preferred Materials | \$914,819.15 |
| Ajax Paving | \$1,195,500.00 |

After a thorough review of the bids' responsiveness, the Tampa-Hillsborough County Expressway Authority staff intends to recommend approval and award of a contract to the firm with the lowest bid, **Hubbard Construction**, at the Authority Board Meeting scheduled for September 27, 2021.

All notices are posted on the Authority's website (www.tampa-xway.com) and on the DemandStar system. For questions regarding this notice, please contact the Authority's Procurement Manager, Man Le, Man.Le@tampa-xway.com .

**CONSTRUCTION ENGINEERING AND INSPECTION
SCOPE OF SERVICES**

FOR

**Project Description
THEA Project No. TBD**

**Construction Projects:
Euclid Ave., Bay to Bay Blvd., 50th St. Ramps, and WB
East Selmon Mainline (O-01221)**

and

**Kennedy Blvd., 78th St., Falkenburg Rd., US 301
Ramps, EB East Selmon Mainline and EB and WB West
Selmon Mainline Median Shoulders (O-01321)**

Hillsborough County

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SCOPE OF SERVICES
CONSTRUCTION ENGINEERING AND INSPECTION

1.0 PURPOSE:

This scope of services describes and defines the Construction Engineering and Inspection (CEI) services which are required for contract administration, inspection, and materials sampling and testing for the construction project listed below.

2.0 SCOPE:

Provide services as defined in this Scope of Services, the referenced Tampa Hillsborough Expressway Authority (Authority) and Florida Department of Transportation (Department) manuals, and procedures. There are two projects for which the services are required, including:

Construction Projects:

Euclid Ave., Bay to Bay Blvd., 50th St. Ramps, and WB East Selmon Mainline (O-01221)

and

Kennedy Blvd., 78th St., Falkenburg Rd., US 301 Ramps, EB East Selmon Mainline and EB and WB West Selmon Mainline Median Shoulders (O-01321)

The two projects are collectively referred to as the FY22 Selmon Ramps and Miscellaneous Mainline Resurfacing project.

Exercise independent professional judgment in performing obligations and responsibilities under this Agreement. Pursuant to Section 4.1.4 of the Construction Project Administration Manual (CPAM), the authority of the Consultant's lead person, such as the Senior Project Engineer, and the Consultant's Project Administrator shall be identical to the Department's Resident Engineer and Project Administrator respectively and shall be interpreted as such.

Services provided by the Consultant shall comply with Department manuals, procedures, and memorandums in effect as of the date of execution of the Agreement unless otherwise directed in writing by the Authority. Such Department manuals, procedures, and memorandums are found at the State Construction Office's website.

The Authority proposes improvements to extend the useful life of select ramps, mainline areas throughout the Selmon Expressway corridor. The general construction Scope of Work consists of, but is not limited to: Providing all the labor, equipment, materials, tools, transportation, supplies, insurance, incidentals, mobilization, demobilization and maintenance of traffic necessary to mill and resurface, apply temporary striping, permanent thermoplastic striping and reflective pavement markings to the designated locations shown in the contract. Milling and resurfacing shall be performed for the asphalt roadway and ramp lanes only. For the Falkenburg Road ramps, milling and resurfacing shall also include the ramp shoulders.

3.0 LENGTH OF SERVICE:

The CEI services for this Construction project shall begin upon written notification to proceed by the Authority.

Track the execution of the Construction Contract such that the Consultant is given timely authorization to begin work. While no personnel shall be assigned until written notification by the Authority has been issued, the Consultant shall be ready to assign personnel within two weeks of notification. For the duration of the project, coordinate closely with the Authority and Contractor to minimize rescheduling of Consultant activities due to construction delays or changes in scheduling of Contractor activities.

For estimating purposes, the Construction Contract Time is 75 days and the Consultant may allot an additional fifteen (15) calendar days for weather and holidays. In addition, the Consultant will be allowed an accumulation of forty-five (45) calendar days to perform preliminary administrative services prior to the issuance of the Contractor's notice to proceed and to perform final estimates and demobilization after final acceptance of the Construction Contract. The estimated start date for the Construction project is October 1, 2021.

4.0 **DEFINITIONS:**

- A. Agreement: The Professional Services Agreement between the Authority and the Consultant setting forth the obligations of the parties thereto, including but not limited to the performance of the work, furnishing of services, and the basis of payment.
- B. Authority: The Tampa-Hillsborough County Expressway Authority
- C. Authority Construction Engineer: The administrative head of the Authority's Construction Offices.
- D. Authority Contract Compliance Manager: The administrative head of the Authority Contract Compliance Office.
- E. Authority Director of Operations and Engineering: The Director of Construction, Maintenance, Traffic Operations, Materials, and Safety.
- F. Construction Contract: The written agreement between the Authority and the Contractor setting forth the obligations of the parties thereto, including but not limited to the performance of the work, furnishing of labor and materials, and the basis of payment.
- G. Contractor: The individual, firm, or company contracting with the Authority for furnishing of labor and materials, and performance of work for construction of the project.
- H. Construction Project Manager: The Authority employee assigned to manage the Construction Engineering and Inspection Contract and represent the Authority during the performance of the services covered under this Agreement.
- I. Construction Training/Qualification Program (CTQP): The Department program for training and qualifying technicians in Aggregates, Asphalt, Concrete, Earthwork, and Final Estimates Administration. Program information is available at CTQP website.
- J. Consultant: The Consulting firm under contract to the Authority for administration of Construction Engineering and Inspection services.
- K. Consultant Project Administrator: The employee assigned by the Consultant to be in charge of providing Construction Contract administration services for one or more Construction Projects.
- L. Consultant Senior Project Engineer: The Engineer assigned by the Consultant to be in charge of providing Construction Contract administration for one or more Construction Projects. This person may supervise other Consultant employees and act as the lead Engineer for the Consultant.
- M. Department: Florida Department of Transportation (FDOT)
- N. Executive Director: The Chief Executive Officer of the Tampa Hillsborough Expressway Authority.

- O. Engineer of Record: The Engineer noted on the Construction plans as the responsible person for the design and preparation of the plans.
- P. Joint Participation Agreement (JPA): The written agreement between the Authority and the Department setting forth the obligations of the parties thereto, including but not limited to the financial and administrative responsibilities of each party for the project.
- Q. Operations Engineer: The Director of Operations and Engineering, or it's designee, assigned to administer Maintenance Contracts for the Authority.
- R. Public Information Office: The Authority's office assigned to manage the Public Information Program.
- S. Resident Compliance Specialist: The employee assigned by the Consultant to oversee project specific compliance functions.
- T. Resident Engineer: The Director of Operations and Engineering, or it's designee, assigned to administer Construction Contracts for the Authority.

5.0 ITEMS TO BE FURNISHED BY THE AUTHORITY TO THE CONSULTANT

- A. The Authority on an as needed basis, will furnish the following Construction Contract documents for each project. These documents may be provided in either paper or electronic format.
 - 1. Construction Plans,
 - 2. Specification Package,
 - 3. Copy of the Executed Construction Contract, and
 - 4. Utility Agency's Approved Material List (if applicable).

6.0 ITEMS FURNISHED BY THE CONSULTANT

6.1 Department Documents:

All applicable Department documents referenced herein shall be a condition of this Agreement. All Department documents, directives, procedures, and standard forms are available through the Department's Internet website. Most items can be purchased through the following address. All others can be acquired on-line at the Department's website.

Florida Department of Transportation
Maps and Publication Sales
605 Suwannee Street, MS 12
Tallahassee, Florida 32399-0450
Telephone No. (850) 414-4050

<http://www.dot.state.fl.us/construction/>

6.2 Office Automation:

Provide all software and hardware necessary to efficiently and effectively carry out the responsibilities under this Agreement.

Provide each inspection staff with a laptop computer running a Consultant furnished comprehensive construction management system supporting activities including construction administration, field record keeping, contract record maintenance, contractor payment processing, materials management, and civil rights monitoring application through use of a mobile broadband connection to the Consultant furnished server. All computer coding shall be input by Consultant personnel using equipment furnished by them. Ownership and possession of computer equipment and related software, which is provided by the Consultant, shall remain at all times with the Consultant. The Consultant shall retain responsibility for risk of loss or damage to said equipment during performance of this Agreement. Field office equipment should be maintained and operational at all times.

Current technical specifications for office automation can be viewed at:

<http://www.dot.state.fl.us/Construction/DesignBuild/ConsultantCEI/OfficeAutomation.shtm>

6.3 Field Office: Not Applicable

6.4 Vehicles:

Vehicles will be equipped with appropriate safety equipment and must be able to effectively carry out requirements of this Agreement. Vehicles shall have the name and phone number of the consulting firm visibly displayed on both sides of the vehicle.

6.5 Field Equipment:

Supply survey, inspection, and testing equipment essential to perform services under this Agreement; such equipment includes non-consumable and non-expendable items.

Hard hats shall have the name of the consulting firm visibly displayed.

Equipment described herein and expendable materials under this Agreement will remain the property of the Consultant and shall be removed at completion of the work.

Handling of nuclear density gauges shall be in compliance with their license.

Retain responsibility for risk of loss or damage to said equipment during performance of this Agreement. Field office equipment shall be maintained and in operational condition at all times.

6.6 Licensing for Equipment Operations:

Obtain proper licenses for equipment and personnel operating equipment when licenses are required. The license and supporting documents shall be available for verification by the Authority, upon request.

Radioactive Materials License for use of Surface Moisture Density Gauges shall be obtained through the State of Florida Department of Health.

7.0 LIAISON RESPONSIBILITY OF THE CONSULTANT:

For the duration of the Agreement, keep the Authority's Construction Project Manager in Responsible Charge informed of all significant activities, decisions, correspondence, reports, and other communications related to its responsibilities under this Agreement.

Facilitate communications between all parties (i.e. architectural, mechanical, materials, landscaping, local agencies, etc.) ensuring responses and resolutions are provided in a timely manner. Maintain accurate records to document the communication process.

Submit all administrative items relating to Invoice Approval, Personnel Approval, Time Extensions, and Supplemental Amendments to the Construction Project Manager for review and approval.

8.0 PERFORMANCE OF THE CONSULTANT:

During the term of this Agreement and all Supplemental Amendments thereof, the Authority will review various phases of Consultant operations, such as construction inspection, materials sampling and testing, and administrative activities, to determine compliance with this Agreement. The Consultant shall cooperate and assist Authority representatives in conducting the reviews. If deficiencies are indicated, remedial action shall be implemented immediately. Authority recommendations and Consultant responses/actions are to be properly documented by the Consultant. No additional compensation shall be allowed for remedial action taken by the Consultant to correct deficiencies. Remedial actions and required response times may include but are not necessarily limited to the following:

- A. Further subdivide assigned inspection responsibilities, reassign inspection personnel, or assign additional inspection personnel, within one week of notification.
- B. Immediately replace personnel whose performance has been determined by the Consultant and/or the Authority to be inadequate.
- C. Immediately increase the frequency of monitoring and inspection activities in phases of work that are the Consultant's responsibility.
- D. Increase the scope and frequency of training of the Consultant personnel.

9.0 REQUIREMENTS OF THE CONSULTANT:

9.1 General:

It shall be the responsibility of the Consultant to administer, monitor, and inspect the Construction Contract such that the project is constructed in reasonable conformity with the plans, specifications, and special provisions for the Construction Contract.

Observe the Contractor's work to determine the progress and quality of work. Identify discrepancies, report significant discrepancies to the Authority, and direct the Contractor to correct such observed discrepancies.

The Consultant shall prepare the Supplemental Agreement as a recommendation to the Authority, which the Authority may accept, modify or reject upon review. Consult with the Construction Project Manager as necessary and direct all issues, which exceed delegated authority to the Construction Project Manager for Authority action or direction.

Inform the Construction Project Manager of any significant omissions, substitutions, defects, and deficiencies noted in the work of the Contractor and the corrective action that has been directed to be performed by the Contractor.

9.2 Survey Control (Not applicable)

9.3 On-site Inspection:

Monitor the Contractor's on-site construction activities and inspect materials entering into the work in accordance with the plans, specifications, and special provisions for the Construction Contract to determine that the projects are constructed in reasonable conformity with such documents. Maintain detailed accurate records of the Contractor's daily operations and of significant events that affect the work. The Authority will monitor off-site activities and fabrication unless otherwise stipulated by this Agreement

9.4 Sampling and Testing:

Perform sampling and testing of component materials and completed work in accordance with the Construction Contract documents. The minimum sampling frequencies set out in the Department's Materials Sampling, Testing and Reporting Guide shall be met. In complying with the aforementioned guide, provide daily surveillance of the Contractor's Quality Control activities and perform the sampling and testing of

materials and completed work items for verification and acceptance.

The Consultant is responsible for providing Asphalt Plant Verification Testing in accordance with FDOT procedures.

Determine the acceptability of all materials and completed work items on the basis of either test results or verification of a certification, certified mill analysis, DOT label, DOT stamp, etc.

The Authority will monitor the effectiveness of the Consultant's testing procedures through observation and independent assurance as needed.

Sampling, testing and laboratory methods shall be as required by the Department's Standard Specifications, Supplemental Specifications.

Documentation reports on sampling and testing performed by the Consultant shall be submitted during the same week that the construction work is done.

The Consultant is responsible for laboratory testing and transporting test samples to an appropriate laboratory.

Input verification testing information and data into the Consultant furnished comprehensive construction management system supporting construction administration, field record keeping, and materials management.

9.5 Engineering Services:

Coordinate the Construction Contract administration activities and with the Contractor as necessary to complete the construction of the project. Notwithstanding the above, the Consultant is not liable to the Authority for failure of such parties to follow written direction issued by the Consultant.

Services shall include maintaining the required level of surveillance of Contractor activities, interpreting plans, specifications, and special provisions for the Construction Contract. Maintain complete, accurate records of all activities and events relating to the project and properly document all project changes. The following services shall be performed:

- (1) Attend a pre-service meeting for the Agreement in accordance with CPAM. Provide appropriate staff to attend and participate in the pre-service meeting.
- (2) Schedule and conduct a meeting with the Authority prior to the Pre-construction

conference and another meeting prior to project final acceptance. The purpose of these meetings is to discuss the required documentation, including as-builts, necessary for permit(s) compliance.

- (5) Verify that the Contractor is conducting inspections, preparing reports and monitoring all storm water pollution prevention measures associated with the project. For each project that requires the use of the NPDES General Permit, provide at least one inspector who has successfully completed the "Florida Stormwater, Erosion, and Sedimentation Control Training and Certification Program for Inspectors and Contractors". The Consultant's inspector will be familiar with the requirements set forth in the FEDERAL REGISTER, Vol. 57, No. 187, Friday, September 5, 1992, pages 4412 to 4435 "Final NPDES General Permits for Storm Water Discharges from Construction Sites" and the Department's guidelines.
- (6) Analyze the Contractor's schedule(s) (i.e. baseline(s), revised baseline(s), updates, as-built, etc.) for compliance with the contract documents. Elements including, but not limited to, completeness, logic, durations, activity, flow, milestone dates, concurrency, resource allotment, and delays will be reviewed. Verify the schedule conforms with the construction phasing and MOT sequences, including all contract modifications. Provide a written review of the schedule identifying significant omissions, improbable or unreasonable activity durations, errors in logic, and any other concerns as detailed in CPAM.
- (7) Analyze problems that arise on a project and proposals submitted by the Contractor; work to resolve such issues, and process the necessary paperwork.
- (8) Monitor, inspect and document utility construction for conformance with Utility Agency's Standards and the Utility Agency's Approved Materials List. Facilitate coordination and communication between Utility Agency's representatives, Authority's staff and Contractors executing the work. Identify potential utility conflicts and assist in the resolution of utility issues including Authority and Local Government owned facilities. Identify, review, and track progress of Joint Project Agreements, and/or other Authority and utility agreements. Address work progress, track reimbursement activities, and address betterment and salvage determination. Prepare all necessary documentation to support reimbursement activities and betterment and salvage determination.
- (9) Produce reports, verify quantity calculations and field measure for payment purposes as needed to prevent delays in Contractor operations and to facilitate prompt processing of such information in order for the Authority to make timely payment to the Contractor.
- (10) Prepare and make presentations for meetings and hearings before the Dispute Review Boards in connection with the project covered by this Agreement.
- (11) Monitor each Contractor and Subcontractor's compliance with specifications and special provisions of the Construction Contract in regard to payment of predetermined wage rates in accordance with Authority procedures.

- (13) The Authority will provide Public Information Services.
- (14) Prepare and submit to the Construction Project Manager monthly, a Construction Status Reporting System (CSRS) report.
- (15) Video tape the pre-construction conditions throughout the project limits. Provide a digital photo log or video of project activities, with heavy emphasis on potential claim items/issues and on areas of real/potential public controversy.
- (16) Provide a digital camera for photographic documentation of pre-construction state and of noteworthy incidents or events during construction.

These photographs will be filed and maintained on the Consultant's computer using a Digital Photo Management system.

Photographs shall be taken the day prior to the start of construction and continue as needed throughout the project. Photographs shall be taken the days of Conditional, Partial and Final Acceptance.

9.6 Geotechnical Engineering: (Not Applicable)

The prime Consultant may engage the services of a geotechnical subconsultant to perform some of the services indicated in this section. However, the prime Consultant will be responsible to the Authority for the satisfactory performance and timeliness of these services.

The prime Consultant will be required to interact with the Authority's designated Geotechnical Engineer (AGE) office and any geotechnical subconsultant assigned to the project by the AGE office under an Authority-wide contract. All references to the AGE in the following sections implicitly include the AGE and his/her delegated representative on the project, who may be the AGE office in-house personnel or a subconsultant working for the AGE office.

Become familiar with the existing site conditions and the contract documents. Observe and record the progress and quality of foundation work to determine that the foundations are constructed at the correct locations and elevations, identify discrepancies, and direct the Design- Build Firm to correct such observed discrepancies. Attend the Preconstruction Conference and/or special geotechnical meeting for the Construction Contract. All services under this section will be performed in accordance to FDOT Specification Section 455. Inspect and verify that the Contractor has performed the foundation work in accordance with applicable FDOT Specification Section 455 and other contract documents. Provide qualified Geotechnical Engineers and CTQP qualified inspectors in Drilled Shaft/Pile Driving/Auger Cast Pile inspection, relevant to the foundation type(s) required in the plans. Schedule meetings and facilitate communications between the Contractor and any Specialty Contractors, the CEI, and the AGE as needed. Observe and verify that all work is performed in accordance with the contract documents. Assure that any specialty work is completed as necessary to accomplish its intent.

10.0 PERSONNEL:

10.1 General Requirements:

Provide qualified personnel necessary to efficiently and effectively carry out its responsibilities under this Agreement. Method of compensation for personnel assigned to this project is outlined in Exhibit "B."

Unless otherwise agreed to by the Authority, the Authority will not compensate straight overtime or premium overtime for the positions of Senior Project Engineer, Project Administrator/Project Engineer, Contract Support Specialist and Assistant or Associate to any of these positions.

10.2 Personnel Qualifications:

Provide competent personnel qualified by experience and education. Submit in writing to the Construction Project Manager for approval, the names of personnel proposed for assignment to the project, including a detailed resume for each containing at a minimum: salary, education, and experience. The Consultant request for personnel approval shall be submitted to the Construction Project Manager at least two weeks prior to the date an individual is to report to work.

Personnel identified in the Consultant technical proposal are to be assigned as proposed and are committed to performing services under this Agreement. Personnel changes will require written approval from the Authority. Staff that has been removed shall be replaced by the Consultant within one week of Authority notification.

Before the project begins, all project staff shall have a working knowledge of the current CPAM and must possess all the necessary qualifications/certifications for fulfilling the duties of the position they hold. Cross training of the Consultant's project staff is highly recommended to achieve a knowledgeable and versatile project inspection team but shall not be at any additional cost to the Authority and should occur as workload permits. Visit the training page on the State Construction Office website for training dates.

Minimum qualifications for the Consultant personnel are set forth as follows. Exceptions to these minimum qualifications will be considered on an individual basis. However, a Project Administrator working under the supervision and direction of a Senior Project Engineer or an Inspector working under the supervision and direction of a Senior Inspector shall have six months from the date of hire to obtain the necessary qualifications/certifications provided all other requirements for such positions are met and the Consultant submits a training plan detailing when such qualifications/certifications and other training relative to the Department's procedures, Specifications and Design Standards will be obtained. The Authority Construction Engineer or designee will have the final approval authority on such exceptions.

CEI SENIOR PROJECT ENGINEER - A Civil Engineering degree and registered in the State of Florida as a Professional Engineer (or if registered in another state, the ability to obtain registration in the State of Florida within six months) and six (6) years of engineering experience [(two (2) years of which are in major road or bridge construction)] or [(five (5) of which are in major bridge construction) - for Complex Bridge Projects with the exception of PTS projects which require two (2) years of major bridge construction], or for non-degreed personnel the aforementioned registration and ten (10)

years of engineering experience (two (2) years of which are in major road or bridge construction). Qualifications include the ability to communicate effectively in English (verbally and in writing); direct highly complex and specialized construction engineering administration and inspection program; plans and organizes the work of subordinate and staff members; develops and/or reviews policies, methods, practices, and procedures; and reviews programs for conformance with Department standards. Also must have the following:

QUALIFICATIONS:

Attend the CTQP Quality Control Manager course and pass the examination.

CERTIFICATIONS: FDOT Advanced MOT

OTHER:

Complete the Critical Structures Construction Issues, Self-Study Course, and submit the mandatory Certification of Course Completion form (for structures projects).

A Master's Degree in Engineering may be substituted for one (1) year engineering experience.

CEL PROJECT ADMINISTRATOR/PROJECT ENGINEER - A Civil Engineering degree plus two (2) years of engineering experience in construction of major road or bridge structures, or for non-degreed personnel eight (8) years of responsible and related engineering experience, two (2) years of which involved construction of major road or bridge structures with the exception of Complex Category 2 (CC2) bridge structures.

Receives general instructions regarding assignments and is expected to exercise initiative and independent judgment in the solution of work problems. Directs and assigns specific tasks to inspectors and assists in all phases of the construction project. Will be responsible for the progress and final estimates throughout the construction project duration. Must have the following:

QUALIFICATIONS:

CTQP Final Estimates Level II

CERTIFICATIONS: FDOT Advanced MOT

OTHER:

Attend CTQP Quality Control Manager Course and pass the examination.

Attend a FDOT accredited post-tensioning training course and pass the examination (for post-tensioned CC2 projects)

Attend a FDOT accredited grouting training course and pass the examination (for post-tensioned CC2 projects)

A Master's Degree in Engineering may be substituted for one (1) year of engineering experience.

CEL ASSISTANT PROJECT ADMINISTRATOR/PROJECT ENGINEER –

A Civil Engineering degree plus one (1) year of engineering experience in construction

of major road or bridge structures, or for non-degreed personnel six (6) years of responsible and related engineering experience, two (2) years of which involved construction of major road or bridge structures with the exception of Complex Category 2 (CC2) bridge structures.

QUALIFICATIONS:

CTQP Final Estimates Level II

CERTIFICATIONS: FDOT Intermediate MOT

CEI CONTRACT SUPPORT SPECIALIST - A High School diploma or equivalent and four (4) years of road & bridge construction engineering inspection (CEI) experience having performed/assisted in project related duties (i.e., LIMS, progress and final estimates, EEO compliance, processing Construction Contract changes, etc.) or a Civil Engineering Degree. Should exercise independent judgment in planning work details and making technical decisions related to the office aspects of the project. Should be familiar with the Department's Procedures covering the project related duties as stated above and be proficient in the computer programs necessary to perform these duties. Shall become proficient in Multi-Line and Engineering Menu.

QUALIFICATIONS:

CTQP Final Estimates Level II

CEI ASSOCIATE CONTRACT SUPPORT SPECIALIST - High school graduate or equivalent plus three (3) years of secretarial and/or clerical experience including two (2) years experience in construction office management having performed project related duties (i.e., LIMS, progress and final estimates, EEO compliance, processing Construction Contract changes, etc.). Experienced in the use of standard word processing software. Should exercise independent initiative to help relieve the supervisor of clerical detail. Assists the Project Administrator in office related duties (i.e., CQR, progress, and final estimates, EEO compliance, Processing Construction Contract changes, etc.) Project specific. Work under the general supervision of the Senior Project Engineer and staff.

CEI RESIDENT COMPLIANCE SPECIALIST - Graduation from an accredited high school or equivalent with one (1) year of experience as a resident compliance officer on a construction project or two (2) years of assisting the compliance officer in monitoring the project. Should have prior experience in both State funded and Federal Aid funded construction projects with FDOT and knowledge of EEO/AA laws and FDOT's DBE and OJT programs. Ability to analyze, collect, evaluate data, and take appropriate action when necessary. Must attend all training workshops or meetings for Resident Compliance Specialists as determined necessary.

CEI UTILITY COORDINATOR - High School Graduate or equivalent and be knowledgeable of Department's Standards, policies, procedures, and agreements and shall have a minimum of four (4) years of experience performing utility coordination in accordance with Department's Standards, policies, procedures and agreements.

CEI SENIOR INSPECTOR/SENIOR ENGINEER INTERN – High school graduate or equivalent plus four (4) years of experience in construction inspection, two (2) years of which shall have been in bridge and/or roadway construction inspection with the

exception of Complex Category 2 (CC2) bridge structures or a Civil Engineering degree and one (1) year of road & bridge CEI experience with the ability to earn additional required qualifications within one year. (Note: Senior Engineer Intern classification requires one (1) year experience as an Engineer Intern.)

Must have the following as required by the scope of work for the project:

QUALIFICATIONS:

CTQP Concrete Field Technician Level I
CTQP Concrete Field Inspector Level II (Bridges) CTQP Asphalt Roadway Level I
CTQP Asphalt Roadway Level II
CTQP Earthwork Construction Inspection Level I
CTQP Earthwork Construction Inspection Level II
CTQP Pile Driving Inspection
CTQP Drilled Shaft Inspection (required for inspection of all drilled shafts including miscellaneous structures such as sign structures, lighting structures, and traffic signal structures)
CTQP Grouting Technician Level I
CTQP Post-Tensioning Technician Level I CTQP Final Estimates Level I

CERTIFICATIONS: FDOT Intermediate MOT Nuclear Radiation Safety
IMSA Traffic Signal Inspector Level I

Responsible for performing highly complex technical assignments in field surveying and construction layout, making, and checking engineering computations, inspecting construction work, and conducting field tests and is responsible for coordinating and managing the lower level inspectors. Work is performed under the general supervision of the Project Administrator.

CEISENIOR ITS INSPECTOR - High School graduate or equivalent plus four (4) years of experience in construction inspection, two (2) years of which shall have been in ITS construction inspection, or a Civil Engineering Degree and one (1) year of ITS CEI experience, plus demonstrated knowledge in the following:

QUALIFICATIONS:

Fiber Installation Inspection and OTDR Fiber Testing
DMS Operation and Testing
Controller Operation and Testing
CCTV Installation, Operation and Testing
MVDS Operations and Testing
FDOT SEMP Training
Familiarity with Existing Communication Equipment and Switches

CERTIFICATIONS:

IMSA Fiber Optics for ITS Level II Field (or equivalent)

Responsible for inspecting construction work; monitoring ITS and electrical installation techniques to ensure conformance with the plans, specifications, National Electrical code and other applicable manuals and is responsible for coordinating and

managing the lower level inspectors. Responsible for escalating any deficiencies to the Project Administrator.

CE/INSPECTOR/ENGINEER INTERN - High school graduate or equivalent plus two (2) years experience in construction inspection, one (1) year of which shall have been in bridge and/or roadway construction inspection, or an Engineer Intern with a Civil Engineering degree (requires certificate) having the ability to earn the required qualifications and certifications within one year, plus demonstrated knowledge in the following:

Must have the following as required by the scope of work of the project:

QUALIFICATIONS:

CTQP Concrete Field Inspector Level I CTQP Asphalt Roadway Level I

CTQP Earthwork Construction Inspection Level I

CTQP Pile Driving Inspection

CTQP Drilled Shaft Inspection (required for inspection of all drilled shafts including miscellaneous structures such as sign structures, lighting structures, and traffic signal structures)

CTQP Final Estimates Level I

CERTIFICATIONS: FDOT Intermediate MOT Nuclear Radiation Safety

IMSA Traffic Signal Inspector Level I

Florida Stormwater, Erosion, and Sedimentation Control Training and Certification Program for

Inspectors and Contractors

OTHER:

Complete the Critical Structures Construction Issues, Self-Study Course, and submit the mandatory Certification of Course Completion form (for structures projects).

Responsible for performing assignments in assisting Senior Inspector in the performance of their duties. Receive general supervision from the Senior Inspector who reviews work while in progress. Civil Engineering graduates must obtain certifications within the first year of working as an inspector or Engineer Intern. Exceptions will be permitted on a case-by-case basis so long as qualifications and certifications are appropriate for specific inspection duties.

CE/ASPHALT PLANT INSPECTOR - High School Graduate or equivalent plus one (1) year experience in the surveillance and inspection of hot mix asphalt plant operations and have the following:

QUALIFICATIONS:

CTQP Asphalt Plant Level I CTQP Asphalt Plant Level II

CE/ITS INSPECTOR - High School Graduate or equivalent plus two (2) years of experience in construction inspection, one (1) year of which shall have been in ITS construction inspection, or an Engineer Intern with a Civil Engineering degree (requires certificate) having the ability to earn the required qualifications within one year, plus demonstrated knowledge in the following

QUALIFICATIONS:

Fiber Installation Inspection and OTDR Fiber Testing
DMS Operation and Testing
Controller Operation and Testing
CCTV Installation, Operation and Testing
Familiarity with Existing Communication Equipment and Switches
MVDS Operations and Testing

CERTIFICATIONS:

IMSA Fiber Optics for ITS Level I (or equivalent)

Responsible for inspecting the construction work; monitoring the correct ITS and electrical installation techniques to ensure conformance with the plans, specification, National Electrical Code and other applicable manuals. Responsible for escalating to the Senior Inspector or Project Administrator (as applicable) any deficiencies.

CEL INSPECTORS AIDE - High School graduate or equivalent and able to perform basic mathematical calculation and follow simple technical instructions. Duties are to assist higher- level inspectors. Must obtain FDOT Intermediate MOT within the first six months of the assignment.

CELSURVEY PARTY CHIEF - High School graduate plus four years of experience in construction surveying (including two (2) years as Party Chief). Experienced in field engineering and construction layout, making and checking survey computations and supervising a survey party. Work is performed under general supervision of Project Administrator.

CEI INSTRUMENT PERSON - High school graduate plus three (3) years of experience in construction surveying one (1) year of which shall have been as instrument-man. Responsible for performing assignments in assisting Party Chief in the performance of their duties. Receives general supervision from Party Chief who reviews work while in progress.

CEI ROD-MAN/CHAIN PERSON - High school graduate with some survey experience or training preferred. Receives supervision from and assists Party Chief who reviews work while in progress.

CEL SECRETARY/CLERK TYPIST- High school graduate or equivalent plus two (2) years of secretarial and/or clerical experience. Ability to type at a rate of 35 correct words per minute. Experienced in the use of standard word processing software. Should exercise independent initiative to help relieve the supervisor of clerical detail. Work under general supervision of the Senior Project Engineer and staff.

10.3 Staffing:

Once authorized, the Consultant shall establish and maintain appropriate staffing throughout the duration of construction and completion of the final estimate. Responsible personnel, thoroughly familiar with all aspects of construction and final measurements of the various pay items, shall be available to resolve disputed final pay quantities until the Authority has received a regular acceptance letter.

Construction engineering and inspection forces will be required of the Consultant while the Contractor is working. If Contractor operations are substantially reduced or suspended, the Consultant will reduce its staff appropriately.

In the event that the suspension of Contractor operations requires the removal of Consultant forces from the project, the Consultant will be allowed five (5) days maximum to mobilize, relocate, or terminate such forces.

11.0 QUALITY ASSURANCE (QA) PROGRAM:

11.1 Quality Assurance Plan:

Within thirty (30) days after receiving award of an Agreement, furnish a QA Plan to the Construction Project Manager. The QA Plan shall detail the procedures, evaluation criteria, and instructions of the Consultant's organization for providing services pursuant to this Agreement.

Significant changes to the work requirements may require the Consultant to revise the QA Plan. It shall be the responsibility of the Consultant to keep the plan current with the work requirements. The Plan shall include, but not be limited to, the following areas:

A. Organization:

A description is required of the Consultant QA Organization and its functional relationship to the part of the organization performing the work under the Agreement. The authority, responsibilities and autonomy of the QA organization shall be detailed as well as the names and qualifications of personnel in the quality control organization.

B. Quality Assurance Reviews:

Detail the methods used to monitor and achieve organization compliance with Agreement requirements for services and products.

C. Quality Assurance Records:

Outline the types of records which will be generated and maintained during the execution of the QA program.

D. Control of Subconsultants and Vendors:

Detail the methods used to control subconsultant and vendor quality.

E. Quality Assurance Certification:

An officer of the Consultant firm shall certify that the inspection and documentation was done in accordance with FDOT specifications, plans, standard indexes, and Authority procedures.

11.2 Quality Assurance Reviews:

Conduct semi-annual Quality Assurance Reviews to ensure compliance with the requirements of the Agreement. Quality Assurance Reviews shall be conducted to evaluate the adequacy of materials, processes, documentation, procedures, training, guidance, and staffing included in the execution of this Agreement. Quality Assurance Reviews shall also be developed and performed to achieve compliance with specific QA provisions contained in this Agreement. The semi- annual reviews shall be submitted to the Construction Project Manager in written form no later than one (1) month after the review.

On short duration CCEI projects (nine (9) months or less), the CCEI shall perform an initial QA review within the first two (2) months of the start of construction.

On asphalt projects, the CCEI shall perform an initial QA review on its asphalt inspection staff after the Contractor has completed ten (10) full work days of mainline asphalt paving operations, or 25% of the asphalt pay item amount (whichever is less) to validate that all sampling, testing, inspection, and documentation are occurring as required of the CCEI staff.

11.3 Quality Records:

Maintain adequate records of the quality assurance actions performed by the organization (including subcontractors and vendors) in providing services and products under this Agreement. All records shall indicate the nature and number of observations made, the number and type of deficiencies found, and the corrective actions taken. All records shall be available to the Authority, upon request, during the Agreement term. All records shall be kept at the primary job site and shall be subject to audit review.

12.0 CERTIFICATION OF FINAL ESTIMATES:

12.1 Final Estimate Submittal:

Prepare documentation and records in compliance with the Agreement, Statewide Quality Control (QC) Plan, or Consultant's approved QC Plan and the Department's Procedures as required by Section 4.1.4 of Review and Administration Manual.

Submit the Final Estimate(s) documenting the Contractor's work in accordance with the Review and Administration Manual.

Revisions to the Certified Final Estimate will be made at no additional cost to the Authority.

12.2 Certification:

Consultant personnel preparing the Certified Final Estimate Package shall be CTQP Final Estimates Level II.

Duly authorized representative of the Consultant firm will provide a notarized certification on a form pursuant to Department and Authority's procedures.

12.3 Offer of Final Payment:

Prepare the Offer of Final Payment package as outlined in Chapter 14 of the Review and

Administration Manual. The package shall accompany the Certified Final Estimates Package submitted to the Authority for review. The Consultant shall be responsible for forwarding the Offer of Final Payment Package to the Contractor.

13.0 AGREEMENT MANAGEMENT:

13.1 General:

- (1) With each monthly invoice submittal, the Consultant will comply with the Authorities procedures and requirements for invoice submittal.
- (2) When the Consultant identifies a condition that will require an amendment to the Agreement, the Consultant will communicate this need to the Construction Project Manager for acceptance. Upon acceptance, prepare a request and all accompanying documentation to the Construction Project Manager for approval and further processing.

13.2 Invoicing Instructions:

Monthly invoices shall be submitted to the Authority in a format and distribution schedule defined by the Authority, no later than the 20th day of the following month.

If the monthly invoice cannot be submitted on time, notify the Authority prior to the due date stating the reason for the delay and the planned submittal date. Once submitted, the Consultant Project Principal or Senior Project Engineer shall notify the Construction Project Manager via e- mail of the total delay in calendar days and the reason(s) for the delay(s).

All invoices shall be submitted to the Authority in electronic and hard copy formats in accordance with Authority's procedures.

All charges to the individual project will end no later than thirty (30) calendar days following final acceptance; or where all items of work are complete and conditional/partial acceptance is issued; unless authorized in writing by the Authority.

A Final Invoice will be submitted to the Authority no later than the 30th day following Final Acceptance of the individual project or as requested by the Authority.

14.0 OTHER SERVICES:

Upon written authorization by the Authority Construction Engineer or designee, the Consultant will perform additional services in connection with the project not otherwise identified in this Agreement. The following items are not included as part of this Agreement, but may be required by the Authority to supplement the Consultant services under this Agreement.

- A. Assist in preparing for arbitration hearings or litigation that occurs during the Agreement time in connection with the construction project covered by this Agreement.
- B. Provide qualified engineering witnesses and exhibits for arbitration hearings or litigation in connection with the Agreement.
- C. Provide inspection services in addition to those provided for in this Agreement.

- D. Provide services determined necessary for the successful completion and closure of the Construction Contract.

15.0 POST CONSTRUCTION CLAIMS REVIEW:

In the event the Contractor submits a claim for additional compensation and/or time after the Consultant has completed this Agreement, analyze the claim, engage in negotiations leading to settlement of the claim, and prepare and process the required documentation to close out the claim. Compensation for such services will be negotiated and effected through a Supplemental Amendment to this Agreement.

16.0 CONTRADICTIONS:

In the event of a contradiction between the provisions of this Scope of Services and the Consultant's proposal as made a part of their Agreement, the provisions of the Scope of Services shall apply.

17.0 THIRD PARTY BENEFICIARY

It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a claim, cause of action, lien or any other damages or any relief of any kind pursuant to the terms or provisions of this Agreement.

18.0 TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY (THEA) AUTHORITY

THEA shall be the final authority in considering modifications to the Construction Contract for time, money or any other consideration except matters agreed to by the Contractor through contract changes negotiated by the Consultant, as authorized in Section 9.1 herein.

[END OF – SCOPE OF SERVICES]

CONSOR Engineers, LLC

| Job Classification | Personnel | 2019 Rate | Overhead | FCCM | Expense | Operating Margin | Burdened Rate |
|-----------------------------|-----------------|-----------|-----------|---------|----------|------------------|---------------|
| | | | 140.05% | 0.1280% | 20.89% | 29% | |
| CONSOR CEI Team | | | | | | | |
| Senior Project Engineer | Brian McKishnie | \$ 90.72 | \$ 127.05 | \$ 0.12 | \$ 18.95 | \$ 26.31 | \$ 263.15 |
| Project Administrator | Thomas Curley | \$ 48.08 | \$ 67.34 | \$ 0.06 | \$ 10.04 | \$ 13.94 | \$ 139.46 |
| Contract Support Specialist | Kate Morgan | \$ 40.50 | \$ 56.72 | \$ 0.05 | \$ 8.46 | \$ 11.75 | \$ 117.48 |
| Senior Inspector | Jeff Futch | \$ 32.00 | \$ 44.82 | \$ 0.04 | \$ 6.68 | \$ 9.28 | \$ 92.82 |
| Inspector | Zach Jones | \$ 23.85 | \$ 33.40 | \$ 0.03 | \$ 4.98 | \$ 6.92 | \$ 69.18 |
| Inspector | Austin Golden | \$ 18.55 | \$ 25.98 | \$ 0.02 | \$ 3.88 | \$ 5.38 | \$ 53.81 |



Proposed Staff Months / Hours
THEA Ramps Construction Project Nos. O-01221 and O-01321
Contract No.O-00619-CE

| Personnel Classifications | Billing Rate With OM | Firm | P 1 | C 2 | C 3 | C 4 | T 5 | Total Staff-Months | Straight Time Staff Hours | Overtime Staff Hours | Total Staff Hours | Total Costs | Premium OT @ 10% | Total Compensation |
|---|-------------------------|------|--------|--------|--------|--------|--------|-----------------------|------------------------------|-------------------------|----------------------|----------------|---------------------|-----------------------|
| | With Expenses | | Sep-21 | Oct-21 | Nov-21 | Dec-21 | Jan-22 | | | | | | | |
| Senior Project Engineer - Brian McKishnie | \$263.15 | CSR | 0.10 | 0.20 | 0.20 | 0.10 | 0.10 | 0.70 | 116 | | 116 | \$30,393.83 | | \$30,393.83 |
| Project Administrator - Tom Curley | \$139.46 | CSR | 0.25 | 0.40 | 0.40 | 0.40 | 0.20 | 1.65 | 272 | | 272 | \$37,967.99 | | \$37,967.99 |
| Contract Support Specialist - Kate Morgan | \$117.48 | CSR | 0.25 | 0.20 | 0.20 | 0.20 | 0.25 | 1.10 | 182 | | 182 | \$21,322.62 | | \$21,322.62 |
| Senior Inspector - Jeff Futch | \$92.82 | CSR | | 1.00 | 1.00 | 0.75 | | 2.75 | 454 | 91 | 545 | \$50,540.49 | | \$50,540.49 |
| Inspector - Zach Jones | \$69.18 | CSR | | 0.50 | 0.50 | | | 1.00 | 165 | 25 | 190 | \$13,126.91 | | \$13,126.91 |
| Inspector - Austin Golden | \$53.81 | CSR | | 1.00 | 1.00 | 0.20 | | 2.20 | 363 | - 54 | 417 | \$22,462.98 | | \$22,462.98 |
| Plant Inspector - April Schmitz (Arehna) | \$59.54 | ARH | | 1.00 | 1.00 | 0.20 | | 2.20 | 363 | - 36 | 399 | \$23,774.32 | | \$23,774.32 |
| Total Staff Months / Hours | | | | | | | | 11.60 | 1,914 | 206 | 2,120 | | | \$199,589.14 |

Legend P = Preconstruction C = Construction T = Post Construction

| | |
|--------------------------------|--------------|
| Subs Total | \$23,774.32 |
| CE Labor | \$175,814.82 |
| CEI Total | \$199,589.14 |
| Construction Estimate \$ | 1,250,000.00 |
| CEI % of Construction Estimate | 15.97% |

T I E R R A

April 20, 2021

HNTB Corporation
One Tampa City Center
201 North Franklin Street, Suite 1200
Tampa, Florida 33602

Attn: Mr. James E. Drapp, P.E.

**RE: Geotechnical Services Proposal – Approach A
Tampa Hillsborough Expressway Authority
South Selmon Expressway Improvements
From Himes Avenue to Whiting Street
Hillsborough County, Florida
Tierra Project No. 6511-16-107-041**

Mr. Drapp:

Tierra, Inc. appreciates the opportunity to submit the attached proposal to provide geotechnical services for the subject project.

This project, as we understand it, consists of performing services that will support a Design-Build RFP to provide bridge widening and associated retaining walls along the Selmon Expressway from Himes Avenue to Whiting Street. Geotechnical services are desired to provide subsurface data with the RFP package that can be used for information purposes.

Geotechnical Project Approach

Our services for this project will consist of providing geotechnical services in general accordance with the Florida Department of Transportation (FDOT) “Soils and Foundation Handbook” guidelines.

We anticipate the field testing program to consist of the following services:

1. Conduct a visual site reconnaissance of the project site and locate and coordinate utility clearances and maintenance of traffic.
2. Perform test borings in the vicinities of the proposed Selmon Expressway bridge widenings associated with this project as follows:

| Bridge Nos. | Bridge Location | Widening (Inside/Outside) | Number of Borings | Boring Depths (ft) |
|--------------------|----------------------------------|--------------------------------------|--|-------------------------------|
| 100308 &100309 | Himes | Inside & Outside EB | 4 | 100 to 120 |
| 100310 & 100311 | W. Euclid Ave | Inside & Outside EB | 4 | 100 to 120 |
| 100312 & 100313 | W. El Prado Blvd. | Inside & Outside EB & WB | 4 | 100 to 120 |
| 100314 & 100315 | S. Macdill Ave/ Bay to Bay Blvd. | Outside EB & WB | 5 | 100 to 120 |
| 100316 & 100317 | W. Mississippi Ave. | Outside EB & WB | 3 | 100 to 120 |
| 100318 & 100319 | W. Watrous Ave./S. Howard Ave. | Outside EB & WB | 4 | 100 to 120 |
| 100320 & 100321 | W. Morrison Ave. | Outside EB & WB | 3 | 100 to 120 |
| 100322 & 100323 | W. Swann Ave. | Outside EB & WB | 3 | 100 to 120 |
| 100324 & 100325 | W. Platt Street | Inside & Outside EB & WB | 4 | 100 to 120 |
| 100326 & 100327 | S. Willow Ave. | Outside EB & WB | 4 | 100 to 120 |
| 100328 &100329 | S. Boulevard | Outside EB & WB | 4 | 100 to 120 |
| 100330 & 100331 | S. Hyde Parke Ave./S. Plant Ave. | Outside EB & WB | 6 | 100 to 120 |
| 100332 & 100333 | Viaduct | Outside EB & WB | 27 (23 land based and 4 within the Hillsborough River) | 100 to 120 |

A total of 75 Standard Penetration Test (SPT) borings are included in this proposal. Seventy-one (71) SPT borings will be performed using land-based drilling rigs and four (4) SPT borings will be performed within the Hillsborough River using barge mounted drilling equipment. The borings will be performed to depths ranging from 100 to 120 feet below existing grades. The borings will be sampled continuously in the top 10 feet and on 2½-foot centers thereafter. Rock coring will be performed at selected intervals within the borings.

3. Perform test borings along the alignments of the proposed retaining walls. This proposal includes performing 63 SPT borings (approximately 1 boring every 300 to 400 LF of wall alignment) to a depth of 40 feet below existing grades at selected locations along the proposed retaining wall alignments.

4. Maintenance of Traffic (MOT) will be provided in general accordance with Florida Department of Transportation guidelines
5. Visually classify and stratify recovered soil samples in the laboratory using the Unified Soil Classification System (USCS). Perform limited laboratory tests on selected representative samples to develop the soil legend for the project. Perform split-tensile and compressive strength tests on selected rock core samples obtained from the borings. Perform consolidation testing on compressible soil samples obtained from the borings performed along the proposed retaining wall alignments.
6. Measure observed groundwater levels at each boring location.
7. Draft the results of the field explorations in Microstation on Report of Core Boring sheets.
8. Prepare a formal geotechnical report, which summarizes the course of study pursued, the field and laboratory data generated, and the subsurface conditions encountered.

Service Fee

The fee for the geotechnical services is estimated at \$764,243.00 as detailed on the attached Unit Fee Schedule.

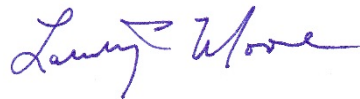
Tierra, Inc. appreciates the opportunity to provide our services to HNTB and the Tampa Hillsborough Expressway Authority on this important project. Please do not hesitate to contact our office should you have any questions or desire additional information.

Sincerely,

TIERRA, INC.



Kevin H. Scott, P.E.
Senior Geotechnical Engineer



Larry P. Moore, P.E.
Principal Geotechnical Engineer

| Item Description | Unit | Unit Price | Quantity | Total |
|--|------|-------------|----------|--------------|
| Geotechnical Field Investigation | | | | |
| 612-Geo Mobilization Drill Rig Truck Mount | Each | \$ 350.00 | 30 | \$ 10,500.00 |
| 614-Geo Mobilization Mudbug/All Terrain Vehicle | Each | \$ 700.00 | | \$ - |
| 610-Geo Mobilization Drill Rig Track Mount | Each | \$ 3,250.00 | | \$ - |
| 418-Geo Drill Crew Support Vehicle | Day | \$ 160.00 | 110 | \$ 17,600.00 |
| 609-Geo Mobilization Drill Rig Barge Mount | Each | \$ 7,500.00 | 1 | \$ 7,500.00 |
| 405-Geo Barge (Owned) | Day | \$ 2,500.00 | 8 | \$ 20,000.00 |
| 618-Geo Mobilization Support Boat | Each | \$ 500.00 | 1 | \$ 500.00 |
| 618.1-Geo Support Safety Boat | Day | \$ 500.00 | 8 | \$ 4,000.00 |
| 619-Geo Mobilization Tri-Pod | Each | \$ 1,250.00 | | \$ - |
| 419-Geo Drilling Crew 2-Person | Hour | \$ 135.00 | | \$ - |
| 420-Geo Drilling Crew 3-Person | Hour | \$ 185.00 | | \$ - |
| Geo SPT Truck 0-50 Ft | LF | \$ 12.90 | 6070 | \$ 78,303.00 |
| Geo SPT Truck 50-100 Ft | LF | \$ 17.00 | 3550 | \$ 60,350.00 |
| Geo SPT Truck 100-150 Ft | LF | \$ 31.00 | 710 | \$ 22,010.00 |
| Geo SPT Truck 150-200 Ft | LF | \$ 39.00 | | \$ - |
| 478-Geo SPT Truck-Mud Bug 0-50 Ft | LF | \$ 15.20 | | \$ - |
| 479-Geo SPT Truck-Mud Bug 50-100 Ft | LF | \$ 18.10 | | \$ - |
| 480-Geo SPT Truck-Mud Bug 100-150 Ft | LF | \$ 32.00 | | \$ - |
| 481-Geo SPT Truck-Mud Bug 150-200 Ft | LF | \$ 42.00 | | \$ - |
| 473-Geo SPT Barge/Track/Amphibious 000-050 Ft | LF | \$ 21.50 | 200 | \$ 4,300.00 |
| 474-Geo SPT Barge/Track/Amphibious 050-100 Ft | LF | \$ 28.90 | 200 | \$ 5,780.00 |
| 475-Geo SPT Barge/Track/Amphibious 100-150 Ft | LF | \$ 53.00 | 80 | \$ 4,240.00 |
| 476-Geo SPT Barge/Track/Amphibious 150-200 Ft | LF | \$ 70.00 | | \$ - |
| Geo Grout Boreholes- Truck 0-050 Ft | LF | \$ 5.25 | 6070 | \$ 31,867.50 |
| Geo Grout Boreholes- Truck 50-100 Ft | LF | \$ 7.00 | 3550 | \$ 24,850.00 |
| Geo Grout Boreholes- Truck 100-150 Ft | LF | \$ 10.25 | 710 | \$ 7,277.50 |
| Geo Grout Boreholes- Truck 150-200 Ft | LF | \$ 14.00 | | \$ - |
| 440-Geo Grout Boreholes- Truck/Mud Bug 000-050 Ft | LF | \$ 6.25 | | \$ - |
| 441-Geo Grout Boreholes- Truck/Mud Bug 050-100 Ft | LF | \$ 8.00 | | \$ - |
| 442-Geo Grout Boreholes- Truck/Mud Bug 100-150 Ft | LF | \$ 13.10 | | \$ - |
| 443-Geo Grout Boreholes- Truck/Mud Bug 150-200 Ft | LF | \$ 18.00 | | \$ - |
| 435-Geo Grout Boreholes- Barge/Track/Amphibious 000-050 Ft | LF | \$ 8.50 | 200 | \$ 1,700.00 |
| 436-Geo Grout Boreholes- Barge/Track/Amphibious 050-100 Ft | LF | \$ 11.25 | 200 | \$ 2,250.00 |
| 437-Geo Grout Boreholes- Barge/Track/Amphibious 100-150 Ft | LF | \$ 17.25 | 80 | \$ 1,380.00 |
| 438-Geo Grout Boreholes- Barge/Track/Amphibious 150-200 Ft | LF | \$ 25.00 | | \$ - |
| Geo Temp Casing 3" Truck 0-050 Ft | LF | \$ 8.50 | 4810 | \$ 40,885.00 |
| Geo Temp Casing 3" Truck 50-100 Ft | LF | \$ 10.25 | 1800 | \$ 18,450.00 |
| Geo Temp Casing 3" Truck 100-150 Ft | LF | \$ 12.25 | | \$ - |
| Geo Temp Casing 3" Truck 150-200 Ft | LF | \$ 15.00 | | \$ - |

| Item Description | Unit | Unit Price | Quantity | Total |
|---|------|-------------|----------|--------------|
| 488-Geo Temp Casing 3" Truck/Mud Bug 000-050 Ft | LF | \$ 10.30 | | \$ - |
| 489-Geo Temp Casing 3" Truck/Mud Bug 050-100 Ft | LF | \$ 14.00 | | \$ - |
| 490-Geo Temp Casing 3" Truck/Mud Bug 100-150 Ft | LF | \$ 17.50 | | \$ - |
| 491-Geo Temp Casing 3" Truck/Mud Bug 150-200 Ft | LF | \$ 22.00 | | \$ - |
| 483-Geo Temp Casing 3" Barge/Track/Amphibious 0-050 Ft | LF | \$ 14.50 | 200 | \$ 2,900.00 |
| 484-Geo Temp Casing 3" Barge/Track/Amphibious 50-100 Ft | LF | \$ 17.50 | 160 | \$ 2,800.00 |
| 485-Geo Temp Casing 3" Barge/Track/Amphibious 100-150 Ft | LF | \$ 20.00 | | \$ - |
| 486-Geo Temp Casing 3" Barge/Track/Amphibious 150-200 Ft | LF | \$ 25.00 | | \$ - |
| 463-Geo Rock Coring Truck/Mud Bug 000-050 Ft less than 4" ID | LF | \$ 45.00 | 300 | \$ 13,500.00 |
| 465-Geo Rock Coring Truck/Mud Bug 050-100 Ft less than 4" ID | LF | \$ 52.00 | 300 | \$ 15,600.00 |
| 467-Geo Rock Coring Truck/Mud Bug 100-150 Ft less than 4" ID | LF | \$ 60.00 | 50 | \$ 3,000.00 |
| 453-Geo Rock Coring Barge/Track/Amphibious 000-050 Ft less than 4" ID | LF | \$ 48.00 | 40 | \$ 1,920.00 |
| 455-Geo Rock Coring Barge/Track/Amphibious 050-100 Ft less than 4" ID | LF | \$ 64.00 | 40 | \$ 2,560.00 |
| 457-Geo Rock Coring Barge/Track/Amphibious 100-150 Ft less than 4" ID | LF | \$ 80.00 | | \$ - |
| 459-Geo Rock Coring Barge/Track/Amphibious 150-200 Ft less than 4" ID | LF | \$ 94.00 | | \$ - |
| 427-Geo Extra SPT Samples-Truck/Mud Bug 000-050 Ft | Each | \$ 71.00 | 497 | \$ 35,287.00 |
| 428-Geo Extra SPT Samples-Truck/Mud Bug 050-100 Ft | Each | \$ 71.00 | 710 | \$ 50,410.00 |
| 429-Geo Extra SPT Samples-Truck/Mud Bug 100-150 Ft | Each | \$ 85.00 | 140 | \$ 11,900.00 |
| 430-Geo Extra SPT Samples-Truck/Mud Bug 150-200 Ft | Each | \$ 85.00 | | \$ - |
| 422-Geo Extra SPT Samples-Barge/Track/Amphibious 000-050 Ft | Each | \$ 71.00 | 28 | \$ 1,988.00 |
| 423-Geo Extra SPT Samples-Barge/Track/Amphibious 050-100 Ft | Each | \$ 71.00 | 40 | \$ 2,840.00 |
| 424-Geo Extra SPT Samples-Barge/Track/Amphibious 100-150 Ft | Each | \$ 85.00 | 16 | \$ 1,360.00 |
| 425-Geo Extra SPT Samples-Barge/Track/Amphibious 150-200 Ft | Each | \$ 85.00 | | \$ - |
| 519-Geo Undisturbed Samples Truck/Mud Bug 000-050 Ft | Each | \$ 200.00 | 16 | \$ 3,200.00 |
| 520-Geo Undisturbed Samples Truck/Mud Bug 050-100 Ft | Each | \$ 200.00 | | \$ - |
| 521-Geo Undisturbed Samples Truck/Mud Bug 100-150 Ft | Each | \$ 200.00 | | \$ - |
| 522-Geo Undisturbed Samples Truck/Mud Bug 150-200 Ft | Each | \$ 200.00 | | \$ - |
| 515-Geo Undisturbed Samples Barge/Track/Amphibious 000-050 Ft | Each | \$ 200.00 | | \$ - |
| 516-Geo Undisturbed Samples Barge/Track/Amphibious 050-100 Ft | Each | \$ 200.00 | | \$ - |
| 517-Geo Undisturbed Samples Barge/Track/Amphibious 100-150 Ft | Each | \$ 200.00 | | \$ - |
| 518-Geo Undisturbed Samples Barge/Track/Amphibious 150-200 Ft | Each | \$ 200.00 | | \$ - |
| 401-Geo Auger Borings- Hand & Truck/Mud Bug | LF | \$ 10.50 | | \$ - |
| 402-Geo Auger Borings- Track | LF | \$ 12.00 | | \$ - |
| 432-Geo Field Permeability 0-10 Ft (Open - End Borehole Method) | Each | \$ 290.00 | | \$ - |
| Flagman and Barricades 2-Man Crew Own Equipment (See Note 1) | Day | \$ 1,080.00 | 50 | \$ 54,000.00 |
| Muck Probing Unsuitable Soils 2-Man Crew | Day | \$ 1,080.00 | | \$ - |
| 450-Geo Piezometer 2" 000-050 Ft | LF | \$ 44.00 | | \$ - |
| 445-Geo Grouted Monitor Well 2" 000-050 Ft | LF | \$ 6.25 | | \$ - |
| Drilling Permit Costs (Railroad - See Note 2) | Each | \$ 2,500.00 | | \$ - |
| 403-Geo Backhoe (Owned) | Day | \$ 600.00 | | \$ - |
| 416-Geo Dozer (Owned) | Day | \$ 800.00 | | \$ - |
| Site Clearing to Access Boring or Test Locations | Hour | \$ 210.00 | | \$ - |
| 407-Geo Chainsaw (Owned) | Day | \$ 28.00 | | \$ - |

| Item Description | Unit | Unit Price | Quantity | Total |
|---|------|-------------|----------|--------------|
| 415-Geo Double Ring Infiltration (ASTM D3385) | Each | \$ 525.00 | | \$ - |
| 434-Geo Ground Penetrating Radar (GPR) | Day | \$ 2,800.00 | | \$ - |
| Asphalt and Concrete Pavement Coring | | | | |
| 209-Asphalt Pavement Coring – 4" dia with Base Depth Check | Each | \$ 125.00 | | \$ - |
| 210-Asphalt Pavement Coring – 4" dia without Base Depth Check | Each | \$ 110.00 | | \$ - |
| 211-Asphalt Pavement Coring – 6" dia with Base Depth Check | Each | \$ 125.00 | | \$ - |
| 212-Asphalt Pavement Coring – 6" dia without Base Depth Check | Each | \$ 110.00 | | \$ - |
| 305-Concrete Pavement Coring - 4" Dia | Each | \$ 110.00 | | \$ - |
| 306-Concrete Pavement Coring - 6" Dia | Each | \$ 110.00 | | \$ - |
| 603-Mobilization Asphalt Coring equipment | Each | \$ 250.00 | | \$ - |
| 606-Mobilization Concrete Coring | Each | \$ 250.00 | | \$ - |
| Geotechnical Soil Laboratory Testing | | | | |
| 812-Soils Materials Finer than 200 Sieve (FM 1-T011) | Test | \$ 42.00 | 140 | \$ 5,880.00 |
| 817-Soils Moisture Content Laboratory (AASHTO T 265) | Test | \$ 10.00 | 110 | \$ 1,100.00 |
| 821-Soils Particle Size Analysis (AASHTO T 88) (Including Hydrometer) | Test | \$ 131.00 | | \$ - |
| 822-Soils Particle Size Analysis (AASHTO T 88) (No Hydrometer) | Test | \$ 67.00 | 8 | \$ 536.00 |
| 805-Soils Corrosion Series (FM 5-550 through 5-553) | Test | \$ 175.00 | 24 | \$ 4,200.00 |
| 825-Soils pH Soil or Water (FM 5-550) | Test | \$ 35.00 | | \$ - |
| 829-Soils Resistivity Soil or Water (FM 5-551) | Test | \$ 46.00 | | \$ - |
| 800-Soils Chloride Soil or Water (FM 5-552) | Test | \$ 46.00 | | \$ - |
| 833-Soils Sulfate Soil or Water (FM 5-553) | Test | \$ 48.00 | | \$ - |
| 819-Soils Organic Content Ignition (FM 1 T-267) | Test | \$ 42.00 | 20 | \$ 840.00 |
| Atterberg Limit Tests (AASHTO T-89 and T-90) Combined | Test | \$ 130.00 | 90 | \$ 11,700.00 |
| 826-Soils Plastic Limit & Plasticity Index (AASHTO T 90) | Test | \$ 70.00 | | \$ - |
| 811-Soils Liquid Limit (AASHTO T 89) | Test | \$ 60.00 | | \$ - |
| 823-Soils Permeability Constant Head (AASHTO T 215) | Test | \$ 175.00 | | \$ - |
| 824-Soils Permeability Falling Head (FM 5-513) | Test | \$ 175.00 | | \$ - |
| 827-Soils Proctor Modified (FM 1-T 180) | Test | \$ 115.00 | | \$ - |
| 828-Soils Proctor Standard (AASHTO T 99) | Test | \$ 111.00 | | \$ - |
| 832-Soils Splitting Tensile Strength of Rock Cores (ASTM D3967) | Test | \$ 138.00 | 40 | \$ 5,520.00 |
| 838-Soils Unconfined Compression - Rock (ASTM D7012, Method C) | Test | \$ 138.00 | 40 | \$ 5,520.00 |
| 803-Soils Consolidation - Constant Strain (ASTM D4186) | Test | \$ 580.00 | 8 | \$ 4,640.00 |
| 804-Soils Consolidation - Extended Load Increments (AASHTO T216) | Each | \$ 50.00 | | \$ - |
| 806-Soils Direct Shear Consolidated Drained/ Point AASHTO T 236 | Test | \$ 250.00 | | \$ - |
| 810-Soils Limerock Bearing Ratio (LBR)(FM 5-515) | Test | \$ 340.00 | | \$ - |

| Item Description | Unit | Unit Price | Quantity | Total |
|--|---------|------------|----------|----------------------|
| Contamination Test Units | | | | |
| 850-EDR Report | Each | \$ 500.00 | | \$ - |
| 852-Organic Vapor Analyzer (OVA) | Day | \$ 150.00 | | \$ - |
| 854-Handheld GPS | Per Day | \$ 80.34 | | \$ - |
| 856-Field Sampling Kit (soil) | Each | \$ 75.00 | | \$ - |
| 858-Field Sampling Survey Kit (water) | Each | \$ 75.00 | | \$ - |
| 860-Power Auger Boring (includes decontamination to a depth of 25 feet) | Foot | \$ 11.90 | | \$ - |
| 862-BTEX and MTBE (Method 8260) | Each | \$ 65.00 | | \$ - |
| 864-Organochlorine Pesticides (Method 8081) | Each | \$ 100.00 | | \$ - |
| 866-Organophosphorous Pesticides (Method 8141) | Each | \$ 125.00 | | \$ - |
| 868-Chlorinated Herbicides (Method 8151) | Each | \$ 100.00 | | \$ - |
| 870-Volatile Organics (Method 8260) | Each | \$ 95.00 | | \$ - |
| 872-Volatile Organics BTEX/MTBE(Method 8260) | Each | \$ 60.00 | | \$ - |
| 874-Semi-Volatiles (Method 8270) | Each | \$ 200.00 | | \$ - |
| 876-Polyaromatic Hydrocarbons (Method 8270) | Each | \$ 100.00 | | \$ - |
| 878-TPH Method FL-Pro | Each | \$ 65.00 | | \$ - |
| 880-RCRA 8 Metals (Method 6010/7471) | Each | \$ 65.00 | | \$ - |
| 882-RCRA Metals Individual (Method 6010/7471) | Each | \$ 9.00 | | \$ - |
| 884-Mercury Individual (Method 6010/7471) | Each | \$ 25.00 | | \$ - |
| 886-Ultr Low Trace Mercury GW Individual (Method 1631) | Each | \$ 75.00 | | \$ - |
| 888-Arsenic (Method 6010/7471) | Each | \$ 9.00 | | \$ - |
| 890-SPLP/TCLP Metals | Each | \$ 198.00 | | \$ - |
| 892-Asbestos Samples | Each | \$ 15.00 | | \$ - |
| 894-Polychlorinated Biphenals (8082) | Each | \$ 75.00 | | \$ - |
| Engineering and Technical Support Services | | | | |
| Project Manager | Hour | \$ 202.53 | 40 | \$ 8,101.20 |
| Senior Engineer | Hour | \$ 197.40 | 80 | \$ 15,792.00 |
| Chief Scientist | Hour | \$ 153.83 | | \$ - |
| Senior Project Engineer | Hour | \$ 162.61 | 140 | \$ 22,765.40 |
| Geotechnical Engineer | Hour | \$ 136.82 | 160 | \$ 21,891.20 |
| Engineering Intern | Hour | \$ 101.01 | 240 | \$ 24,242.40 |
| Senior Scientist | Hour | \$ 119.17 | | \$ - |
| Designer | Hour | \$ 96.12 | 240 | \$ 23,068.80 |
| Sr Engineering Technician | Hour | \$ 84.47 | 240 | \$ 20,272.80 |
| Geotechnical Technician | Hour | \$ 68.09 | 280 | \$ 19,065.20 |
| Secretary/Clerical | Hour | \$ 70.00 | 30 | \$ 2,100.00 |
| Total Estimated Fee | | | | \$ 764,243.00 |
| Notes: | | | | |
| 1. MOT costs include attenuator trucks, Highway Patrol, cones and signs. | | | | |

HNTB PR 202200XX

HI-0136 C-XX

Greenway DB (Fla to Morgan) Support (10/1/21-6/30/22)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and management support to meet the requirements of THEA to provide Advertisement, Procurement, Project Management Design Review, Construction, CEI and coordination with project stakeholders, meeting attendance, supervision and QA/QC support for the Greenway DB (Fla to Morgan) project.

Scope

Services to be performed include:

1. Assist THEA staff in DB and CEI Procurement for the Greenway DB (Fla to Morgan) project.
2. Assist THEA staff in Project Management & Design Review support for the Greenway DB (Fla to Morgan) project.
3. Assist THEA staff in Construction and CEI support for the Greenway DB (Fla to Morgan) project.

Subconsultants- Tierra (SBE), Geotechnical Support (\$5,000)
 Element (SBE), Survey Support (\$5,000)
 Omni (SBE), Utilities Support (\$5,000)

Direct Expenses- (\$3,637)
SBE Participation- 6.00%

Services from 10/1/21 - 6/30/22.

| SUMMARY FEE SHEET | | | | | | | | | | | | | | | | | | | |
|--|---------------------------|-----------------|--------------------------|---|-------------------------|---------------------------------|-------------------------|----------------------------|-------------------------|------------------|-------------------------|----------------|-------------------------|--------------|-------------------------|----------------------------|-------------------------------|------------------------|--|
| ATTACHMENT "A" | | | | | | | | | | | | | | | | | | | |
| PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority | | | | HNTB PR 202200XX | | | | | | | | | | | | | | | |
| GEC CONTRACT NO: HNTB PR 202200XX | | | | Greenway DB (Fla to Morgan) Support (10/1/21-6/30/22) | | | | | | | | | | | | | | | |
| HI-0136 C-XX | | | | | | | | | | | | | | | | | | | |
| PRIME CONSULTANT: HNTB Corporation | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| ACTIVITY | | Project Manager | | Chief Eng./Planner Sr. Proj. Eng. | | Sr. Eng./Planner/ Specialist | | Proj. Engineer/ Planner | | Engineer/Planner | | Sr. Technician | | Clerical | | TOTAL | | Avg. Hourly Rate | |
| | | Man Hours | Hourly Rate \$ 136.24 | Man Hours | Hourly Rate \$ 94.72 | Man Hours | Hourly Rate \$ 72.80 | Man Hours | Hourly Rate \$ 53.60 | Man Hours | Hourly Rate \$ 44.08 | Man Hours | Hourly Rate \$ 39.04 | Man Hours | Hourly Rate \$ 25.36 | Manhours By Activity | Salary Cost By Activity | | |
| | | | | | | | | | | | | | | | | | | | |
| Advertisement & DB & CEI Procurement | | 48 | \$6,539.52 | 60 | \$5,683.20 | 80 | \$5,824.00 | 36 | \$1,929.60 | 32 | \$1,410.56 | 33 | \$1,288.32 | 16 | \$405.76 | 305 | \$23,080.96 | \$75.68 | |
| PM & Design Review | | 80 | \$10,899.20 | 100 | \$9,472.00 | 120 | \$8,736.00 | 64 | \$3,430.40 | 48 | \$2,115.84 | 48 | \$1,873.92 | 21 | \$532.56 | 481 | \$37,059.92 | \$77.05 | |
| Construction & CEI Support | | 48 | \$6,539.52 | 60 | \$5,683.20 | 80 | \$5,824.00 | 36 | \$1,929.60 | 32 | \$1,410.56 | 33 | \$1,288.32 | 16 | \$405.76 | 305 | \$23,080.96 | \$75.68 | |
| Total Man Hours | Total Salary [(MHxHR)] | 176 | \$23,978.24 | 220 | \$20,838.40 | 280 | \$20,384.00 | 136 | \$7,289.60 | 112 | \$4,936.96 | 114 | \$4,450.56 | 53 | \$1,344.08 | 1,091 | \$83,221.84 | \$76.28 | |
| | | | | | | | | | | | | | | | | | | Total | |
| Basic Activities Maximum Limiting Fees (Salary Costs) | | | | | | | | | | | | | | | | | | \$83,221.84 | |
| Cost Elements & Additives | | | | | | | | | | | | | | | | | | | |
| (a) 2.78 Multiplier | | | | | | | | | | | | | | | | | | \$231,356.72 | |
| SUBTOTAL (Cost Elements applied to Basic Activities Fee): | | | | | | | | | | | | | | | | | | \$231,356.72 | |
| (d) Direct Reimbursables | | | | | | | | | | | | | | | | | | \$3,636.79 | |
| Subconsultants- Tierra (SBE) Geotechnical Analysis | | | | | | | | | | | | | | | | | | \$5,000.00 | |
| Subconsultants- Element (SBE) Survey | | | | | | | | | | | | | | | | | | \$5,000.00 | |
| Subconsultants- Omni (SBE) Utilities | | | | | | | | | | | | | | | | | | \$5,000.00 | |
| Total Project Cost: | | | | | | | | | | | | | | | | | | \$249,993.51 | |
| Maximum Limiting Amount: | | | | | | | | | | | | | | | | | | \$250,000.00 | |

IV. B. 8

| | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|--|---|--------------------------|---|--------------------------|---|-------------------------|------------------|-------------------------|--------------------|-------------------------|------------------|-------------------------|----------------|-------------------------|--------------|-------------------------|----------------------------|-------------------------------|------------------------|--------------|---------|
| | | | | | | | | | | | | | | | | | | | | | | |
| SUMMARY FEE SHEET | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| PROJECT DESCRIPTION: | | Tampa-Hillsborough Expressway Authority | | | | | | HNTB PR 202200XX | | | | | | | | | | | | | | |
| GEC CONTRACT NO. | | HNTB PR 202200XX | | 2021-2022 GIS (Downtown ROW) Support (7/1/21 - 6/30/22) | | | | | | | | | | | | | | | | | | |
| HI-0037 D-XX | | | | | | | | | | | | | | | | | | | | | | |
| PRIME CONSULTANT: | | HNTB Corporation | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| ACTIVITY | | Sr. Technical Advisor | | Project Manager | | Chief Eng./Planner Sr. Proj. Eng. | | Sr. Eng./Planner | | Proj. Eng./Planner | | Engineer/Planner | | Sr. Technician | | Clerical | | TOTAL | | Avg. Hourly Rate | | |
| | | Man Hours | Hourly Rate \$ 143.20 | Man Hours | Hourly Rate \$ 136.24 | Man Hours | Hourly Rate \$ 94.72 | Man Hours | Hourly Rate \$ 72.80 | Man Hours | Hourly Rate \$ 53.60 | Man Hours | Hourly Rate \$ 44.08 | Man Hours | Hourly Rate \$ 39.04 | Man Hours | Hourly Rate \$ 25.36 | Manhours By Activity | Salary Cost By Activity | | | |
| Title Search, Survey & GIS Support | | | \$0.00 | 12 | \$1,634.88 | 48 | \$4,546.56 | 40 | \$2,912.00 | 24 | \$1,286.40 | | \$0.00 | | \$0.00 | 10 | \$253.60 | 134 | \$10,633.44 | \$79.35 | | |
| Total Man Hours | | Total Salary [(MHxHR)] | | 0 | \$0.00 | 12 | \$1,634.88 | 48 | \$4,546.56 | 40 | \$2,912.00 | 24 | \$1,286.40 | 0 | \$0.00 | 0 | \$0.00 | 10 | \$253.60 | 134 | \$ 10,633.44 | \$79.35 |
| | | Basic Activities Maximum Limiting Fees (Salary Costs) | | | | | | | | | | | | | | | | | | \$10,633.44 | | |
| | | Cost Elements & Additives | | | | | | | | | | | | | | | | | | | | |
| | | (a) 2.78 Multiplier | | | | | | | | | | | | | | | | | | \$29,560.96 | | |
| Direct Expenses | | 4.37% | | \$ 464.68 | | SUBTOTAL (Cost Elements applied to Basic Activities Fee): | | | | | | | | | | | | | \$29,560.96 | | | |
| | | (d) Direct Reimbursables | | | | | | | | | | | | | | | | | | \$464.68 | | |
| | | Subconsultants- KCA (SBE) GIS | | | | | | | | | | | | | | | | | | \$170,000.00 | | |
| | | Subconsultants- JMT Survey | | | | | | | | | | | | | | | | | | \$50,000.00 | | |
| | | Total Project Cost: | | | | | | | | | | | | | | | | | | \$250,025.64 | | |
| | | Maximum Limiting Amount: | | | | | | | | | | | | | | | | | | \$250,000.00 | | |

HNTB PR 202200XX

HI-0191 C-XX

ITS Selmon West Extension Support (10/1/21-6/30/22)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and management support to meet the requirements of THEA to provide Advertisement, Procurement, Project Management Design Review, Construction, CEI and coordination with project stakeholders, meeting attendance, supervision and QA/QC support for the ITS Selmon West Extension project.

Scope

Services to be performed include:

1. Assist THEA staff in RFP & Advertisement Prep for the ITS Selmon West Extension project.
2. Assist THEA staff in DB and CEI Procurement for the ITS Selmon West Extension project.
3. Assist THEA staff in Project Management & Design Review support for the ITS Selmon West Extension project.
4. Assist THEA staff in Construction and CEI support for the ITS Selmon West Extension project.

Subconsultants- Tierra (SBE), Geotechnical Support (\$5,000)

Element (SBE), Survey Support (\$5,000)

Omni (SBE), Utilities Support (\$5,000)

Direct Expenses- (\$2,863)

SBE Participation- 7.50%

Services from 10/1/21 - 6/30/22.



PRECISION CONTRACTING SERVICES INC.

Precision Fiber

Optic Systems

15834 Guild Court
Jupiter, Florida 33478
Phone: 561.743.9737
Fax: 561.743.0775
www.pcsfiber.com

| | | | |
|--------------------------|--|--------------------|--------------|
| To: | Tampa-Hillsborough Expressway Authority | Contact: | Terry Opdyke |
| Address: | 1104 E Twiggs ST, Suite 300 Tampa, FL 33602 USA | Phone: | 813-272-2307 |
| | | Fax: | 813-276-2491 |
| Project Name: | 21.06.11 THEA Headqua21.06.11 THEA Herters TMC Florida Ave. FO | Bid Number: | Private |
| Project Location: | Florida Ave., Tampa, FL | Bid Date: | 6/11/2021 |

| Item # | Item Description | Estimated Quantity | Unit | Unit Price | Total Price |
|---|---|--------------------|------|-------------|--------------------|
| Tampa Hillsborough Expressway Authority - Base Contract Items | | | | | |
| 633-1-121 | Fiber Optic Cable F&I Underground, 144-Strand | 4,600.00 | LF | \$7.95 | \$36,570.00 |
| 633-2-31 | Fiber Optic Connection, Install, Splice | 2.00 | EACH | \$12,795.00 | \$25,590.00 |
| Total Price for above Tampa Hillsborough Expressway Authority - Base Contract Items Items: | | | | | \$62,160.00 |
| PCO - Extend 144F Trunk Cabling To Bayshore | | | | | |
| 633-1-121 | Fiber Optic Cable F&I Underground, 144-Strand | 2,500.00 | LF | \$7.95 | \$19,875.00 |
| 102-1 | MOT On Bridge (Daily Lane Closure-DayTime) | 5.00 | DY | \$1,500.00 | \$7,500.00 |
| 101-99 | Snorkel Truck Rental W/Operator (Weekly Rate/2Units - MIN 4 DAYS) | 5.00 | DY | \$9,000.00 | \$45,000.00 |
| 101-1-1I | Cable Crew-3Man (FO Slack Relocation) | 8.00 | HR | \$295.00 | \$2,360.00 |
| Total Price for above PCO - Extend 144F Trunk Cabling To Bayshore Items: | | | | | \$74,735.00 |

Notes:• **SCOPE OF WORK****PENDING CHANGE ORDER - Extend 144F Trunk Cabling To Bayshore****PCS INCLUDES** for crew mobilizations with our FO cable pricing.**PCS INCLUDES** Daily Rate for Maintenance of Traffic Lane Closures for this extended install over the bridge based on **daytime work hours**.**PCS INCLUDES** Daily Rate for rental of two Snorkel Trucks to be utilized for the proofing of conduit and install of cabling on the bridge.**PCS INCLUDES** proofing of existing FO pathway and install of mule tape with our FO cable pricing.**PCS INCLUDES** the installation of an additional ~2500LF of 144F SM fiber optic cable from Florida Ave to Bayshore.**PCS INCLUDES** relocation of existing 96F FO slack at Bayshore location to accomodate splicing to the new 144F cabling.**PCS INCLUDES** pre-install reel test of the new 144F cable with our cable pricing.**PCS INCLUDES** final OTDR testing of our install of the new 144F cable with our Fiber Optic Connection pricing.**PCS INCLUDES** as-built documentation of the final FO cable install with our FO cable pricing.**PCS INCLUDES** the furnish & install of 144F to 96F fiber optic connection at the Bayshore location **(Included With Original Contract Pricing.)****PCS INCLUDES** the furnish & install of a 144F FO termination patch panel at the TMC hub with our Fiber Optic Connection pricing. **(Included With Original Contract Pricing.)****PCS EXCLUDES** any fiber connectivity at the four "intermediate connection points" mentioned in the Scope of Work document.**PCS EXCLUDES** tracer wire and/or locate wire from scope of work included in PCS proposal.**PCS EXCLUDES** any/all conduit, pull/splice box, FO tubular delineator removal, relocation or installation which may be required by project specifications or plan notes. All modifications needed to conduits, pull boxes, markers or other infrastructure shall be performed by others.**PCS EXCLUDES** from PCS Scope of Work any infrastructure modifications which may be necessary to complete the fiber optic cable installation.

- **General - Scope & Location**

Location: Tampa Hillsborough Expressway Authority THEAS Headquarters TMC Hub Communication Cabinet to Existing Hub at Florida Ave - 144F Fiber Optic Cable Install

SCOPE OF WORK QUOTED HERE

PCS INCLUDES the UG installation, splicing, termination & testing of a 144F SM fiber optic cable.

PCS INCLUDES for crew mobilizations with our FO cable pricing.

PCS INCLUDES Maintenance of Traffic and lane closures with our FO cable pricing.

PCS INCLUDES proofing of existing FO pathway and install of mule tape with our FO cable pricing.

PCS INCLUDES the furnish & install of the 144F cable with our cable pricing.

PCS INCLUDES the routing of the new 144F cable thru 4 intermediate connection points with our FO cable pricing - no fiber connectivity at these 4 locations.

PCS INCLUDES pre-install reel test of the new 144F cable with our cable pricing.

PCS INCLUDES as-built documentation of the final FO cable install with our FO cable pricing.

PCS INCLUDES the furnish & install of a 144F FO termination patch panel at the TMC hub with our Fiber Optic Connection pricing.

PCS INCLUDES the furnish & install of 144F fiber optic connection at the TMC Hub and at the Florida Ave Hub - each connection point paid for as a separate quantity.

PCS INCLUDES final OTDR testing of our install of the new 144F cable with our Fiber Optic Connection pricing.

PCS EXCLUDES any fiber connectivity at the four "intermediate connection points" mentioned in the Scope of Work document.

PCS EXCLUDES tracer wire and/or locate wire from scope of work included in PCS proposal.

PCS EXCLUDES any/all conduit, pull/splice box, FO tubular delineator removal, relocation or installation which may be required by project specifications or plan notes. All modifications needed to conduits, pull boxes, markers or other infrastructure shall be performed by others.

PCS EXCLUDES from PCS Scope of Work any infrastructure modifications which may be necessary to complete the fiber optic cable installation

- **General – Fiber Lead Time** **The Current Lead time for delivery of Fiber Optic Cable is 16 weeks AFTER RECEIPT OF PURCHASE ORDER.** Fiber optic cable purchase orders cannot be placed until submittals have been approved by owner. PCS requires an executed contract prior to making material submittals to OWNER. In order to meet project schedules contract executions will require expediting.
PCS currently has the cable needed for this installation in-stock and can schedule this work without the procurement time if contracted within 30 days from bid submittal.

- **General - Unit Prices** All prices quoted are **UNIT PRICES**. Project invoices and payments shall be determined by actual field measurements for quantities installed on project. All payments to PCS shall be inclusive of all actual quantities installed on the project.
- **General - 45 Day Notice – Work Days** PCS requires 45 days written notice from Fully Executed Contract Date for project scheduling and material procurement. PCS will require 25 work days to perform the proposed work.
- **General - MOT** **PCS INCLUDES** MOT for the immediate work area of their crews as required by the MUTCD, including lane closures. However any MOT requiring detours, traffic diversions or police officers necessary for the safe performance of work by PCS is to be provided by others.
- **General - Mobilization** PCS will mobilize a total of 1 times for the proposed work after noticed by the contractor. Additional Mobilizations for change orders will be billed as additions to contract at \$500 per Mobilization.
- **General - No Bond (Sales Tax Included)** **PCS EXCLUDES** the cost for a performance bond. Sales Tax or Use Tax has been included for all materials.
- **General – Fiber Pathways** All conduits, cable tray, pull boxes, manholes, ladder racks, man hole racks, risers, entrances and/or poles must be installed and tied in by OTHERS prior to PCS starting work. **PCS EXCLUDES** all infrastructure pathways, pull boxes, man holes, risers, NEMA cabinets, building entry or poles. **PCS is not responsible for damage by others to FO Cable or other equipment after placement by PCS.**
- **General - Complete Proposal** Proposed pricing is based on award of all items bid upon. PCS reserves the right to modify unit prices if all quoted items are not awarded. Prices are only valid for 90 days of the bid date. PCS reserves the right to modify or withdraw their offer if either a letter of intent or a contract is not received within 90 days of the bid date.
- **General - Proposal as Addendum to Contract** This proposal in its entirety and including all notes of clarification shall be added as an addendum to any resulting contract for the referenced project. If any of the PCS notes of clarification conflict with the contract provisions, the PCS notes shall supersede the contract provisions and govern accordingly.
- **All Contracts, Purchase Orders, Change Orders, and/or similar paperwork should be sent directly to contracts@pcsfiber.com. For other inquiries, call 561-743-9737.**

Payment Terms:

Payment terms: NET 30 Days and 18% APR for balances exceeding 30 Days. May use VISA to pay amounts due.

Required Documentation:

Each order must be accompanied by a signed Purchase Order, Change Order or Contract. These documents are required in addition to the signature of acceptance below.

ACCEPTED:

The above prices, specifications and conditions are satisfactory and are hereby accepted.

Buyer: _____

Signature: _____

Date of Acceptance: _____

CONFIRMED:

Precision Contracting Services, Inc

Authorized Signature: _____

Estimator: Robert Sanford
561-743-9737, ext. 7101 rsanford@pcsfiber.com

NOTICE OF INTENDED DECISION

Date: September 16, 2021

Project: Investment Banking Underwriting Services
Request for Proposals (RFP) No.: L-00721

The Evaluation Review Committee met on September 15, 2021, to evaluate and score the responses submitted for the above referenced RFP.

Final ranking and scoring is as follows:

| Rank | Firms | Total Score | Average Score |
|------|---------------------------------------|-------------|---------------|
| 1 | Bank of America | 289 | 96.33 |
| 2 | Raymond James & Associates | 285 | 95.00 |
| 3 | RBC Capital | 284 | 94.67 |
| 4 | Wells Fargo Bank | 284 | 94.67 |
| 5 | Citigroup Global Markets | 282 | 94.00 |
| 6 | J.P. Morgan Securities | 277 | 92.33 |
| 7 | Jefferies LLC | 267 | 89.00 |
| 12 | Samuel A. Ramirez & Associates (SBE)* | 249 | 83.00 |

*SBE/DBE/MBE/MWBE

Tampa-Hillsborough County Expressway Authority staff intends to recommend approval to begin negotiations with the top seven (7) highest ranked firms and one highest ranked certified Small Business Enterprise (SBE) firm at the Authority Board Meeting scheduled for September 27, 2021. If negotiations are unsuccessful, staff shall negotiate with the next highest ranked firm, if necessary.

All notices are posted on the Authority's website (www.tampa-xway.com) and on the DemandStar system.

For questions regarding this notice, please contact the Authority's Procurement Manager, Man.Le@tampa-xway.com.

Posting Notice September 16, 2021

THEA Traffic and Revenue Forecast Update

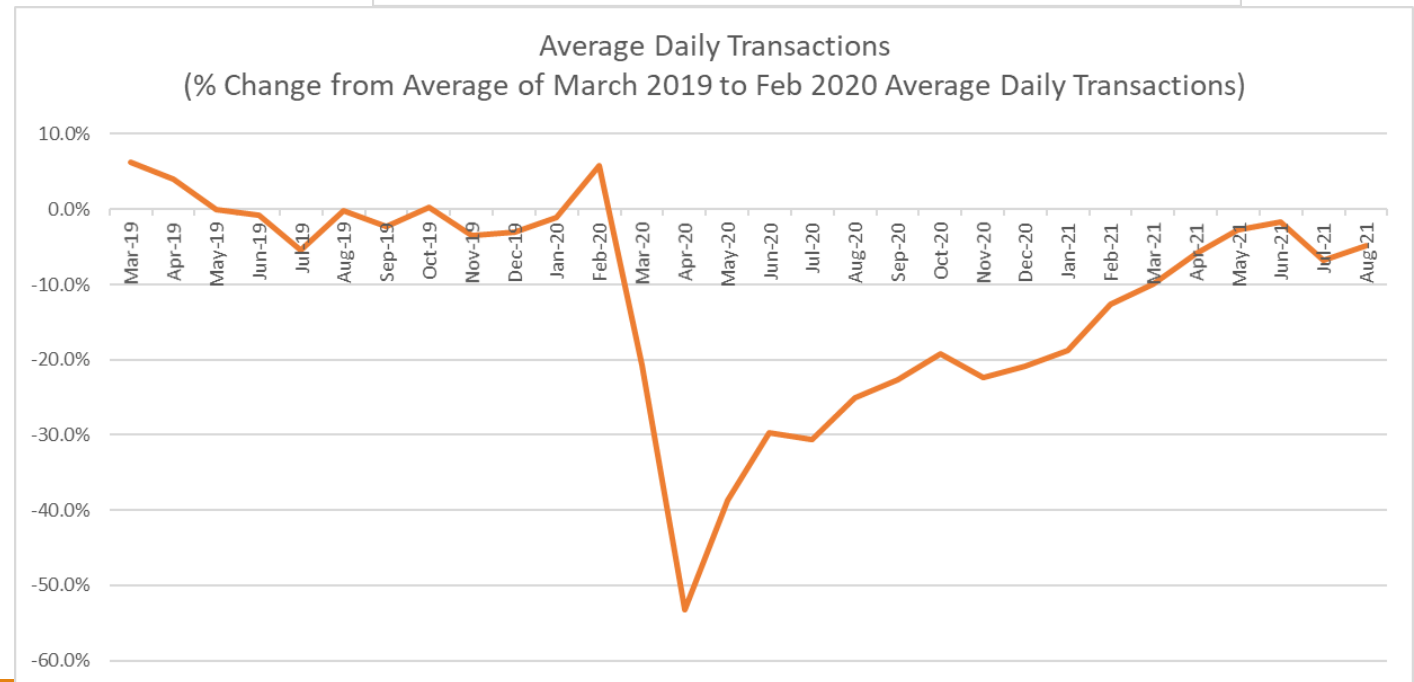
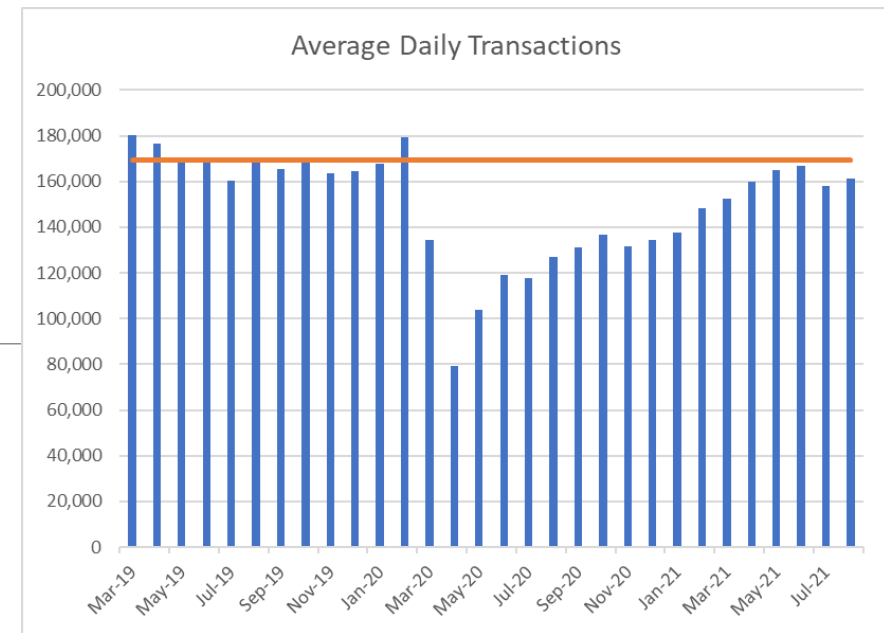
9/27/2021

Agenda

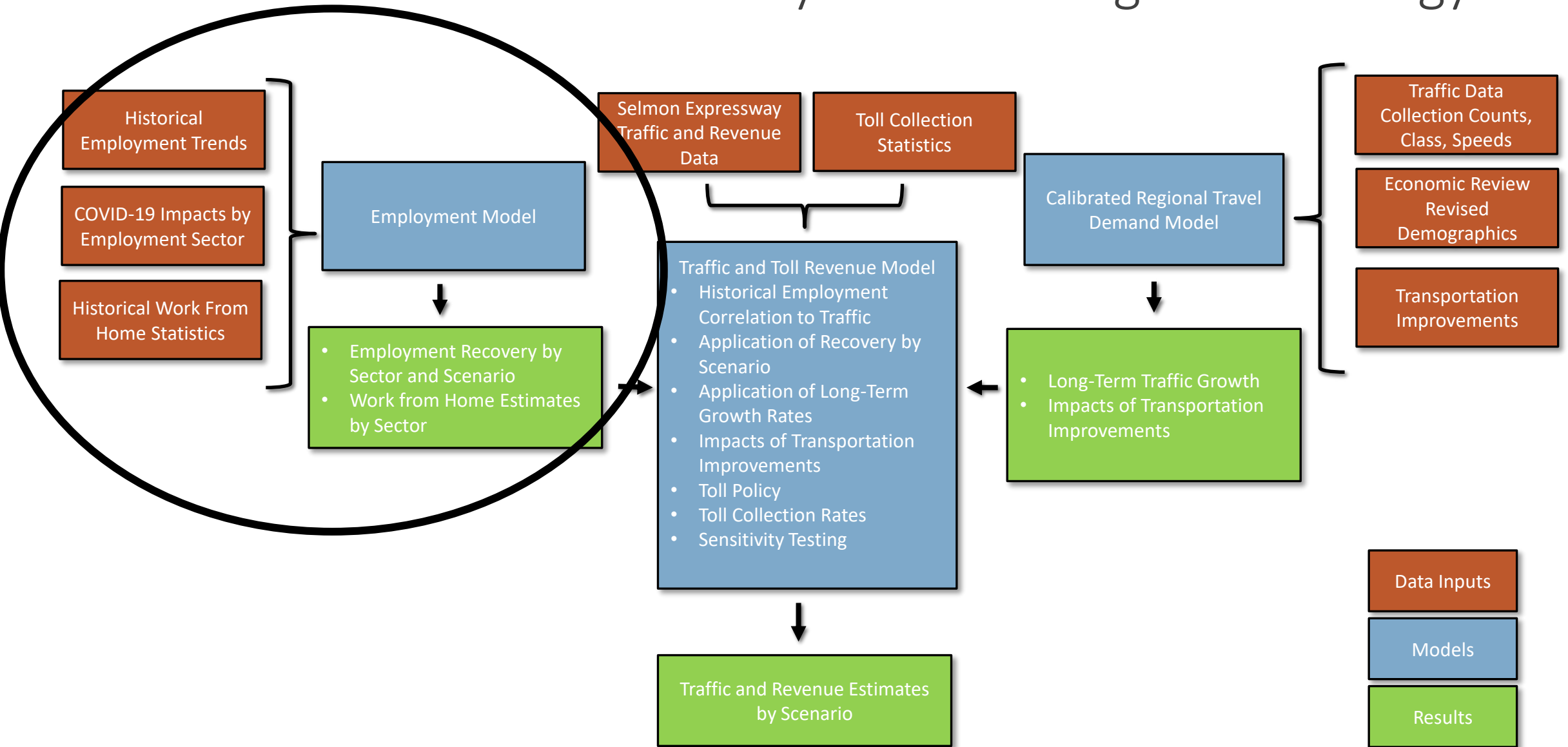
- Selmon Expressway Transaction Recovery
- Employment Recovery
- FY2021 T&R Forecast Performance
- FY2022 T&R Forecast Performance (Fiscal Year to Date)

Average Daily Transactions (ADT)

- Pandemic Impact started Mid-March 2020
- Greatest impact was in April 2020, 53% below
- Slow, steady recovery since with small dips due to seasonality (Nov-Jan)
- Percent below pre-COVID ADT 12-month avg
 - Approximately 2 to 5% below previous levels
 - Potentially some slowing of recovery due to Delta variant

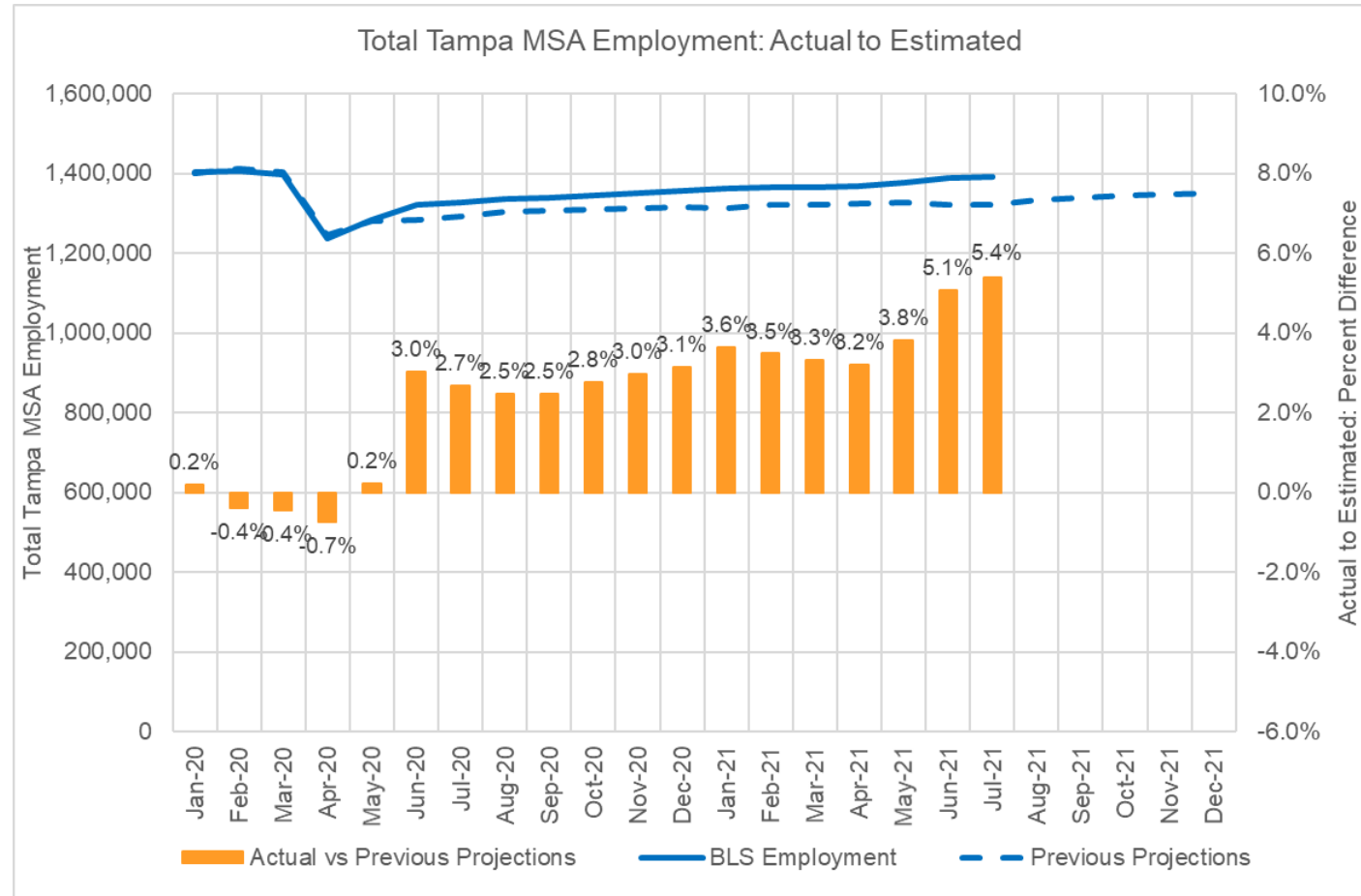


Investment Grade T&R Study – Forecasting Methodology



Performance of Employment Forecasts

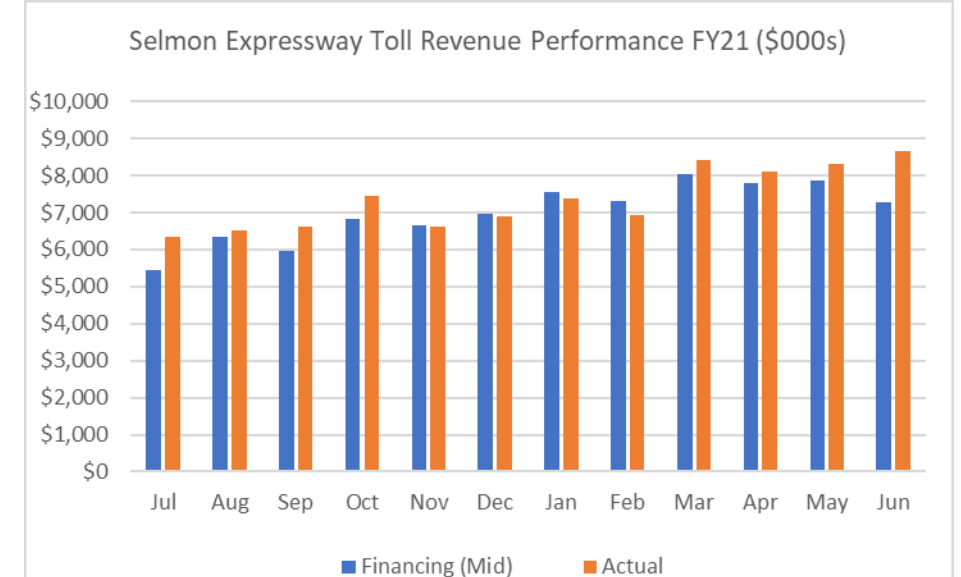
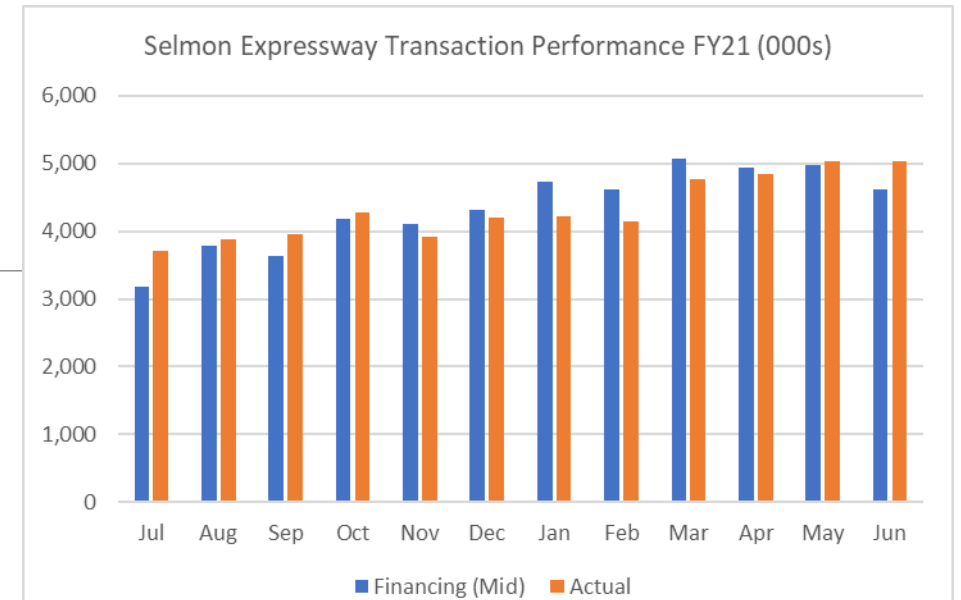
- Employment returned quicker than estimated
 - April 2020
 - 168K jobs were lost
 - Employment fell 12%
 - June 2020
 - 40K jobs came back
 - ~ 25% of lost jobs came back
 - July 2021
 - 6.5% below pre-COVID levels
 - Still short 90K jobs
 - 5.4% above estimates
- Work from Home is estimated to have lasted longer than we expected



Performance of FY2021 T&R Forecast

| Selmon Expressway FY21 T&R Performance | | | | | | | | |
|--|---------------------|--------|------------|--------------|------------------|----------|------------|--------------|
| Month | Transactions (000s) | | | | Revenue (\$000s) | | | |
| | Financing (Mid) | Actual | Difference | % Difference | Financing (Mid) | Actual | Difference | % Difference |
| July | 3,174 | 3,700 | 526 | 16.6% | \$5,448 | \$6,350 | \$902 | 16.6% |
| August | 3,775 | 3,870 | 95 | 2.5% | \$6,328 | \$6,506 | \$178 | 2.8% |
| September | 3,624 | 3,962 | 337 | 9.3% | \$5,977 | \$6,616 | \$639 | 10.7% |
| October | 4,190 | 4,266 | 77 | 1.8% | \$6,838 | \$7,456 | \$618 | 9.0% |
| November | 4,111 | 3,924 | -187 | -4.5% | \$6,670 | \$6,620 | -\$50 | -0.7% |
| December | 4,311 | 4,208 | -103 | -2.4% | \$6,967 | \$6,884 | -\$82 | -1.2% |
| January | 4,727 | 4,217 | -510 | -10.8% | \$7,556 | \$7,395 | -\$161 | -2.1% |
| February | 4,617 | 4,150 | -466 | -10.1% | \$7,327 | \$6,926 | -\$401 | -5.5% |
| March | 5,078 | 4,764 | -314 | -6.2% | \$8,028 | \$8,412 | \$384 | 4.8% |
| April | 4,933 | 4,838 | -95 | -1.9% | \$7,805 | \$8,113 | \$308 | 3.9% |
| May | 4,980 | 5,034 | 54 | 1.1% | \$7,873 | \$8,316 | \$443 | 5.6% |
| June | 4,613 | 5,036 | 423 | 9.2% | \$7,292 | \$8,649 | \$1,357 | 18.6% |
| Total | 52,133 | 51,970 | -163 | -0.3% | \$84,109 | \$88,245 | \$4,136 | 4.9% |

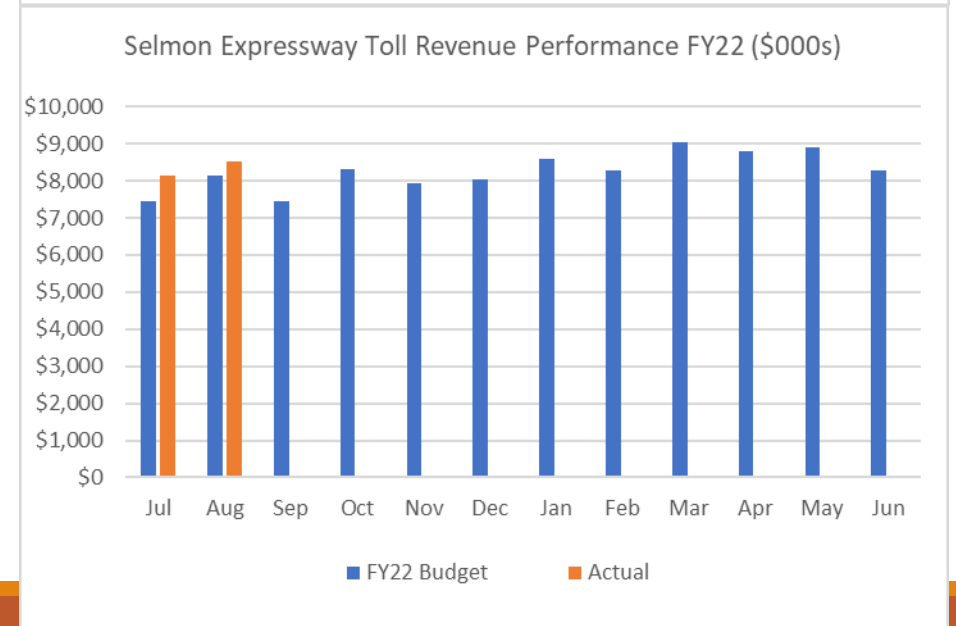
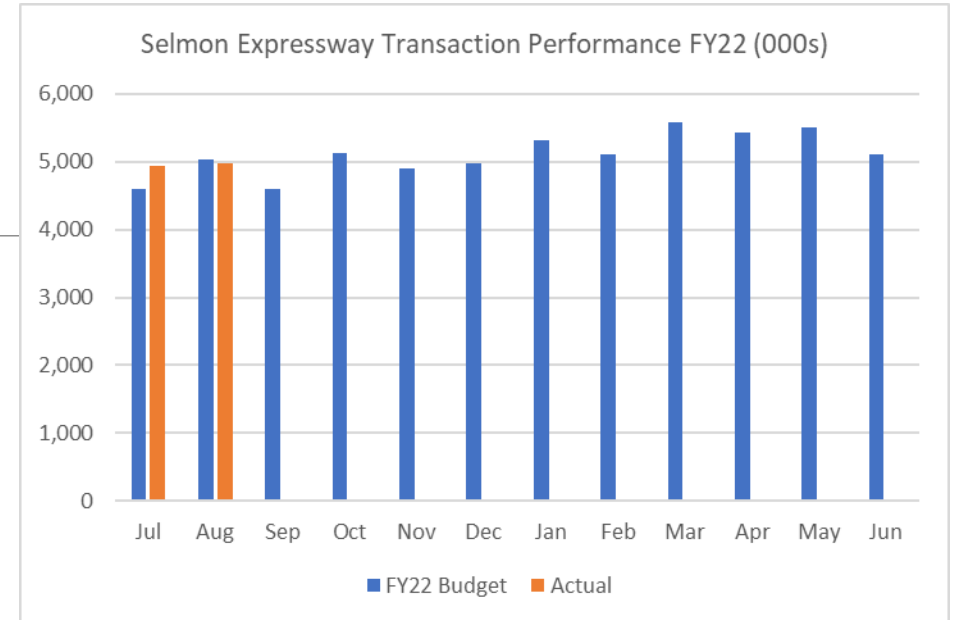
- This is the forecast we showed investors in Fall 2020 financing
- Gross Revenue was 5% above Forecast



Performance of FY2022 T&R Forecast (FYTD)

| Selmon Expressway FY22 T&R Performance | | | | | | | | |
|--|---------------------|--------|------------|--------------|------------------|----------|------------|--------------|
| Month | Transactions (000s) | | | | Revenue (\$000s) | | | |
| | FY22 Budget | Actual | Difference | % Difference | FY22 Budget | Actual | Difference | % Difference |
| July | 4,601 | 4,937 | 336 | 7.3% | \$7,448 | \$8,137 | \$689 | 9.3% |
| August | 5,026 | 4,966 | -60 | -1.2% | \$8,136 | \$8,526 | \$390 | 4.8% |
| September | 4,593 | | | | \$7,435 | | | |
| October | 5,126 | | | | \$8,298 | | | |
| November | 4,890 | | | | \$7,916 | | | |
| December | 4,967 | | | | \$8,041 | | | |
| January | 5,309 | | | | \$8,595 | | | |
| February | 5,106 | | | | \$8,266 | | | |
| March | 5,587 | | | | \$9,045 | | | |
| April | 5,424 | | | | \$8,781 | | | |
| May | 5,498 | | | | \$8,900 | | | |
| June | 5,113 | | | | \$8,277 | | | |
| FYTD | 9,627 | 9,903 | 276 | 2.9% | \$15,584 | \$16,664 | \$1,080 | 6.9% |
| Total | 61,240 | | | | \$99,138 | | | |

- This is the forecast we showed investors in Fall 2020 financing
- Gross Revenue is 7% above Forecast FYTD
- Need slight improvement in Spring 2022 to meet FY2022 Forecast





TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

Financial Planning Model Update

September 2021

PFM Financial
Advisors LLC

300 S. Orange Avenue,
Suite 1170
Orlando, FL 32801

407-648-2208
pfm.com



FINANCIAL PLANNING ASSUMPTIONS / INPUTS

REVENUES

- ◆ **Toll Revenue:** Existing System and New Project revenues per STANTEC*
- ◆ **Other Revenue:**
 - **Miscellaneous Revenue:** FY 2022 Budget, 1.00% annual growth thereafter
 - **Earnings on Investments:** FY 2022 Budget, 0.45% of certain account balances** thereafter

CASH ON HAND

- ◆ **FYE 2021:** Actual Account Balances

EXPENSES

- ◆ **Operating Expenses:** FY 2022 Budget; 4.0% annual growth thereafter
- ◆ **Capital Expenses:** FY 2022 Work Program (June 2021)

PLANNING TARGETS

- ◆ **Debt Service Coverage:**
 - Planning Target – Senior Lien: **1.60x**
 - Debt Policy – Senior Lien: **1.50x**
 - Resolution Req. – Senior Lien: **1.30x**
 - Debt Policy – Aggregate: **1.20x**
- ◆ **Days Cash on Hand:** **365 days**

*Existing System as provided in the STANTEC Mid Duration Forecast, Investment Grade T&R (August 2020); New Project incremental revenue estimates provided May 2021.

**0.45% of balances within the OM&A Fund, R&R Fund and General Reserve Fund

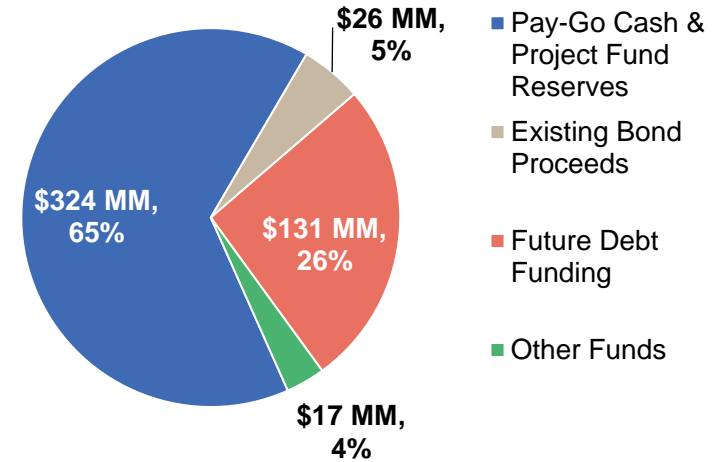


OUTPUT AND RESULTS

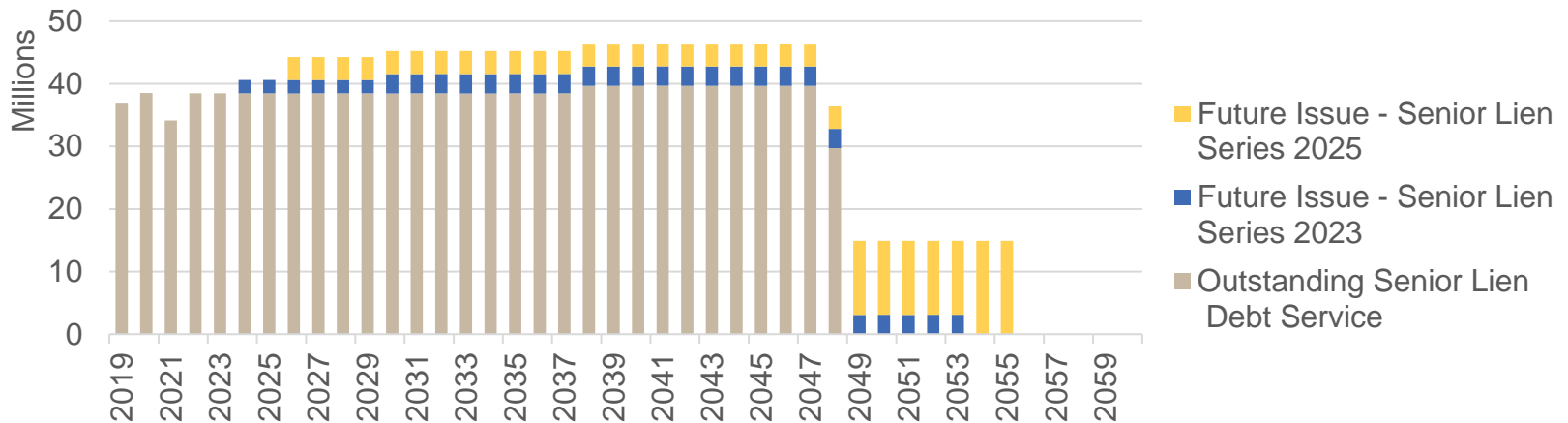
- The FY 2022 Budget and FY 2022 Work Program are fully fundable while maintaining coverage and cash balance targets
- Future debt issues will finance \$131 million or 26% of the Work Program
 - FY 2024 - \$50 million
 - FY 2026 - \$81 million

FY 2022-26 FUNDING SOURCES

(\$millions)



SENIOR LIEN DEBT SERVICE





SENSITIVITY ANALYSIS



SENSITIVITY ANALYSIS

TEST CASE SCENARIO

Revenues

- FY 2023 revenues decrease 27% (1.30x Debt Service Coverage)
- 2-Year recovery period
- Long term revenue reduction of 10%

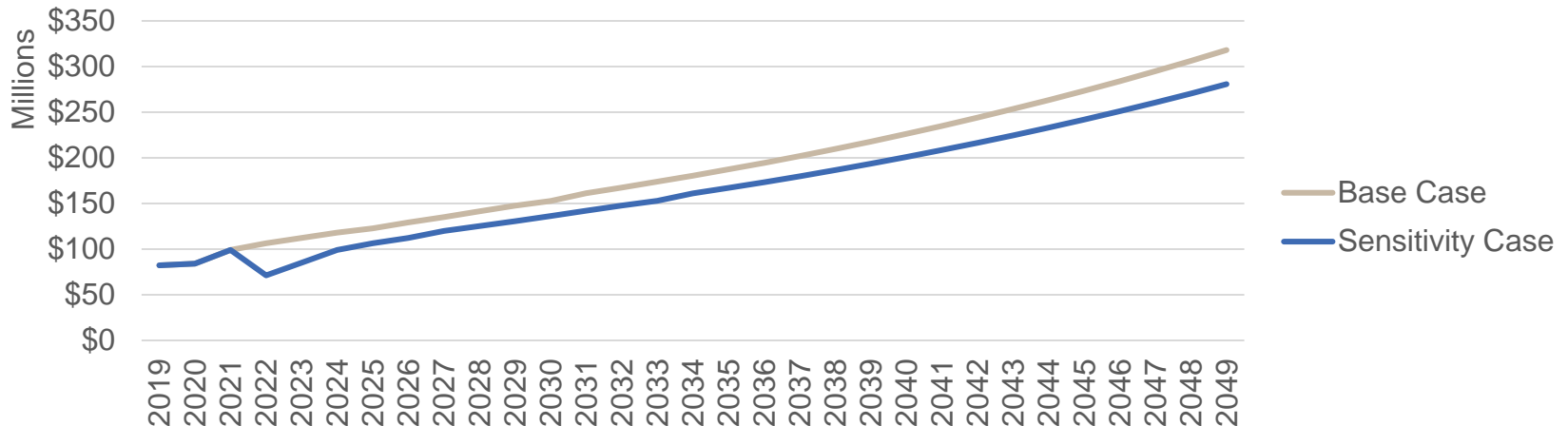
Expenses

- Operating Expenses held constant for one year

ACTUAL COVID IMPACT

- In April 2020 traffic was down 55% and revenue was down 41%*
- T&R began rebounding the following month to 40% loss and 26% loss, respectively
- Revenue decreased 20% in the 12-months following the start of the pandemic**

SYSTEM REVENUES



*Compared to April 2019

**Compared to the 12 months prior (March 2019 through April 2020)



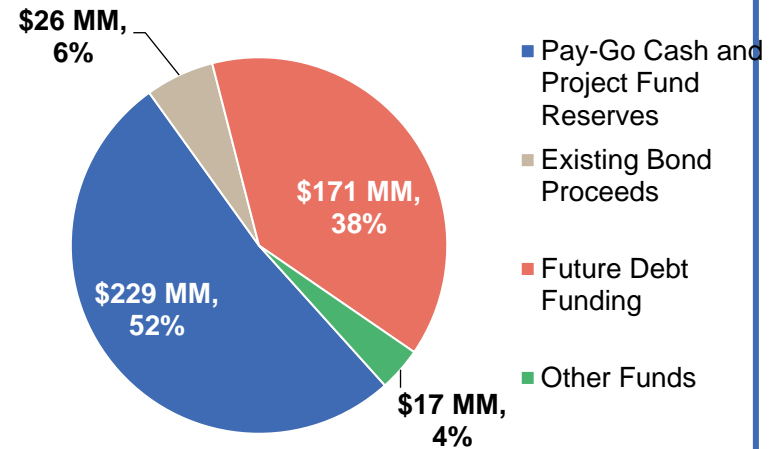
SENSITIVITY ANALYSIS

Output & Results

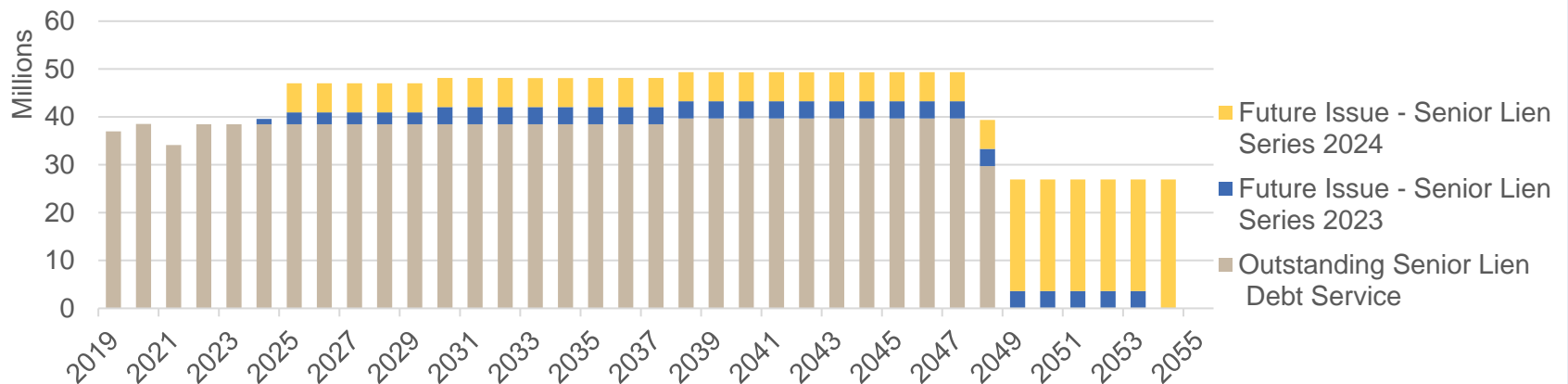
- ◆ \$50 million of the Work Program to be deferred beyond FY 2026 to maintain coverage and cash balance targets
 - South Selmon Capacity Project Schedule unchanged
 - Selmon East Projects delayed
- ◆ Future debt issues will finance \$171 million or 38% of the Work Program
 - FY 2024 - \$57 million
 - FY 2025 - \$114 million

FY 2022-26 FUNDING SOURCES

(\$millions)



SENIOR LIEN DEBT SERVICE





SENSITIVITY ANALYSIS

Looking Beyond the 6-Year Work Program (FY 2027+)

- ◆ Approximately \$115 million of capital costs planned for FY 2026-F2028 would be deferred into FY 2029-FY2030
- ◆ An illustrative example of project delays that could result from the sensitivity analysis are below

| Project | Current Construction Let Date | Current Revenue Start Date | Sensitivity Case Revenue Start | Delay |
|------------------------|-------------------------------|----------------------------|--------------------------------|--------|
| South Selmon Capacity | 2023 | 2027 | 2027 | - |
| Selmon East – Western | 2026 | 2028 | 2029 | 1 year |
| Selmon East - Downtown | 2027 | 2030 | 2031 | 1 year |
| Selmon East – Eastern | 2029 | 2032 | 2032 | - |

Report month: **Sept. 2021**

**CONTRACT RENEWAL
and
EXPIRATION REPORT
(> \$30,000)**

| Project Manager | Firm | Description of Services | Contract Effective Date | Contract Expiration Date | Term of Contract (Years) | Bid / Renew / End |
|------------------|--------------|--|-------------------------|--------------------------|--|--|
| Rafael Hernandez | Neology Inc. | Hardware & Software Licenses and related services for Automated Vehicle Classification | 03/12/18 | 03/11/22 | 3 Years + 2 additional one-year renewal option | Renew (2nd year renewal ~ March 2022 - March 2023) |

THEA Executive Director's Summary Report
for Contract Increases
Report of Extra Work

IIV. A. 2.

Reporting Month: **September 2021**

| Project | Contractor/ Consultant Name | Board Approved Contract Amount | New Contract Amount | Number of Change Orders | Total Change Amount | Percent Change |
|-----------------------|-----------------------------------|-----------------------------------|---------------------|----------------------------|------------------------|----------------|
| Selmon West Extension | CSX | \$ 1,179,980 | \$ 1,260,959 | 1 | \$80,979 | 7% |

Note: This report was produced in accordance with THEA Procurement Policy 501.00, Approval Thresholds.



2021 Board Meeting Schedule

| Month | Meeting | Date | Time |
|-----------|--|-----------------------|----------------------|
| January | Board Committees of the Whole | 1/11/2021 | Cancelled |
| | Board Meeting | 1/25/2021 | 1:30 p.m. |
| February | Board Committees of the Whole | 2/08/2021 | Cancelled |
| | Board Meeting | 2/22/2021 | 1:30 p.m. |
| March | Board Committees of the Whole | 3/08/2021 | Cancelled |
| | Board Meeting | 3/22/2021 | Cancelled |
| April | Board Committees of the Whole | 4/12/2021 | Cancelled |
| | Board Meeting | 4/26/2021 | 1:30 p.m. |
| May | Board Committees of the Whole | 5/10/2021 | 1:30 p.m. |
| | Board Meeting | 5/24/2021 | 1:30 p.m. |
| June | Board Committees of the Whole | 6/14/2021 | Cancelled |
| | Board Meeting | 6/28/2021 | 1:30 p.m. |
| July | Board Committees of the Whole | 7/12/2020 | 1:30 p.m. |
| | Board Meeting | 7/26/2020 | 1:30 p.m. |
| August | Board Committees of the Whole | 8/09/2021 | 1:30 p.m. |
| | Board Meeting | 8/23/2021 | 1:30 p.m. |
| September | Board Committees of the Whole | 9/13/2021 | Cancelled |
| | Board Meeting | 9/27/2021 | 1:30 p.m. |
| October | Board Committees of the Whole | 10/11/2021 | Cancelled |
| | Board Meeting | 10/25/2021 | Cancelled |
| November | Board Meeting | 11/15/2021 | 1:30 p.m. |
| December | Board Meeting | 12/13/2021 | 1:30 p.m. |

All meetings are on Monday unless otherwise noted