

Tampa-Hillsborough Expressway Authority
Board of Directors

Meeting Packet

November 15, 2021



Meeting of the Board of Directors

November 15, 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

III. Consent Agenda

A. Approval of the Minutes from the September 27, 2021, Board of Directors Meeting

B. Board Member Travel (Retroactive)

IV. Discussion/Action Items

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

1. 3D Imaging through LIDAR of THEA's Roadway System – Through GEC Contract

Purpose: To utilize GEC (HNTB) and their Small Business Enterprise subcontractor, Element, to undertake 3D LIDAR Survey of THEA Roadway System to prepare for future design and construction projects in 3D. Task to include importing that data into THEA's GIS Database.

Funding: Capital Budget - \$989,000

Action: Request the Board to authorize the Executive Director to sign a Purchase Order with HNTB for 3D LIDAR Survey of THEA's roadway system and incorporate the information into THEA's GIS database.

2. Access Control System in Support of the REL Services

Purpose: To provide an upgraded gate control and communication system for THEA's reversible lanes.

Funding: Capital Budget

Action: Request the Board:

- a) Approve selection of the Evaluation Committee's highest ranked firm for Access Control System upgrade.

Rank	Firms	Total Score	Average Score
1	Teledyn FLIR	268	89.3
2	Kapsch TrafficCom USA	246	82.0

- 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.

3. Wrong-Way Driving Design and Contract Management – Through GEC Contract

Purpose: To utilize GEC (HNTB) in assisting staff with design reviews, contractor procurement, Construction Engineering and Inspection (CEI) Team Procurement, and oversee their work during construction of Wrong-Way Driving countermeasures.

Funding: Capital Budget - \$85,000

Action: Request the Board to authorize the Executive Director to sign a Purchase Order with HNTB for helping in design reviews, procurement of Contractors and CEI, and to assist in overseeing the construction of Wrong Way Countermeasures at access and exits east of Kennedy Blvd.

4. Design Consultant for Wrong Way Driving Countermeasures East of Kennedy Boulevard

Purpose: To procure the services of a Design Consultant to develop plans and specifications for construction contract to build Wrong-Way Driving Countermeasures at all Expressway exits east of Kennedy Blvd. Negotiations

were conducted and finalized with BCC Engineering, LLC selected previously (Board Meeting on May 24, 2021) for push-button contracts to provide Professional Engineering Services.

Funding: Capital Budget - \$256,500

Action: Request the Board to authorize the Executive Director sign a Purchase Order with BCC Engineering, LLC for \$256,500 to provide Design services for Wrong Way Driving Countermeasures at all Expressway exit ramps east of Kennedy Blvd.

5. Tolling Equipment Power Generators – Rafael Hernandez, Staff

Purpose: To provide the removal, disposal and replacement of power generators currently servicing toll revenue producing systems.

Funding: Capital Budget

Action: Requests the Board:

- a) Approve selection of Zabatt Engine Services in the amount of \$131,415 for the Tolling Equipment Power Generators.

Firm	Bid Amount
Zabatt Engine Services	\$131,415
Eau Gallie Electric	\$138,250
Generx Generators	\$162,000

- 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.

V. Chairman – Vincent Cassidy

- 1. Executive Director Recruitment Timeline Update – Jeff Seward, Staff**
- 2. Selection Committee Protocols – Amy E. Lettelleir, General Counsel**

VI. Staff Reports

- A. Planning and Innovation – Bob Frey**
- B. Operations & Maintenance – Brian Pickard**
- C. Finance Update – Jeff Seward**

- D. Toll Operations – *Rafael Hernandez*
- E. Communications Update – *Sue Chrzan*

VII. Executive Reports

- A. Executive Director – *Joe Waggoner*
 - 1. **Contract Renewal & Expiration Report**
 - 2. **Contract Close-Out Report**
- B. General Counsel – *Amy Lettelleir, Esq.*
 - 1. **Legislative Update**
 - 2. Sustainability/ESG
- C. Chairman – *Vincent Cassidy*
 - 1. **Upcoming Meetings**
 - THEA Board Meeting – December 13, 2021
 - Committees of the Whole – January 17, 2022

VIII. Old Business

IX. New Business

X. Adjournment

III.

Consent Agenda

- A.** Approval of the minutes from the September 27, 2021 Board of Directors Meeting.
- B.** Approval of Board Member Travel

Tampa-Hillsborough County Expressway Authority
Minutes of September 27, 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 September 27, 2021, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

BOARD:

Vincent Cassidy Chairman
Bennett Barrow, Vice Chairman

Commissioner Ken Hagan
FDOT D-7 Secretary David Gwynn, Member

STAFF:

Joe Waggoner
Amy Lettelleir
Sue Chrzan
Bob Frey
Brian Pickard
Rafael Hernandez
Max Artman
Julie Aure
Shari Callahan

Chaketa Mister
Lisa Pessina
Charlene Ponce
Anna Quinones
Brian Ramirez
Judith Villegas
Trisha Floyd
Krystina Steffen

OTHERS:

Rick Patterson, Raymond James
Stephen Reich, TPC
Tom Knuckey, Atkins
Todd Josko, Ballard Partners
Heather Hubbard, HDR
Nathaniel Johnson, Bank of America
Doug Draper, Bank of America
Kevin Lo, Tierra
Sarah Lesch, Playbook PR
Kym Graves, Duke Energy
Robert McGowan
Brian Brantley, Scalar Consulting
Michael Dorweiler, Scalar Consulting
Drew Miller, AECOM
John Criss, Scalar Consulting
Carl Aidrick, Scalar Consulting
Randall Mentry, Atkins
Bill Adams, Consor Engineers
Randy Locicero, Atkins
Edgardo Marrero-Colon, Atkins

Barry Schultz Sr, Atkins
Al Steward, HTNB
Sally Dee, Playbook PR
Xiaoyun Li, PFM
Robert Gates, Atkins
Caleb Eiler, Kiewit
Russell Dingman, Kiewit
Jeff Featherston, Kiewit
Matthew Kappler, Atkins
Skyler Pursifull – Photographer
Stephanie McQueen, HDR
Rawn Williams, Jefferies
Tamaa Petterson, Jefferies
Melissa McColley, 24-7 Consulting
Jay Winter, Scalar
Carlos Ramos, Ballard Partners
Jeff Blazowski, AECOM
Bob Anderson AECOM
Hope Scarpinato, PFM
Jonathan Tursky, Trans Core

Matthew Sansbury RBC Capital Markets
Tom Delaney, Atkins
Nick DeVito, DRMP
Talley Roberts, HDR
Steve Schnen, HDR
Steve Ferrell, HDR
Conrad Gognon, HDR

John Generalli, Wells Fargo
Phil Eschelman, Stantec
Marshall Hampton, City of St. Petersburg
Marty Stone, ME
Claude Ambroise, H2R Corp
Floy Graves, Madrid CPWG
Steve Williams, Transcore

I. Call to Order and Pledge of Allegiance

Chairman Vincent Cassidy called the meeting to order at 1:32 p.m., followed by the Pledge of Allegiance and invocation.

II. Public Input/ Public Presentations

A. Presentation – Selmon Expressway West Extension Appreciation

Sue Chrzan discussed the Selmon West Extension and the amount of coordination necessary to make the project a reality. In recognition of the contributions made by consultants, partners, and others to see the project through to completion, she, Rafael Hernandez, and Brian Pickard presented commemorative Selmon Extension paper weights to the following individuals:

Toll Operations

Representing Atkins:

- Tom Knuckey
- Nicole Villegas

Representing TransCore

- Johnathan Tursky
- Orlando Plaza

Design and Construction

Representing AECOM and KIEWIT

- Russel Dingman
- Caleb Eiler
- Cody Jensen
- Jeff Featherston
- Ben Lozner
- Ben Carnazzo
- Drew Mill
- Jeff Blazowski
- Carlos Garcia
- Marshal Hampton

CEI – Brian

Representing Atkins

- Randy Lociero
- Bob Gates
- Randall Mentry
- Edgar Marrero-Colon
- Barry Shultz
- Cindy Linscott
- Tom Delaney
- Michael Ryan

Representing Lochner

- Don Green
- Steve Blount

Representing H2R

- Claude Ambroise
- David Rancam

Representing Keystone

- Tien Pham
- Ronald Kersey

- Kevin Lo
Representing Consor
- Bill Adams
- Larry Moore

- Matthew Kappler
- John Criss
- Bob McGowan

Communications

PIO – Representing 24/7 PR

- Mellisa McColley
- Kym Graves

Representing Communications
Team/Playbook PR

- Sally Dee
- Sarah Leach
- Carlos Ramos
- Todd Josko

Ms. Chrzan introduced Krystina Steffen, the newest member of THEA's Communications Team and the author of THEA's recent award entries.

Mr. Joe Waggoner recognized Mr. Martin Stone for his contribution to the success of the project and presented him with a paperweight.

Ms. Chrzan then announced recent industry awards received by THEA.

Finally, she reviewed the list of upcoming events and asked board members to let her know if they are interested in attending any.

The Chairman thanked everyone for their hard work and congratulated them on the success of an incredible project.

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**

The Chairman asked for a motion to approve the consent items.

Mr. Bennett Barrow moved approval, seconded by Secretary Gwynn.

With no further discussion the motion carried unanimously.

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

Mr. Frey described the South Selmon Environmental Impact Report, pointing out that the Tampa Hillsborough Expressway Authority has completed the Project Environmental Impact Report (PEIR) for the South Selmon Capacity Improvements Project and that the PEIR's purpose is to:

- Outline corridor characteristics
- Evaluate impacts
- Inform of proposed mitigation strategies identified
- Confirm no disproportionate impacts

He reviewed the preferred alternative that was presented to the board last year, noting that it will:

- Relieve congestion in the short-term
- Require additional lanes in the future to pace growth
- Build to the outside first
- Provide noise reduction walls the full length of project limit
- Contain construction noise/debris
- Leave median open at most bridge locations, and
- Require minimal reconstruction for Meridian Ultimate at future date

Mr. Frey noted that there is no funding required at this time and the requested action is for board approval of the PEIR for South Selmon Capacity Improvements.

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

Chair Cassidy asked about the 2033 amount and whether that estimate was in today's dollars. Mr. Waggoner confirmed that estimate is in today's dollars.

The Chairman also requested Mr. Frey reiterate his comments on the community involvement relative to the bridges. Mr. Frey explained that the way the bridges are formed right now, the space between the directional spans allows sunlight to go between the two lanes. When the project ultimate alignment is constructed, there will be eight lanes that will completely cross the corridor and not allow sunlight through. He noted the homeowner's associations wanted THEA to preserve the current configuration for as long as possible because they like the light coming

through. Based on the future analysis, that element can be pushed back as far as possible to accommodate that request.

Mr. Gwynn asked if it has been decided yet whether this would be a Design/Build.

Mr. Waggoner stated that the project is in the work program as a Design/Build contract, not a Design-Bid-Build contract.

Mr. Frey also confirmed that the work program does accommodate inflation (referring to the Chairman's question about cost) and that will be considered for future planning.

Mr. Barrow thanked Ms. Chrzan and her team for their outreach to the homeowner's associations.

With no further discussion the motion carried unanimously.

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

Mr. Frey presented Resolution 667, which is required by legislation. The resolution accepts the capacity improvements route map and corridor modifications of the Expressway System.

The requested board action is adoption of Resolution 667 for the preferred South Selmon Capacity Improvements Project route and proposed modifications.

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

3. CV Inter-State Agency Testing Collaboration

Mr. Frey reported that the CV Inter-State Agency Testing work order will allow THEA to begin 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 CV applications. Findings will be shared with USDOT, ITS-America and the collaborating agencies.

He pointed out the funding source is the capital budget, and the requested action is for the board to approve and authorize 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

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

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

1. General Information Technology (IT) Services

Mr. Pickard summarized the request to approve selection of the Evaluation Committee for general IT services to the highest ranked firm and 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.

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

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

Chairman Cassidy asked what services are included in the contract. Mr. Pickard noted it is for the Helpdesk, as well as assistance with the maintenance and operations of hardware and software throughout THEA Headquarters. It also includes assistance with firewall implementation and monitoring threats.

The Chairman asked for confirmation that the contract is for the building and not the roadway. Mr. Pickard replied in the affirmative.

With no further discussion the motion carried unanimously.

2. FY22 Selmon Bridge Pavement Striping

Mr. Pickard then presented an item 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.

The requested action is for the board to approve the selection of AKCA LLC in the amount of \$949,910 for the FY22 Selmon Bridge Pavement Striping, and to 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.

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

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

The Chairman asked if THEA has worked with this company before. Mr. Pickard advised that THEA has worked with this firm in the past and they have done a good job.

With no further discussion the motion carried unanimously.

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

Next Mr. Pickard presented a request 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.

The requested action is for the board to approve and authorize the Executive Director to execute a Purchase Order with Consor Engineers for \$160,500 from the capital budget to provide CEI services for the FY22 Selmon Bridge Pavement Striping.

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

4. FY22 Selmon Ramps Mainline Resurfacing

Mr. Pickard continued with an item to provide all the labor, materials, equipment, and incidentals necessary to resurface select areas of the Selmon Expressway.

The requested action is for the Board to approve selection of the lowest bid from Hubbard Construction in the amount of \$817,714 for the Selmon Ramps Mainline Resurfacing and to authorize and to direct staff to negotiate and execute a contract with the lowest 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.

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

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

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

Mr. Pickard discussed a request 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.

The requested action is for the board to authorize the Executive Director to execute a Purchase Order with Consor Engineers for \$199,600 from the capital budget to provide CEI services for the FY22 Ramp and Miscellaneous Resurfacing at select locations between Euclid and Falkenburg.

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

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

Mr. Pickard presented the South Selmon Capacity Geotechnical Investigation, the purpose of which is to undertake preliminary geotechnical investigations to support development of the future South Selmon Capacity RFP. THEA will utilize GEC (HNTB) and their sub, Tierra.

He noted that the funding of \$764,250 is from the Capital Budget, and the requested action is for 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.

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

7. Greenway DB Support – Through GEC Contract

The next item is a request 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 of \$250,000 will come from the Capital Budget, and the requested action is for the Board to authorize the Executive Director to execute a Task Order with HNTB for assistance in procuring a Contractor and CEI and to assist in overseeing the design and construction of the Greenway, from Florida to Jefferson.

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

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

Mr. Pickard presented an item to utilize GEC (HNTB) and their subs to undertake over 150 Title Searches, to have Surveyors review the title searches to identify impacts to THEA right-of-way, and to import into

THEA GIS databases for ROW all this information from the Hillsborough River to 19th Street through the downtown areas.

He requested the Board to authorize the Executive Director to execute a purchase order with HNTB, in the amount of \$250,000 for Downtown Right-of-way Title Searches, Survey, and Update of THEA's GIS database.

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

9. West Extension ITS – Through GEC Contract

Mr. Pickard presented the next agenda item and requested the Board authorize the Executive Director to execute a purchase order with HNTB to help procure a Contractor and CEI and to assist THEA staff in overseeing the design and construction of the ITS Network for the West Extension.

He further explained that, originally, this was going to be an FDOT owned and maintained facility so the cameras and DMS were not included. After the approval to make this a THEA run facility, it was decided that THEA move forward with the installation of the cameras and DMS to allow us to see the full facility to ensure THEA staff and travelers can be made aware of any issues that may exist.

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

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

Mr. Pickard presented a change order request 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. Since that time, a major break in the conduit was discovered at Florida Avenue. Several options were presented, this being the lowest cost option.

The original contract amount was \$62,160, the change order is for \$74,735, and the new updated total contract amount is \$136,895.

Mr. Pickard noted the funding will come from the Capital Budget and requested the Board to authorize and direct staff to negotiate and execute a Change Order with PCS in the amount of \$74,735 to extend new fiber to bypass Florida Avenue.

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

Chairman Cassidy asked about the cost. Mr. Pickard noted that original contract went out to competitive bid. For the added work, he did an engineer's estimate using the statewide averages and this is a reasonable number. The Chairman asked for clarification on what we are getting for this price. Mr. Pickard noted that this extends both fiber and conduit such that it bypasses the break at Florida and goes to Bayshore. Mr. Waggoner asked how big 144 pair fiber is. Mr. Pickard stated it is about 3/8".

With no further discussion the motion carried unanimously.

C. General Counsel – Amy Lettelleir

1. Investment Banking Underwriting Services RFP

Ms. Lettelleir introduced the next agenda item, noting that THEA had 19 respondents to its RFP for Investment Banking Underwriting Services.

She explained the purpose of the RFP was 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.

The requested action is for the Board to approve the Evaluation Committee rankings and selection of seven firms, and 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

The Chairman asked for a motion to approve. **Bennett Barrow moved approval, seconded by David Gwynn.**

With no further discussion the motion carried unanimously.

D. Chairman – Vincent Cassidy

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

Chairman Cassidy provided an update to the board on the Executive Director Recruitment process, noting that since the last meeting an executive recruiter has been hired. The job posting went live September 21 and will close November 19. The same committee will be used to conduct the interviews, which will occur in early December. The hope is that at the January board meeting we will put forth to the board a recommendation to approve the selected candidate and begin contract negotiations.

V. Staff Reports

A. Planning and Innovation – Bob Frey

Mr. Frey gave an update on THEA Connected Vehicle (CV) innovation. He reported that the CV Pilot findings indicate the CV technology does work, and can enhance mobility. Additionally, according to a user survey, approximately two thirds of the CV participants were satisfied with their participation in the program; approximately 66% felt the technology made their trip safer, approximately 56% believe it reduces congestion; and about 54% found the technology made for a less stressful commute.

He then reviewed the timeline for technology evolution and proposed future projects, as well as next steps, noting that THEA will continue to investigate new technologies and federal funding to provide increased mobility options to our users.

The Chairman asked if the lower stress levels were part of the goal of the project. Mr. Frey explained that stress levels were not a goal; however, it's a positive outcome. The Chairman recommended somehow communicating that message to the community.

Chairman Cassidy mentioned he had read that 2030 could be the last year auto manufacturers will produce gasoline powered vehicles and he discussed the technology that allows the road surface to take part in car charging. He asked Mr. Frey where THEA is in terms of the ability to charge vehicles. Mr. Frey noted that the technology does indeed exist for induction-type charging. THEA is looking into it, but it's very expensive and the ROI is not favorable. He added that things change quickly, and we are keeping up and continue to collaborate.

B. Operations & Maintenance – *Brian Pickard*

Mr. Pickard gave an update on the wrong-way driver (WWD) initiative, noting that THEA has been working with FDOT to take advantage of their efforts in creating our own program.

He reviewed the FDOT District 7 Countermeasure Program and their standard ramp design; signing and pavement marking; median separators; and crosswalk and pedestrian signals. He noted the importance of the field review, considering line of sight issues and possible areas of confusion.

Mr. Pickard noted the two main factors contributing to wrong way driving, which are driving while under the influence and the proliferation of lights and confusion at night. He then reviewed the WWD layout used by FDOT District 7, pointing out the 3-zone alert system. The first is a warning to the driver. The second gives the driver an opportunity to self-correct, and the third notifies the Traffic Management Center (TMC) that there is a WWD vehicle coming up on the facility that is hazardous to other traffic.

Mr. Pickard added that THEA has a verbal agreement with District 7 where they are willing to take the call at the FDOT District 7 TMC, so they notify the Highway Patrol. They will also take advantage of our DMS to notify drivers of the potential wrong-way-driver. He mentioned that negotiations with District 7 are ongoing, and that CFX has a similar agreement with District 5.

Mr. Pickard then reviewed some of the hardware used for wrong-way detection and explained that THEA has chosen thermal detection because it helps reduce the errors due to shadows and glare, it's reliable, accurate, and low maintenance. He reviewed THEAs in-pavement lighting at 39th Street which will be part of our system. Finally, he reviewed the program timeline, schedule, and budget.

C. Finance Update – *Joe Waggoner*

Mr. Waggoner gave a rundown of the THEA financial information for July 1, 2021, to July 31, 2021. He noted that revenues are coming in above forecast by about 8.5% and all expenditures are in line with the forecast. Data is in for August at THEA is about 7.5% above forecast. He pointed out the increase is due in part to receiving more transactions than anticipated, in addition to continuing to get a higher use by three-axle vehicles. Toll revenue collections continue to outperform past experience, and the Selmon Extension continues to perform above initial forecasts.

Traffic & Revenue Forecast - Mr. Waggoner then introduced Mr. Phil Eshelman from Stantec to provide a Traffic & Revenue Forecast update.

Mr. Eshelman reviewed the Average Daily Transactions, pointing out a slow and steady recovery back to pre-COVID numbers. Stantec conducted an Investment Grade T&R Study in the summer of 2020 to support the bond refunding effort. They focused on an employment-based model and a work-from-home based model of that employment to understand how traffic may return over time. He also discussed performance of employment forecasts, noting that employment is back to 2019 levels, which is consistent with THEA's transaction levels.

Next, he reviewed performance of FY2021 T&R forecast compared to actuals. For 2022 THEA is about 7% above forecast.

Chairman Cassidy asked, based on employment and recovery, how the Selmon Expressway compares to other parts of the country.

Mr. Eshelman explained that it is comparable to Texas and other parts of Florida and much better than the rest of the country.

Sensitivity Analysis - Mr. Waggoner noted that the board had previously requested a sensitivity analysis. PFM, THEA's financial advisor, has run such a scenario and is here to provide an overview. He introduced Hope Scarpinato with PFM, who provided an update on the THEA Financial Planning Model Update.

Ms. Scarpinato first reviewed the financial planning assumptions/inputs and the ratios and metrics they look for to look for success within the model. She also reviewed the debt service coverage planning targets.

The output shows the FY2022 budget and FY2022 Work Program are fully fundable while maintaining coverage and cash balance targets. They project two new debt issues to fund the Work Program.

Chairman Cassidy asked for confirmation that the senior debt does not include FDOT. Ms. Scarpinato replied in the affirmative. The Chair asked how that affects future cash flow ratio.

Ms. Scarpinato explained that we have 2.5x coverage of senior lien debt only and once we layer in the subordinate it averages to 2.15 – so there will still be sufficient coverage.

She then reviewed the sensitivity analysis. The test case scenario shows that if revenues drop as far as they could for THEA to hit the 1.3 it would be 27% decrease under the FY2022 budgeted revenue figure.

It would take two years to recover from a 27% decrease and then revert to the growth rates within the current T&R forecast.

She compared the test case scenario to the actual COVID impact, noting that the test case is more extreme than the actual.

Ms. Scarpinato pointed out that in this test case scenario \$50M of the Work Program would need to be deferred beyond FY2026 to maintain the debt service coverage and cash balance targets.

Chairman Cassidy asked for clarification on being able to maintain our 1.3 with a 27% decrease but that we would have to cut \$50M from the Work Program. Ms. Scarpinato explained that the \$50M cut is to get THEA to the 1.6.

The Chairman asked about the test case scenario where THEA would see a reduction in traffic but would continue with expansion plans. Ms. Scarpinato explained that is just in the first year because there is growth in the years moving forward. There was additional discussion about recovery. Looking at the ten-year horizon THEA would need to delay some projects for one year and then could afford those projects in FY2029 and FY2030.

Mr. Waggoner further explained that if THEA took this kind of hit, any project initiated this year or next year can carry through and still meet covenant requirements. The work program is a live document so if we see something coming, delaying the projects a year will allow cash to build back up. There are other options, but this analysis shows that THEA is in a very strong financial position today. He also pointed out that the test case scenario is more severe impact than what we just went through.

Chairman Cassidy requested staff to advise the board on what our goals should be for our next ratings increase and what it will take to get there.

Mr. Waggoner noted that each of the 19 firms who submitted an RFP for the Investment Banking Underwriting Services contract spoke to exactly that – it was one of the questions we put out there, so the Board will be getting feedback on that within the next four to six months.

D. Toll Operations – *Rafael Hernandez*

Mr. Hernandez reported on the toll transaction counts for August 2021 (FY2022), compared to FY2019, as well as totals for the month. He noted that August counts are down 3% compared to FY2019. When the SWE toll plaza transactions are included, counts are up 6% increase.

He reported a 5.3% increase in total accounts year to year and a 39.9% increase in toll transactions year to year (comparing FY2021 to FY2020). Average daily traffic comparisons are also up with a 16.3% increase in the West Group and a 19.9% increase in the East Group + REL.

Finally, Mr. Hernandez reviewed the traffic counts for Selmon West Extension, reporting on the estimated counts versus the actual, which continue to exceed expectations.

VI. Executive Reports

A. Executive Director – Joe Waggoner

1. **Contract Renewal & Expiration Report** – Mr. Waggoner reported on one contract renewal – a second-year renewal with Neology for hardware and software licenses and related services for automated vehicle classification.
2. **Report of Extra Work- replacing signal arms** – Mr. Waggoner also reported on extra work for the Selmon West Extension by CSX for \$80,979.

B. General Counsel – Amy Lettelleir, Esq.

1. No Report

VII. 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

The Chair noted that the board may hold a workshop in January to discuss Whiting Street and the South Selmon Expansion. He also asked board members to begin thinking about the THEA land along Meridian and the highest and best use for that property.

- Committees of the Whole – February 7, 2022

VIII. Old Business – No old business.

IX. New Business – No new business.

X. Adjournment

With no further business, the meeting adjourned at 2:55 pm.

Tampa-Hillsborough County Expressway Authority
Minutes of the September 27, 2021, at 1:30 P.M.
Page 17 of 17

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

DATED THIS 15th DAY OF NOVEMBER 2021.

DRAFT

III.B

Request For Travel

Date: September 28, 2021

Employee Name: Vincent Cassidy

Destination (city, state): Tampa, FL

Date of Departure: September 28, 2021

Date of Return: September 29, 2021

Name of Event Legislative Reception - Orlando

Event Type: Meeting

Professional Development

CLE

Seminar _____

Workshop _____

Other _____

Request Should Be Submitted At Least 5 Days Prior To Departure

Registration Fees		\$
Meals	Breakfast	0 Days @ \$ = \$ 0.00
	Lunch	1 Days @ \$ 11.00 = \$ 11.00
	Dinner	1 Days @ \$ 19.00 = \$ 19.00
Lodging		1 Days @ \$ 305.39 = \$ 305.39
OR		
Per Diem		= \$ 40.00
Transportation		
Airfare		\$ 0.00
Baggage Fee		\$ 0.00
Car Rental	Days @ \$	= \$ 0.00
Shuttle/Taxi	Days @ \$	= \$ 0.00
Mileage	180 0.56	= \$ 100.80
Total Estimated Travel Expense		\$ 476.19

Statement of Approvals:

The supervisor and employee, acting in the best interest of THECEA, agree that the Event will directly enhance the employee's ability to perform his/her current duties/responsibilities and/or qualify for or maintain professional certifications related to employee's current position and related license requirements.

Employee's Signature

Signature _____
Director of Finance _____
Supervisor _____
Executive Director _____

Date _____

Date _____

10/18/2021

Date _____

Accounting Use Only	
For College or University Course Work Reimbursement	Notes:
<div> <div>Amount Approved</div> <div>Date</div> </div>	
Balance - Fiscal Year	

Series 200, Sec. 210.15 Emp Policies

NOTE: The form must be completed prior to making travel arrangements or registrations. Employees are responsible for payment of unapproved registrations/travel expenses.

IV.

Discussion/Action Items

A. Operations and Maintenance

1. 3D Imaging through LIDAR of THEA's Roadway System
2. Access Control System in Support of the REL Services
3. Wrong-Way Driving Design & Contract Management
4. Design Consultant for Wrong-Way Driving
Countermeasures East of Kennedy Blvd.
5. Tolling Equipment Power Generators

IV.A.1.

SUMMARY FEE SHEET																							
ATTACHMENT "A"																							
PROJECT DESCRIPTION:		Tampa-Hillsborough Expressway Authority				HNTB PR 20220XXX																	
GEC CONTRACT NO.		HNTB PR 20220XXX				2021-2022 Selmon System LIDAR DTM (10/1/21 - 6/30/22)																	
HI-0112 C-0X																							
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	Man Hours	Hourly Rate	Man Hours	Hourly Rate	Man Hours	Hourly Rate	Man Hours	Hourly Rate	Man Hours	Hourly Rate	Man Hours	Hourly Rate	Man Hours	Hourly Rate	Manhours By Activity	Salary Cost By Activity				
Selmon System LIDAR DTM Initial Prep			\$0.00	60	\$8,174.40	60	\$5,683.20	60	\$4,368.00	40	\$2,144.00	40	\$1,763.20	40	\$1,561.60	26	\$659.36	326	\$24,353.76	\$74.70			
Total Man Hours		Total Salary [(MHxHR)]		0	\$0.00	60	\$8,174.40	60	\$5,683.20	60	\$4,368.00	40	\$2,144.00	40	\$1,763.20	40	\$1,561.60	26	\$659.36	326	\$24,353.76		
Basic Activities Maximum Limiting Fees (Salary Costs)																		\$24,353.76					
Cost Elements & Additives																							
(a) 2.78 Multiplier																				\$67,703.45			
Direct Expenses		4.37%		\$ 1,064.26		SUBTOTAL (Cost Elements applied to Basic Activities Fee):																\$67,703.45	
(d) Direct Reimbursables																				\$1,064.26			
Subconsultant - Element (SBE)																				\$920,230.00			
Total Project Cost:																				\$988,997.71			
Maximum Limiting Amount:																				\$989,000.00			

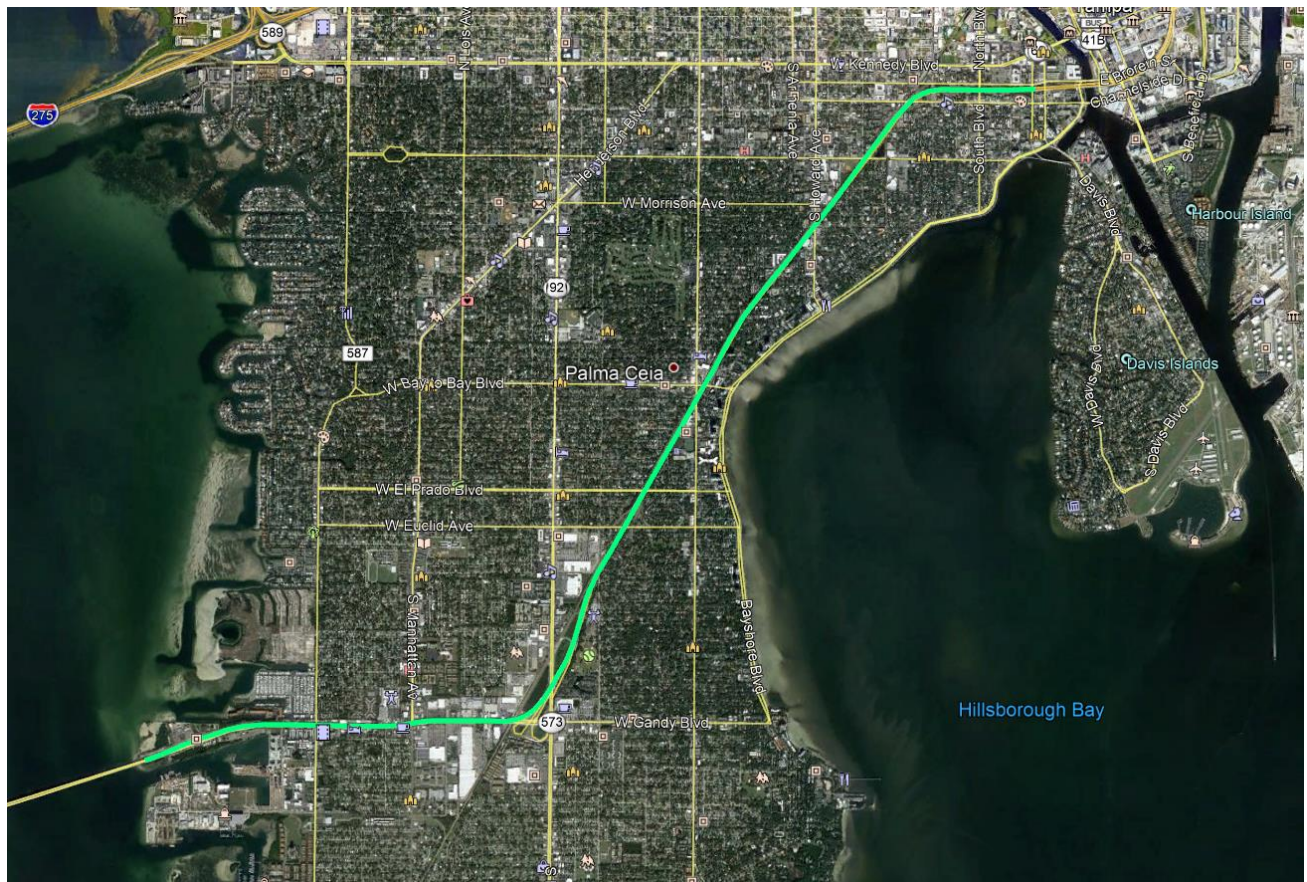
August 18, 2021

James Drapp, PE
Vice President
HNTB Corporation – One Tampa City Center
201 N. Franklin Street Suite 1200
Tampa, FL 33602

Re: Tampa Hillsborough Expressway Authority (THEA) Preliminary Estimate for Design Survey Services to update the South Selmon expressway, 22nd Street Ramps, 50th Street Ramps to include merging with existing CAD files for a seamless design survey and 3D DTM.

Dear Mr. Drapp:

Please see the attached for the preliminary estimate of the subject project. Fee's include survey tasks in accordance with all applicable statutes, manuals, guidelines, standards, handbooks, procedures, and design memoranda at the time of Bid. Fees also include submitting firms Quality Assurance, Quality Control mark-ups (QA/QC), Coordination, Supervision and Research. Rates are based on approximate fees per current FDOT PEC guidelines.



SCOPE Outline with approximate Fee Estimates

NOTE: Estimate is based on approximately 7.8 miles of new/updated roadway design survey and merging with existing surveys from previous segments (East Selmon, Meridian, Twiggs, etc.) to create one seamless design survey and DTM surface. Estimate includes office and field, quality assurance/control (QA-QC), field reviews, document research, technical meetings, supervision, coordination, and maintenance of traffic (MOT) for survey field operations.

Horizontal Project Control (HPC)

Recover/Establish HPC. Control points will be located every 3000 feet on opposite sides of the expressway at each level as needed to avoid corridor crossing during work. Includes Targets, analysis and processing of all field collected data. Data will be submitted on Project Control Sheets (CTL sheets) with XY values and tied to alignment with station/offset.

Estimate - \$ 29,000.00

Vertical Project Control (VPC)

Establish VPC every 2000 feet on opposite sides of the expressway at each level. Includes analysis and processing of all field collected data. Data will be submitted on Project Control Sheets (CTL sheets) with Z (Elevation) values.

Estimate - \$ 25,000.00

Alignment and/or Existing Right-of-Way Lines

Establish project alignment (Paper Only) using historical maps, deeds and existing files provided by THEA. Field time for location of right of way corners to update areas of change. Alignment shall be shown on CTL sheets with XY positions. Alignment will not be staked in field.

Estimate - \$ 28,300.00

Topography/Digital Terrain Model (DTM) (3D) – Includes all Targeting, obscured areas and merging with existing data

Mobile LiDAR - Locate all above ground features and improvements for the limits of the project by collecting the required data for the purpose of creating a DTM with sufficient density. Shoot all break lines; high and low points. Effort includes field edits, analysis and processing of all field collected data, existing maps, and/or reports and bridge clearance details as needed. Project will match seamlessly into all the existing Selmon projects.

Estimate - \$ 550,000.00

Project Control Sheets (CTL)

Project Control sheets shall be prepared depicting the horizontal project control, the vertical project control, and the alignment, pursuant to the FDOT Design Manual, Chapter 310.

Estimate - \$ 11,900.00

Drainage Survey

Drainage location will be as directed by the engineer estimated 200 structures. Location will include underground data (XYZ, pipe size, type, condition and flow line) that relates to above ground data. Includes

field edits, analysis and processing of all field collected data, existing maps, and/or reports. If drainage system branches off the main line, survey should be extended to the next structure.

Estimate - \$ 48,000.00

Bridge Survey (Minor/Major)

Approximately 30 bridges of various size. Locate required above ground features and improvements for the limits of the bridge. Includes field edits, analysis and processing of all field collected data, existing maps, and/or reports.

Estimate - \$ 108,000.00

Total Estimate: \$ 800,200.00 with 15% Contingency..... \$ 920,230.00



NOTICE OF INTENDED DECISION

Date: November 08, 2021

Project: Access Control System (ACS) REL Services
RFP No.: O-01121

The Evaluation Review Committee met on November 05, 2021, to evaluate and score the responses submitted for the above referenced RFP.

Final ranking and scoring is as follows:

Rank	Firm	Total Score	Average Score
1	Teledyn FLIR	268	89.3
2	Kapsch TrafficCom USA	246	82.0

Tampa-Hillsborough County Expressway Authority (the "Authority") staff intends to recommend approval to negotiate and execute a contract with the highest ranked firm at the Authority's Board Meeting scheduled for November 15, 2021.

If negotiations are unsuccessful, staff shall negotiate with the next highest ranked firm.

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 .

HNTB PR 202200XX

HI-0172 C-XX

Wrong Way Driver System Support (12/1/21-6/30/22)

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 Wrong Way Driver System project.

Scope

Services to be performed include:

1. Assist THEA staff in Scope & Advertisement Prep for the Wrong Way Driver System project.
2. Assist THEA staff in Design, & Construction Procurement for the Wrong Way Driver System project.
3. Assist THEA staff in Project Management & Design Review support for the Wrong Way Driver System project.
4. Assist THEA staff in Construction and CEI support for the Wrong Way Driver System project.

Subconsultants- Tierra (SBE), Geotechnical Support (\$2,000)

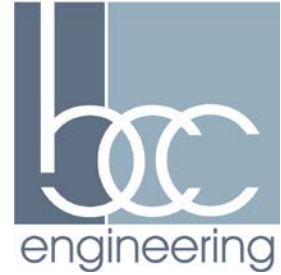
Element (SBE), Survey Support (\$2,000)

Omni (SBE), Utilities Support (\$2,000)

Services from 12/1/21 - 6/30/22.

November 5th, 2021

Brian W. Pickard, P.E,
Director of Operations and Engineering
Tampa Hillsborough County Expressway Authority
1104 E. Twiggs Street, Suite 300
Tampa, Florida 33602
Phone: 813-272-5987



Attn: Brian Pickard

Reference: Contract O-00121B – Task - Design Services for Wrong Way Driving

Thank you for inviting BBC Engineering, LLC. (BCC) to offer our scope and fee for professional consulting services relating to the design of Wrong Way Vehicle Detection Systems (WWVDS) for the following exit ramps.

- Reversible Express Lane (REL) Exit at Meridian Avenue
- Selmon Expressway EB Exit Ramp at 21st/22nd Street
- Selmon Expressway WB Exit Ramp at 21st/22nd Street
- Selmon Expressway EB Exit Ramp at 50th Street
- Selmon Expressway WB Exit Ramp at 50th Street
- Selmon Expressway WB Exit Ramp at 78th Street
- Reversible Express Lane (REL) Slip Ramp (North of Palm River Rd)
- Reversible Express Lane (REL) Slip Ramp (South of Palm River Rd)
- Selmon Expressway EB Exit Ramp at US 301
- Selmon Expressway WB Exit Ramp at US 301
- Selmon Expressway EB Exit Ramp at Falkenburg Road
- Selmon Expressway Brandon Entry

Scope of work will include the design and post design for construction activities to be completed by THEA's contractor. We appreciate the opportunity to serve THEA.

Scope of Service

BCC will provide the services specifically set forth below.

Task 1: Design

BCC will provide ITS & signing and pavement marking design plans which details the deployment of WWVDS. Deployment will consist of at a minimum WWVDS Rectangular Flashing Beacon (RFB) countermeasure sites and In-Pavement Lighting for all sites list above except for Slip Ramps which will receive only In-Pavement Lighting. Design will include necessary infrastructure to tie into the existing THEA fiber optic network (FON) linking to the THEA and District 7 TAPCO BlinkLink platform. Power design effort will include verifying existing location conditions and providing voltage drop calculations to ensure existing electrical system can handle the extra load or propose new/modified power services. Power analysis of the RFB electrical system will be from the point of connection at the existing ITS power

infrastructure (i.e. nearby existing LHUB cabinet or disconnect) to the proposed RFB. Voltage Drop will be calculated from ITS Load Center to the proposed RFB using assumed load levels for the existing ITS LHUBs connected to this circuit. Existing circuit load, circuit wire size and length to be determined from as-built plans and existing voltage drop calculations. Tasks will include coordinating design and all equipment locations with TAPCO and incorporate all appropriate manufacturer drawings in the plan set.

The Plans will be developed in accordance with MUTCD, FDOT Standard Plans, and FDOT Standard Specifications for Road and Bridge Construction, and THEA standards. No survey, baselines or topography will be provided. BCC will provide a plan set with the following (but not limited to) sheets:

- Key Sheet
- Pay Item Summary Sheet
- Tabulation of Quantities Sheets
- General Notes
- Project Layout
- 1"=100' ITS plan sheets with aerial background reference, with communications and power
- 1"=100' Signing and Pavement Marking plan sheets with aerial background reference
- Detection mounting detail
- Cabinet, Wiring, TAPCO RFB and miscellaneous details
- Splicing Details
- Special Service Point Details for Power
- Traffic Control Plans

Included in this Task will be field visits to identify existing visible (above-ground) features and meetings with applicable THEA staff. A Specification Package will be developed.

Included in this plan set will be a lane closure analysis, temporary traffic control plan (TCP), including pedestrian TCP, detours, applicable notes and details for each site

The Plans will be submitted to the THEA at the pre-final and final stages of completion. The final plans will be signed and sealed by a registered Professional Engineer and submitted to THEA for approval. BCC will respond to one (1) round of agency comments at each stage, pre-final and final.

No structural design is expected as equipment mounting will be based on current FDOT standard indexes 654-001 and 700-010.

Interconnect design outside of these limits is not included in this task and, if required can be performed as an additional service.

Task 2 (Optional): Construction Phase (Post Design) Services

As an optional task, BCC will perform the following construction phase services:

- Attendance at one (1) construction meeting
- Review four (4) sets of shop drawings and submittals required for the site improvements controlled by our design documents
- Review and reply to two (2) Contractor's requests for information

- Review two (2) 'as-built' documents provided by the Contractor.

BCC Engineering, LLC (The Consultant) shall have no responsibility for any contractor's means, methods, techniques, equipment choice and usage, sequence, schedule, safety programs, or safety practices, nor shall Consultant have any authority or responsibility to stop or direct the work of any contractor. The Consultant's visits shall be for the purpose of endeavoring to provide the Client a greater degree of confidence that the completed work of its contractors will generally conform to the construction documents prepared by the Consultant. Consultant neither guarantees the performance of contractors, nor assumes responsibility for any contractor's failure to perform their work in accordance with the contract documents.

Additional Services

Any services not specifically provided for in the above scope, as well as any changes in the scope the Client requests, will be considered additional services. BCC will provide Additional Services after receipt of written authorization by TCD and the establishment of a new amount. Additional services we can provide include, but are not limited to, the following:

- Providing representation at meetings beyond those described above
- Legal descriptions and parcel sketches
- Minor Roadway and Drainage Design
- Civil Engineering Inspection Service

Schedule

We will provide our services as expeditiously as practicable to meet a mutually agreed upon schedule.

Fee and Billing

BCC will perform the services in Tasks 1 and 2 for the lump sum fees below. All permitting, application, and similar project fees will be paid directly by the Client.

Schedule of Values

Exhibit C - Design Schedule of Values			
Task	Firm	Unit	Unit Fee
Engineering Services			
Design Services	BCC	LS	\$239,640.71
Construction Phase Services	BCC	LS	\$16,839.13

Lump sum fees will be invoiced monthly based upon the overall percentage of services performed. Reimbursable expenses will be invoiced based upon expenses incurred.

Closure

If you concur in all the foregoing and wish to direct us to proceed with the services, please issue the appropriate work authorization / purchase order. Please contact Erik Spillmann at 407-951-6444 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Erik Spillmann', with a stylized flourish at the end.

Erik Spillmann, P.E.
BCC Engineering, LLC.

ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: Wrong Way Detection
 County: Hillsborough
 FPN: 0
 FAP No.: 1/0/1900

Consultant Name: BCC Engineering, LLC
 Consultant No.:
 Date: 11/5/2021
 Estimator:

Staff Classification	Total Staff Hours From "SH Summary -	Project Manager	Chief Engineer 1	Senior Engineer 1	Chief Designer	Engineer 2	Engineer 1	Engineer Intern	Staff Classification 8	Staff Classification 9	Staff Classification 10	Staff Classification 11	Staff Classification 12	SH By Activity	Salary Cost By Activity	Average Rate Per Task
		\$215.92	\$187.85	\$196.61	\$187.79	\$152.25	\$98.10	\$98.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3. Project General and Project Common Tasks	36	14	0	0	0	7	7	7	0	0	0	0	0	35	\$5,462	\$156.06
4. Roadway Analysis	157	0	16	24	24	24	24	47	0	0	0	0	0	159	\$22,850	\$143.71
5. Roadway Plans	39	0	4	4	4	8	8	12	0	0	0	0	0	40	\$5,469	\$136.73
6a. Drainage Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
6b. Drainage Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
7. Utilities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
8. Environmental Permits, and Env. Clearances	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
9. Structures - Misc. Tasks, Dwgs, Non-Tech.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
10. Structures - Bridge Development Report	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
11. Structures - Temporary Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
12. Structures - Short Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
13. Structures - Medium Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
14. Structures - Structural Steel Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
15. Structures - Segmental Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
16. Structures - Movable Span	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
17. Structures - Retaining Walls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
18. Structures - Miscellaneous	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
19. Signing & Pavement Marking Analysis	103	0	0	21	21	21	0	41	0	0	0	0	0	104	\$15,292	\$147.04
20. Signing & Pavement Marking Plans	30	0	0	6	6	6	0	12	0	0	0	0	0	30	\$4,397	\$146.57
21. Signalization Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
22. Signalization Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
23. Lighting Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
24. Lighting Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
25. Landscape Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
26. Landscape Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
27. Survey (Field & Office Support)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
28. Photogrammetry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
29. Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
30. Terrestrial Mobile LiDAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
31. Architecture Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
32. Noise Barriers Impact Design Assessment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
33. Intelligent Transportation Systems Analysis	825	124	0	165	124	165	0	248	0	0	0	0	0	826	\$131,951	\$159.75
34. Intelligent Transportation Systems Plans	338	51	0	68	51	68	0	101	0	0	0	0	0	339	\$54,220	\$159.94
35. Geotechnical	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
36. 3D Modeling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
Total Staff Hours	1,528	189	20	288	230	299	39	468	0	0	0	0	0	1,533		
Total Staff Cost		\$40,808.88	\$3,757.00	\$56,623.68	\$43,191.70	\$45,522.75	\$3,825.90	\$45,910.80	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$239,640.71	\$156.32

Survey Field Days by Subconsultant
 4 - Person Crew:

Notes:

- This sheet to be used by Prime Consultant to calculate the Grand Total fee.
- Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

SALARY RELATED COSTS:		Check =	\$239,640.71	\$239,640.71
OVERHEAD:		0.00%		\$0.00
OPERATING MARGIN:		0.00%		\$0.00
FCCM (Facilities Capital Cost Money):		0.00%		\$0.00
EXPENSES:		0.00%		\$0.00
Survey (Field - if by Prime)	0	4-person crew days @	\$ - / day	\$0.00
SUBTOTAL ESTIMATED FEE:				\$239,640.71
Subconsultant: Enter Name Sub 1				\$0.00
Subconsultant: Sub 2				\$0.00
Subconsultant: Sub 3				\$0.00
Subconsultant: Sub 4				\$0.00
Subconsultant: Sub 5				\$0.00
Subconsultant: Sub 6				\$0.00
Subconsultant: Sub 7				\$0.00
Subconsultant: Sub 8				\$0.00
Subconsultant: Sub 9				\$0.00
Subconsultant: Sub 10				\$0.00
Subconsultant: Sub 11				\$0.00
Subconsultant: Sub 12				\$0.00
SUBTOTAL ESTIMATED FEE:				\$239,640.71
Geotechnical Field and Lab Testing				\$0.00
SUBTOTAL ESTIMATED FEE:				\$239,640.71
Optional Services				\$0.00
GRAND TOTAL ESTIMATED FEE:				\$239,640.71

Project Activity 3: General Tasks

Estimator:

Wrong Way Detection

0

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
3.1	Public Involvement					
3.1.1	Community Awareness Plan	LS	1	0	0	
3.1.2	Notifications	LS	1	0	0	
3.1.3	Preparing Mailing Lists	LS	1	0	0	
3.1.4	Median Modification Letters	LS	1	0	0	
3.1.5	Driveway Modification Letters	LS	1	0	0	
3.1.6	Newsletters	LS	1	0	0	
3.1.7	Renderings and Fly Throughs	LS	1	0	0	
3.1.8	PowerPoint Presentation	LS	1	0	0	
3.1.9	Public Meeting Preparations	LS	1	0	0	
3.1.10	Public Meeting Attendance/Followup	LS	1	0	0	
3.1.11	Other Agency Meetings	LS	1	0	0	
3.1.12	Web Site	LS	1	0	0	
3.1 Public Involvement Subtotal					0	
3.2	Joint Project Agreements	EA	0	0	0	
3.3	Specifications & Estimates					
3.3.1	Specifications Package Preparation	LS	0	0	0	See ITS
3.3.2	Estimated Quantities Report Preparation	LS	1	24	24	
3.4	Contract Maintenance and Project Documentation	LS	1	12	12	
3.5	Value Engineering (Multi-Discipline Team) Review	LS	0	0	0	
3.6	Prime Consultant Project Manager Meetings	LS	0	0	0	
3.7	Plans Update	LS	0	0	0	

Project Activity 3: General Tasks

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
3.8	Post Design Services	LS	1	0	0	Optional
3.9	Digital Delivery	LS	0	0	0	
3.10	Risk Assessment Workshop	LS	0	0	0	
3.11	Railroad, Transit, and/or Airport Coordination	LS	0	0	0	
3.11.1	Aeronautical Evaluation	LS	1	0	0	
3.12	Landscape and Existing Vegetation Coordination	LS	1	0	0	
3.13	Other Project General Tasks	LS	1	0	0	
3. Project Common and Project General Tasks Total					36	

3.6 - List of Project Manager Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments
Roadway Analysis	EA	5	0	0	
Drainage	EA	0	0	0	
Utilities	EA	2	0	0	
Environmental	EA	0	0	0	
Structures	EA	0	0	0	
Signing & Pavement Marking	EA	0	0	0	
Signalization	EA	0	0	0	
Lighting	EA	0	0	0	
Landscape Architecture	EA	0	0	0	
Survey	EA	0	0	0	
Photogrammetry	EA	0	0	0	
ROW & Mapping	EA	0	0	0	
Terrestrial Mobile LiDAR	EA	0	0	0	
Architecture	EA	0	0	0	
Noise Barriers	EA	0	0	0	
ITS Analysis	EA	0	0	0	
Geotechnical	EA	0	0	0	
Progress Meetings	EA	0	0	0	
Phase Reviews	EA	0	0	0	
Field Reviews	EA	0	0	0	
Total Project Manager Meetings		7		0	Total PM Meeting Hours carries to Task 3.6 above

Notes:

Project Activity 3: General Tasks

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
----------	------	-------	-------------	-------------	-------------	----------

1. If the hours per meeting vary in length (hours) enter the average in the hour/unit column.
2. Do not double count agency meetings between permitting agencies.
3. Project manager meetings are calculated in each discipline sheet and brought forward to Column D, except for Photogrammetry.

Project Activity 4: Roadway Analysis

Estimator:

Wrong Way Detection

0

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
4.1	Typical Section Package	LS	1	0	0	N/A
4.2	Pavement Type Selection Report	LS	1	0	0	N/A
4.3	Pavement Design Package	LS	1	0	0	N/A - Functional Resurf. Mill FC put back the same - Show on plan sheet
4.4	Cross-Slope Correction	LS	1	0	0	N/A
4.5	Horizontal /Vertical Master Design Files	LS	1	48	48	600-ft * 12 ramps * 40 hrs per mile
4.6	Access Management	LS	1	0	0	N/A
4.7	Roundabout Evaluation	LS	1	0	0	N/A
4.8	Roundabout Final Design Analysis	LS	1	0	0	N/A
4.9	Cross Section Design Files	LS	1	0	0	N/A
4.10	Temporary Traffic Control Plan Analysis	LS	1	80	80	General Notes, Adv. Warning, 10 detours (8 hrs / detour)
4.11	Master TTCP Design Files	LS	1	0	0	N/A
4.12a	Selective Clearing and Grubbing of Existing VegetationField Assessment	LS	1	0	0	N/A
4.12b	Selective Clearing and Grubbing Site Inventory of Existing Vegetation and Cross-Discipline Coordination (OPTIONAL SERVICES)	LS	1	0	0	N/A
4.12c	Selective Clearing and Grubbing- Existing Vegetation Maintenance Report	LS	1	0	0	N/A
4.13	Tree Disposition Plan	LS	1	0	0	N/A
4.14	Design Variations and Exceptions	LS	1	0	0	N/A
4.15	Design Report	LS	1	0	0	N/A
4.16	Quantities for EQ Report	LS	1	3	3	
4.17	Cost Estimate	LS	1	3	3	

Project Activity 4: Roadway Analysis

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
4.18	Technical Special Provisions and Modified Special Provisions	LS	1	0	0	N/A - To be done by ITS
4.19	Other Roadway Analyses	LS	1	0	0	N/A
Roadway Analysis Technical Subtotal					134	

Project Activity 4: Roadway Analysis

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
4.20	Field Reviews	LS	1	0	0	N/A - To be done by ITS
4.21	Monitor Existing Structures	LS	1	0	0	N/A
4.22	Technical Meetings	LS	1	4	4	Meetings are listed below
4.23	Quality Assurance/Quality Control	LS	%	5%	7	
4.24	Independent Peer Review	LS	%	0%	0	
4.25	Supervision	LS	%	5%	7	
Roadway Analysis Nontechnical Subtotal					18	
4.26	Coordination	LS	%	3%	5	
4. Roadway Analysis Total					157	

Technical Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments	PM Attendance at Meeting Required?	Number
Typical Section	EA	0	4	0	Typical section package review meeting	yes	1
Pavement	EA	0	4	0	Pavement design package review meeting	yes	1
Access Management	EA	0	0	0			0
15% Line and Grade	EA	0	0	0			0
Driveways	EA	0	0	0			0
Local Governments (cities, counties, MPO)	EA	0	4	0		yes	2
Work Zone Traffic Control	EA	0	0	0			0
30/60/90/100% Comment Review Meetings	EA	0	0	0			0
Other Meetings	EA	0	4	0		yes	1
Subtotal Technical Meetings				0	Subtotal Project Manager Meetings		5
Progress Meetings (if required by FDOT)	EA	1	2	2	<i>PM attendance at Progress Meetings is manually entered on General Task 3</i>		--
Phase Review Meetings	EA	1	2	2	<i>PM attendance at Phase Review Meetings is manually entered on General Task 3</i>		--
Total Meetings				4	Total Project Manager Meetings (carries to Tab 3)		5

Carries to 4.22

Carries to Tab 3

Project Activity 5: Roadway Plans

Estimator:

Wrong Way Detection

0

Representing		Print Name	Signature / Date
FDOT District			
Consultant Name			

NOTE: Signature Block is optional, per District preference

Task No.	Task	Scale	Units	No. of Units or Sheet	Hours/ Unit or Sheet	Total Hours	Comments
5.1	Key Sheet		Sheet	0	0	0	N/A
5.2	Typical Section Sheets						
5.2.1	Typical Sections		EA	0	0	0	N/A
5.2.2	Typical Section Details		EA	0	0	0	N/A
5.3	General Notes/Pay Item Notes		Sheet	1	2	2	Roadway and Utility notes
5.4	Project Layout		Sheet	0	0	0	N/A - To be done by ITS
5.5	Plan/Profile Sheet		Sheet	0	0	0	N/A
5.6	Profile Sheet		Sheet	0	0	0	N/A
5.7	Plan Sheet		Sheet	9	1	9	9 Ramps
5.8	Special Profile		Sheet	0	0	0	N/A
5.9	Back-of-Sidewalk Profile Sheet		Sheet	0	0	0	N/A
5.10	Interchange Layout Sheet		Sheet	0	0	0	N/A
5.11	Ramp Terminal Details (Plan View)		Sheet	0	0	0	N/A
5.12	Intersection Layout Details		Sheet	0	0	0	N/A
5.13	Special Details		EA	0	0	0	N/A
5.14	Cross-Section Pattern Sheets		Sheet	0	0	0	N/A
5.15	Roadway Soil Survey Sheets		Sheet	0	0	0	N/A
5.16	Cross Sections		EA	0	0	0	N/A

Project Activity 5: Roadway Plans

Task No.	Task	Scale	Units	No. of Units or Sheet	Hours/ Unit or Sheet	Total Hours	Comments
5.17	Temporary Traffic Control Plan Sheets		Sheet	12	2	24	Gen Notes + adv. Warning + 10 detours
5.18	Temporary Traffic Control Cross Section Sheets		EA	0	0	0	N/A
5.19	Temporary Traffic Control Detail Sheets		Sheet	0	0	0	N/A
5.20	Utility Adjustment Sheets		Sheet	0	0	0	N/A - To be done by ITS
5.21	Selective Clearing and Grubbing Sheets						N/A
5.21.1	Selective Clearing and Grubbing		Sheet	0	0	0	N/A
5.21.2	Selective Clearing and Grubbing Details		Sheet	0	0	0	N/A
5.22	Tree Disposition Sheets						N/A
5.22.1	Tree Disposition Plan Sheets		Sheet	0	0	0	N/A
5.22.2	Tree Disposition Plan Tables and Schedules		Sheet	0	0	0	N/A
5.23	Project Control Sheets		Sheet	0	0	0	N/A
5.24	Environmental Detail Sheets		Sheet	0	0	0	N/A
5.25	Utility Verification Sheets (SUE Data)		Sheet	0	0	0	N/A - To be done by traffic
Roadway Plans Technical Subtotal						35	
5.26	Quality Assurance/Quality Control		LS	%	5%	2	
5.27	Supervision		LS	%	5%	2	
5. Roadway Plans Total						39	

Project Activity 19: Signing and Pavement Marking Analysis

Estimator: DQ

Wrong Way Detection

0

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments
19.1	Traffic Data Analysis	LS	1	0	0	N/A
19.2	No Passing Zone Study	LS	1	0	0	N/A
19.3	Signing and Pavement Marking Master Design File	LS	1	66	66	Develop master design file showing all static signing and pavement markings per FDOT RDB21-07 for WWD Countermeasures and FDOT D7 guidelines. 36 hrs for set up + 8 hrs first ramp + 2 hours per additional 11 ramps.
19.4	Multi-Post Sign Support Calculations	EA	0	0	0	N/A
19.5	Sign Panel Design Analysis	EA	0	0	0	N/A
19.6	Sign Lighting/Electrical Calculations	EA	0	0	0	N/A
19.7	Quantities	LS	1	24	24	Determine pay items and quantities
19.8	Cost Estimate	LS	1	0	0	N/A
19.9	Technical Special Provisions and Modified Special Provisions	LS	1	0	0	None anticipated
19.10	Other Signing and Pavement Marking	LS	1	0	0	N/A
Signing and Pavement Marking Analysis Technical Subtotal					90	
19.11	Field Reviews	LS	1	0	0	N/A
19.12	Technical Meetings	LS	1	0	0	Meetings are listed below
19.13	Quality Assurance/Quality Control	LS	%	5%	5	
19.14	Independent Peer Review	LS	%	0%	0	
19.15	Supervision	LS	%	5%	5	
Signing and Pavement Marking Analysis Nontechnical Subtotal					10	
19.16	Coordination	LS	%	3%	3	
19. Signing and Pavement Marking Analysis Total					103	

Project Activity 19: Signing and Pavement Marking Analysis

Task No.	Task	Units	No. of Units	Hours/ Units	Total Hours	Comments		
Technical Meetings		Units	No of Units	Hours/ Unit	Total Hours	Comments	PM Attendance at Meeting Required?	Number
	Sign Panel Design	EA	0	0	0			0
	Queue Length Analysis	EA	0	0	0			0
	Local Governments (cities, counties)	EA	0	0	0			0
	Other Meetings	EA	0	0	0			0
Subtotal Technical Meetings					0	Subtotal Project Manager Meetings		0
	Progress Meetings (if required by FDOT)	EA	1	2	2	PM attendance at Progress Meetings is manually entered on General Task 3		- -
	Phase Review Meetings	EA	2	1	2	PM attendance at Phase Review Meetings is manually entered on General Task 3		- -
Total Meetings					4	Total Project Manager Meetings (carries to Tab 3)		0

Carries to 19.12

Carries to Tab 3

Project Activity 20: Signing and Pavement Marking Plans

Estimator: DQ

Wrong Way Detection

0

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Scale	Units	No of Units	Hours/ Unit	No. of Sheets	Total Hours	Comments
20.1	Key Sheet		Sheet	1	0	1	0	N/A
20.2	General Notes/Pay Item Notes		Sheet	1	4	1	4	Developing general and pay item notes, using and modifying specific Authority notes and developing specific notes for special design considerations.
20.3	Project Layout		Sheet	1	0	1	0	N/A
20.4	Plan Sheet	1"=40'	Sheet	12	2	12	24	12 Ramps
20.5	Typical Details		EA	0	0		0	N/A
20.6	Guide Sign Worksheets		EA	0	0		0	N/A
20.7	Traffic Monitoring Site		EA	0	0		0	N/A
20.8	Cross Sections		EA	0	0		0	N/A
20.9	Special Service Point Details		EA	0	0		0	N/A
20.10	Special Details		LS	0	0		0	N/A
20.11	Interim Standards		LS	0	0		0	N/A
Signing and Pavement Marking Plans Technical Subtotal						15	28	
20.12	Quality Assurance/Quality Control		LS	%	5%		1	
20.13	Supervision		LS	%	5%		1	
20. Signing and Pavement Marking Plans Total						15	30	

33. ITS Analysis

Estimator:

Wrong Way Detection

0

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
33.1	ITS Analysis	LS	1	16	16	- Coordinate and review documentation on TAPCO system - Obtain documentation from TAPCO - Determine how system communicates with BlinkLink system and SunGuide - Determined connection to FDOT system and Wrong Way Devices
33.2	Communications Plan Analysis	LS	1	20	20	Low Range - Fiber Allocation
33.3	Lightning Protection Analysis	Per Site	1	8	8	Typical Layout for all locations
33.4	Power Subsystem	LS	1	180	180	Low Range - 9 Locations Tied to existing ITS powersystem - Evaluation of existing circuits / devices for additional loads - design of connection - resize equipment
33.5	Voltage Drop Calculations	LS	1	48	48	Re-analysis of existing circuits for additional of 12 devices
33.6	Design Documentation	LS	1	0	0	
33.7	Existing ITS System	LS	1	36	36	Identify Existing ITS 3 hr per location
33.8	Queue Analysis	PI	0	0	0	
33.9	Reference and Master ITS Design File	PI	12	11	132	Develop design file for 12 ramp location. - Low Range - As built /Aerials
33.10	Reference and Master Communications Design File	PI	12	11	132	Fiber Communication route for 12 sites back to backbone access point
33.11	Pole Elevation Analysis	LS	1	0	0	
33.12	Sign Panel Design Analysis	LS	1	0	0	
33.13	Quantities for EQ Report	LS	24	4	96	24 sheets (2 per WWDS site)
33.14	Cost Estimate	LS	0	0	0	
33.15	Technical Special Provisions and Modified Special Provisions	LS	1	8	8	WWD TSPs to be developed
33.16	Other ITS Analyses	LS	1	0	0	
Intelligent Transportation Systems Analysis Technical Subtotal					676	

33. ITS Analysis

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
33.17	Field Reviews	LS	1	24	24	
33.18	Technical Meetings	LS	1	18	18	Meetings are listed below
33.19	Quality Assurance/Quality Control	LS	%	5%	34	
33.20	Supervision	LS	%	5%	34	
Intelligent Transportation Systems Analysis Nontechnical Subtotal					110	
33.21	Coordination	LS	%	5%	39	
33. Intelligent Transportation Systems Analysis Total					825	

Technical Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments	PM Attendance at Meeting Required?	Number
Kickoff Meeting with THEA	EA	1	4	4			0
Local Governments (cities, counties, MPO)	EA	0	0	0			0
Utility Owners	EA	1	8	8	Coordinate new service points		0
Field Meetings	EA	0	0	0			0
Other Meetings	EA	0	0	0			0
Subtotal Technical Meetings				12	Subtotal Project Manager Meetings		0
Progress Meetings (if required by THEA)	EA	3	2	6	PM attendance at Progress Meetings is manually entered on General Task 3		- -
Phase Review Meetings	EA	0	0	0	PM attendance at Phase Review Meetings is manually entered on General Task 3		- -
Total Meetings				18	Total Project Manager Meetings (carries to Tab 3)		0

Carries to 33.18

Carries to Tab 3

34. ITS Plans

Estimator:

Wrong Way Detection

0

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Scale	Units	No. of Units	Hours/ Unit	No. of Sheets	Total Hours	Comments
34.1	Key Sheet		Sheet	1	4	1	4	
34.2	General Notes/Pay Item Notes		Sheet	1	6	1	6	WWDS Notes / Pay item notes / Legend for WWD
34.3	Project Layout		Sheet	6	2	6	12	Update Project Layout Sheets for WWD (6 Sheets)
34.4	Typical and Special Details		Sheet	10	6	10	60	Create Details for: -Summary of Devices (1) - ITS Cabinet Detail (1) - Installation Details (3) - WWD Wiring Diagram (1) - Wireless Relay (1) - Riser Diagrams (2) -Typical Cabinet Sites (1)
34.5	Plan Sheet		Sheet	24	6	24	144	24 sheets
34.6	ITS Communications Plans		Sheet	1	8	1	8	Network Diagram
34.7	Fiber Optic Splice Diagrams		Sheet	12	2	12	24	12 splice points
34.8	Lightning Protection Plans		Sheet	1	2	1	2	
34.9	Cross Sections		Sheet	0	0	0	0	
34.10	Guide Sign Worksheets		Sheet	0	0	0	0	
34.11	Special Service Point Details		Sheet	12	4	12	48	12 Circuits - One Line Diagram -
34.12	Strain Pole Schedule		Sheet	0	0	0	0	
34.13	Overhead/Cantilever Sign Structure		Sheet	0	0	0	0	
34.14	Other Overhead Sign Structures (Long Span, Monotube, etc.)		Sheet	0	0	0	0	
34.15	Temporary Traffic Control Plans		Sheet	0	0	0	0	

34. ITS Plans

Task No.	Task	Scale	Units	No. of Units	Hours/ Unit	No. of Sheets	Total Hours	Comments
34.16	Interim Standards		Sheet	0	0	0	0	
34.17	GIS Data and Asset Management Requirements		LS	1	0	0	0	

34. ITS Plans

Task No.	Task	Scale	Units	No. of Units	Hours/ Unit	No. of Sheets	Total Hours	Comments
Intelligent Transportation System Plans Technical Subtotal						68	308	
34.18	Quality Assurance/Quality Control		LS	%	5%		15	
34.19	Supervision		LS	%	5%		15	
34. Intelligent Transportation System Plans Total						68	338	

ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: Wrong Way Detection
 County: Hillsborough
 FPN: 0
 FAP No.: 1/0/1900

Consultant Name: BCC Engineering, LLC
 Consultant No.:
 Date: 11/5/2021
 Estimator:

Staff Classification	Total Staff Hours From "SH Summary -	Project Manager	Chief Engineer 1	Senior Engineer 1	Chief Designer	Engineer 2	Engineer 1	Engineer Intern	Staff Classification 8	Staff Classification 9	Staff Classification 10	Staff Classification 11	Staff Classification 12	SH By Activity	Salary Cost By Activity	Average Rate Per Task
		\$215.92	\$187.85	\$196.61	\$187.79	\$152.25	\$98.10	\$98.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3. Project General and Project Common Tasks	95	19	19	19	19	0	0	19	0	0	0	0	0	95	\$16,839	\$177.25
4. Roadway Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
5. Roadway Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
6a. Drainage Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
6b. Drainage Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
7. Utilities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
8. Environmental Permits, and Env. Clearances	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
9. Structures - Misc. Tasks, Dwgs, Non-Tech.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
10. Structures - Bridge Development Report	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
11. Structures - Temporary Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
12. Structures - Short Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
13. Structures - Medium Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
14. Structures - Structural Steel Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
15. Structures - Segmental Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
16. Structures - Movable Span	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
17. Structures - Retaining Walls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
18. Structures - Miscellaneous	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
19. Signing & Pavement Marking Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
20. Signing & Pavement Marking Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
21. Signalization Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
22. Signalization Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
23. Lighting Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
24. Lighting Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
25. Landscape Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
26. Landscape Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
27. Survey (Field & Office Support)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
28. Photogrammetry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
29. Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
30. Terrestrial Mobile LiDAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
31. Architecture Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
32. Noise Barriers Impact Design Assessment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
33. Intelligent Transportation Systems Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
34. Intelligent Transportation Systems Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
35. Geotechnical	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
36. 3D Modeling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
Total Staff Hours	95	19	19	19	19	0	0	19	0	0	0	0	0	95		
Total Staff Cost		\$4,102.48	\$3,569.15	\$3,735.59	\$3,568.01	\$0.00	\$0.00	\$1,863.90	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$16,839.13	\$177.25

Survey Field Days by Subconsultant
 4 - Person Crew:

Notes:

- This sheet to be used by Prime Consultant to calculate the Grand Total fee.
- Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

SALARY RELATED COSTS:		Check =	\$16,839.13
OVERHEAD:		0.00%	\$0.00
OPERATING MARGIN:		0.00%	\$0.00
FCCM (Facilities Capital Cost Money):		0.00%	\$0.00
EXPENSES:		0.00%	\$0.00
Survey (Field - if by Prime)	0	4-person crew days @	\$ - / day
SUBTOTAL ESTIMATED FEE:			\$16,839.13
Subconsultant: Enter Name Sub 1			\$0.00
Subconsultant: Sub 2			\$0.00
Subconsultant: Sub 3			\$0.00
Subconsultant: Sub 4			\$0.00
Subconsultant: Sub 5			\$0.00
Subconsultant: Sub 6			\$0.00
Subconsultant: Sub 7			\$0.00
Subconsultant: Sub 8			\$0.00
Subconsultant: Sub 9			\$0.00
Subconsultant: Sub 10			\$0.00
Subconsultant: Sub 11			\$0.00
Subconsultant: Sub 12			\$0.00
SUBTOTAL ESTIMATED FEE:			\$16,839.13
Geotechnical Field and Lab Testing			\$0.00
SUBTOTAL ESTIMATED FEE:			\$16,839.13
Optional Services			\$0.00
GRAND TOTAL ESTIMATED FEE:			\$16,839.13

Project Activity 3: General Tasks

Estimator:

Wrong Way Detection

0

Representing	Print Name	Signature / Date
FDOT District		
Consultant Name		

NOTE: Signature Block is optional, per District preference

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
3.1	Public Involvement					
3.1.1	Community Awareness Plan	LS	1	0	0	
3.1.2	Notifications	LS	1	0	0	
3.1.3	Preparing Mailing Lists	LS	1	0	0	
3.1.4	Median Modification Letters	LS	1	0	0	
3.1.5	Driveway Modification Letters	LS	1	0	0	
3.1.6	Newsletters	LS	1	0	0	
3.1.7	Renderings and Fly Throughs	LS	1	0	0	
3.1.8	PowerPoint Presentation	LS	1	0	0	
3.1.9	Public Meeting Preparations	LS	1	0	0	
3.1.10	Public Meeting Attendance/Followup	LS	1	0	0	
3.1.11	Other Agency Meetings	LS	1	0	0	
3.1.12	Web Site	LS	1	0	0	
3.1 Public Involvement Subtotal					0	
3.2	Joint Project Agreements	EA	0	0	0	
3.3	Specifications & Estimates					
3.3.1	Specifications Package Preparation	LS	0	0	0	
3.3.2	Estimated Quantities Report Preparation	LS	0	0	0	
3.4	Contract Maintenance and Project Documentation	LS	0	0	0	
3.5	Value Engineering (Multi-Discipline Team) Review	LS	0	0	0	
3.6	Prime Consultant Project Manager Meetings	LS	0	0	0	
3.7	Plans Update	LS	0	0	0	

Project Activity 3: General Tasks

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
3.8	Post Design Services	LS	1	95	95	Optional
3.9	Digital Delivery	LS	0	0	0	
3.10	Risk Assessment Workshop	LS	0	0	0	
3.11	Railroad, Transit, and/or Airport Coordination	LS	0	0	0	
3.11.1	Aeronautical Evaluation	LS	1	0	0	
3.12	Landscape and Existing Vegetation Coordination	LS	1	0	0	
3.13	Other Project General Tasks	LS	1	0	0	
3. Project Common and Project General Tasks Total					95	

3.6 - List of Project Manager Meetings	Units	No of Units	Hours/ Unit	Total Hours	Comments
Roadway Analysis	EA	5	0	0	
Drainage	EA	0	0	0	
Utilities	EA	2	0	0	
Environmental	EA	0	0	0	
Structures	EA	0	0	0	
Signing & Pavement Marking	EA	0	0	0	
Signalization	EA	0	0	0	
Lighting	EA	0	0	0	
Landscape Architecture	EA	0	0	0	
Survey	EA	0	0	0	
Photogrammetry	EA	0	0	0	
ROW & Mapping	EA	0	0	0	
Terrestrial Mobile LiDAR	EA	0	0	0	
Architecture	EA	0	0	0	
Noise Barriers	EA	0	0	0	
ITS Analysis	EA	0	0	0	
Geotechnical	EA	0	0	0	
Progress Meetings	EA	0	0	0	
Phase Reviews	EA	0	0	0	
Field Reviews	EA	0	0	0	
Total Project Manager Meetings		7		0	Total PM Meeting Hours carries to Task 3.6 above

Notes:

Project Activity 3: General Tasks

Task No.	Task	Units	No of Units	Hours/ Unit	Total Hours	Comments
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1. If the hours per meeting vary in length (hours) enter the average in the hour/unit column.
2. Do not double count agency meetings between permitting agencies.
3. Project manager meetings are calculated in each discipline sheet and brought forward to Column D, except for Photogrammetry.



IV.A.5.

NOTICE OF INTENDED DECISION

Date: October 22, 2021

Project: Tolling Equipment Power Generators
Invitation to Bid (ITB) T-01721

On October 21, 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>
Zabatt Engine Services	\$131,415.
Eau Gallie Electric	\$138,250.
Generx Generators	\$162,000.

After a thorough review of the bids' responsiveness, the Tampa-Hillsborough County Expressway Authority staff intends to recommend approval to negotiate and execute a contract with the firm with the lowest bid, **Zabatt Engine Services**, at the Authority Board Meeting scheduled for November 15, 2021. If negotiations are unsuccessful, staff shall negotiate with the next lowest bid firm.

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 .

V.

Chairman

1. Executive Director Recruitment Timeline Update
2. Selection Committee Protocols

VI. Staff Reports

- 1. Planning & Innovation**
- 2. Operations & Maintenance**
- 3. Finance**
- 4. Toll Operations**
- 5. Communications**

VII. Executive Reports

- 1. Executive Director**
- 2. General Counsel**
- 3. Chairman**

VII.1.A.

Report month: **Nov. 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
Brian Pickard	Hall Engineering	Miscellaneous Electrical Design & Development	04/22/19	04/21/22	3 Years + 2 additional one-year renewal option	Renew (1st year renewal ~ April 2022 - April 2023)
Jeff Seward	Public Trust Advisors	Investment Advisory Services	05/02/18	05/01/22	3 Years + 2 additional one-year renewal option	Renew (2nd year renewal ~ May 2022 - May 2023)

**Contract Close-Out Report
October 2021**

Contractor	Deliverables	Term	Original Board Approved Contract Amount	Amended Board Approved Contract Amount	Close-Out Contract Amount	Under/ Over Contract Amount
Atkins North America, Inc.	Construction Engineering Inspection (CEI) Services for the Selmon West Extension (SWE) project	Sept. 2016 ~ Aug. 2021	\$7,003,939	\$6,003,526 ¹ <i>New contract amount</i> \$13,007,465	\$12,510,832	Completed \$496,632 ² (9.6%) under approved contract amount
Kiewit Infrastructure South Co.	Construction of Selmon West Extension (SWE) project	Sept. 2017 ~ Aug. 2021	\$230,058,000	\$4,527,077 ³ <i>New contract amount</i> \$234,585,059	\$234,585,059	Completed within approved contract amount

¹ Atkins' contract amount amended to include the following:

- To reflect the design-build services and account for the construction methods and schedule
- To cover the CEI costs for the extension of the SWE project

² Reduction in staff more than anticipated near the end of the project

³ Kiewit's contract amount amended to include the following:

- Resolve outstanding claims
- ITS Plans Revision for future installation of fiber
- Fuel and bituminous adjustments and material quality incentive payments

Note: This report was produced in accordance with THEA Procurement Policy 501.00, Approval Thresholds.

About THEA



THEA owns, operates and maintains Lee Roy Selmon Expressway, Selmon Greenway, Brandon Parkway and Meridian Avenue.

Currently serves:

Hillsborough, Pinellas, Pasco, Polk, Manatee, and Hardee counties

The Tampa-Hillsborough County Expressway Authority (THEA) is a resource to address transportation needs in our region. THEA state statute currently allows us to help build toll facilities in counties adjacent to Hillsborough County. Per our current statute, building or acquiring a facility in an adjacent county is only by invitation from the County and mutual agreement between the County and the Authority. However, our current statute does not provide an option for any of those counties to have a seat on our Board.

Our Vision for the Future Includes...

...a name change to the West Florida Expressway Authority (WFX) to reflect a more regional function. This would retain governance at the local level, where there is more opportunity for public input and sensitivity to regional needs, and

...the expansion of the Authority's Board by adding a County Commissioner from a "new county" as a member of the Board when the authority acquires or builds a facility in that county. This would potentially allow the membership to grow by 5-members to a total of 12.



THEA's Goal

To fulfill a more substantial role as a regional transportation agency.

What benefits do regional toll authorities provide?

- One size does not fit all. Regional toll authorities offer an excellent way to leverage limited transportation funds to address the "regional level" needs especially when those needs also align with "state needs."
- Regional authorities provide Florida with an opportunity to generate new funds for projects by taking advantage of regional and state interests to improve community livability and to enhance their competitive position in attracting new growth.
- An advantage to the state of Florida with respect to regional authorities is that bond debt of regional authorities is not state debt.
- Adding to the alignment of needs and outcomes is the local control of toll rates and the local direction of exactly where those toll revenues will be used. This enhances the potential use of tolls to meet our ever-growing regional transportation needs.

Contact/learn more



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

VIII. Old Business

IX. New Business

X. Adjournment