

South Selmon Capacity Project Pre-Submittal Conference

September 6, 2022



Introductions

Amy Lettelleir – THEA General Counsel

Greg Slater – THEA Executive Director (CEO)

Judith Villegas, EI – THEA Project Manager

Brian Pickard, PE – THEA Director of Operations and Engineering

Bob Frey, AICP – THEA Director of Planning

Andy Lelewski, PE – THEA Director of Toll Operations

Sue Chrzan – THEA Director of Public Affairs and Communications

James Drapp, PE – HNTB, GEC Project Manager



Project Roles

- Tampa Hillsborough Expressway Authority (THEA)- Owner
 –Judith Villegas, El- THEA Project Manager
- HNTB- General Engineering Consultant (GEC) to THEA
- Tierra- Geotechnical Consultant to GEC & THEA
- Element- Survey & Utilities Consultant to GEC & THEA
- CEI- To be determined



Agenda

- Project Overview & Objectives
- Innovative Aspects & ATC's
- LOI/Written Technical Proposal/Schedule
- Contractor/Consultant Work Types
- Q & A Session
- Evaluation Criteria
- Procurement Schedule
- CEI Services
- SBE
- DB Stipend
- Evaluation Committee Members & Technical Advisors
- Project Documents
- Questions



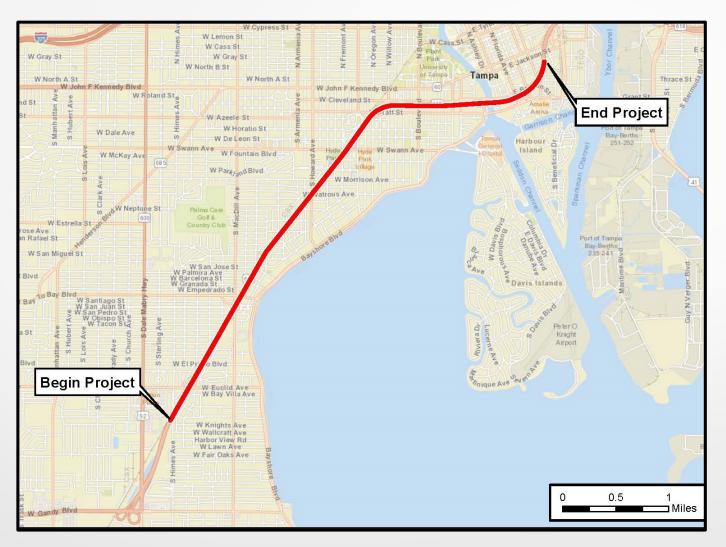


Project Overview & Objectives

- Project Limits
 - Selmon Expressway from west of Himes Avenue to east of Florida Avenue with ramp and local roadway improvements at:
 - Euclid (new signals)
 - Bay to Bay (new signal)
 - Willow (new signals)
 - Plant (add capacity to ramp)
- Project Goals
- TTCP/Work Hours
- Project Information
- Project Schedule
 - Incentives/Disincentives



Project Limits





Project Goals

- Reduce congestion and provide interchange operational and safety improvements on the Selmon Expressway between Gandy Blvd and Downtown Tampa, improve pedestrian safety, minimize impact to adjacent properties, implement Vision Zero philosophy.
- Provide walls along both sides of the improved roadway between Himes Avenue and the Hillsborough River
- Provide improved and more efficient LED Highway Lighting located in the median barrier wall
- Implement ITS and CV Technologies, including CCTV coverage throughout the corridor
- Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement
- Coordinate with adjacent construction projects, CSX Transportation, environmental resource/permitting agencies, and maintaining agencies
- Maintain all tolling points with no disruptions or impacts to customers
- 3D BIM/CADD files for delivery as As-Build Asset Information Model (AIM)



Project Commitments

- Cultural Resources
 - Fort Brooke Site Ground Disturbance Below 1 Meter Monitored by a Qualified Archaeologist
 - Requirements if Prehistoric or Historic Artifacts are Encountered
- Natural Resources
 - Gulf Sturgeon Protection Guidelines
 - Sea Turtles and Smalltooth Sawfish Construction Conditions
 - Manatee Conditions for In-Water Work (Most Current Version)
 - Marine Wildlife Watch
 - Coordinate with NMFS, USFWS, and/or USACE for Pile Driving Impacts in the Hillsborough River
- Provide Walls Along Both Sides of the Roadway for Traffic Noise Abatement
- For Identified Medium & High Contamination Sites Consider Field Screening
- Temporary 8' Fence with Fabric Cover along entire ROW on East Side at start of construction

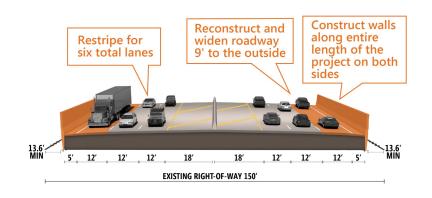


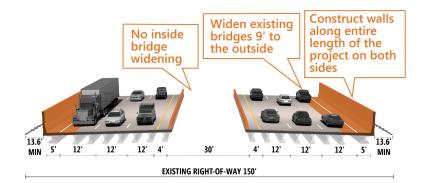
TTCP/Work Hours

- Lanes Closures NOT allowed Monday thru Friday between the hours of:
 - 5:00 AM to 9:00 AM
 - 3:00 PM to 7:00 PM
 - No Lane Closures allowed during non-work periods.
- Public Involvement support
- DB Team is responsible for obtaining any required railroad permits.
 THEA is responsible for paying CSX Railroad for any flaggers and all other reimbursable CSX efforts
- Implement design/construction ideas related to community considerations such as emissions, employment, and noise from safety features
- Toll Operations to be maintained throughout the contract duration
- Minimize noise impacts to nearby properties



Typical Section





ROADWAY

BRIDGE







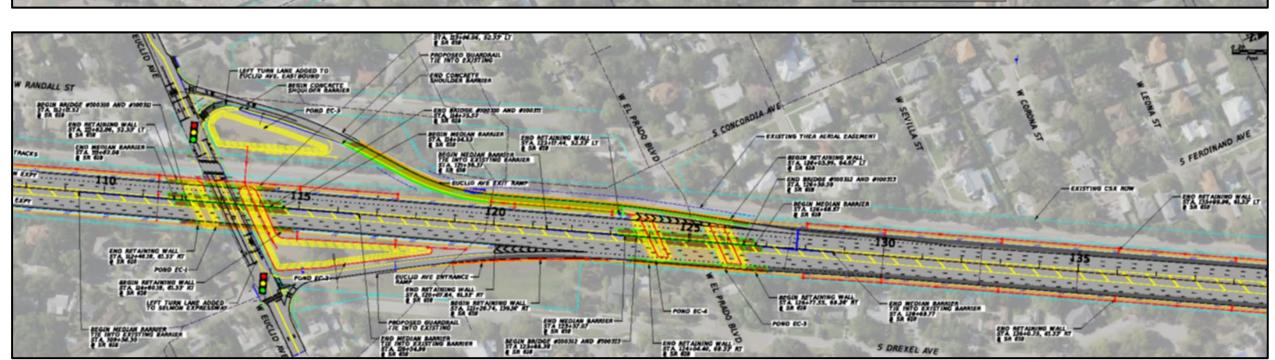
Plan View

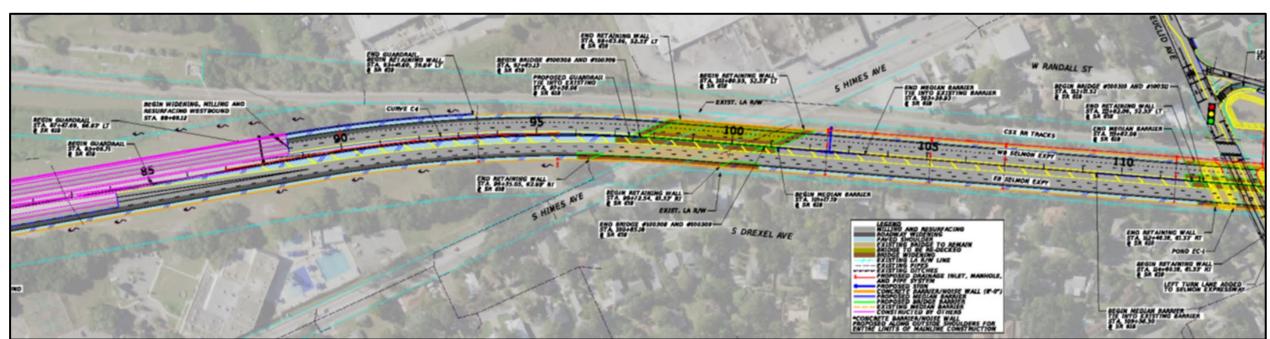
South of Himes Avenue to South of Bay-to-Bay Boulevard







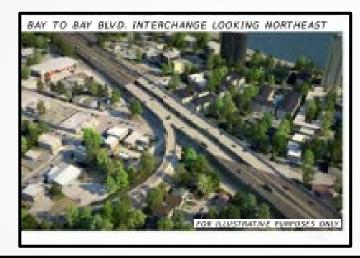




Plan View- Euclid Interchange

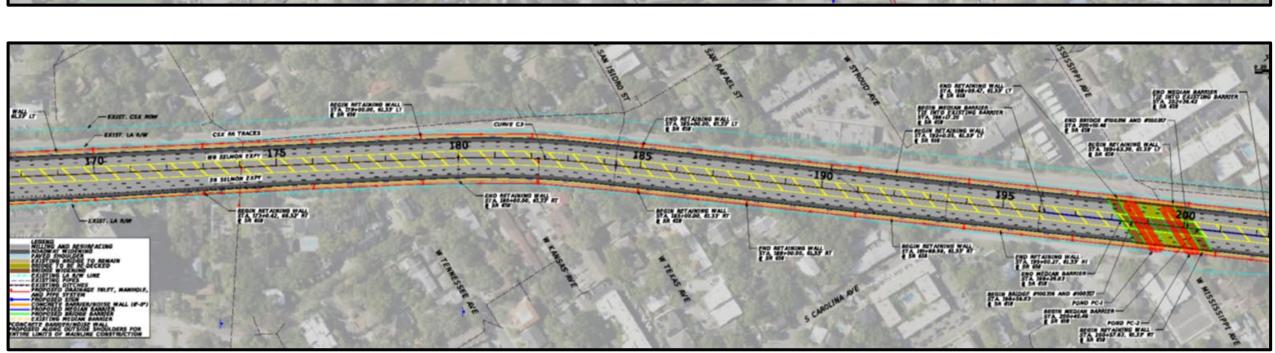


Plan View South of Bay to Bay Blvd to Mississippi Avenue



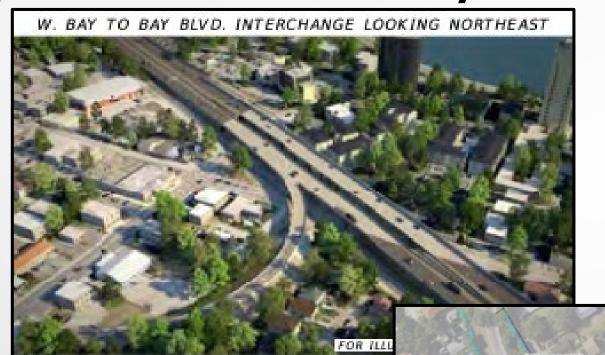


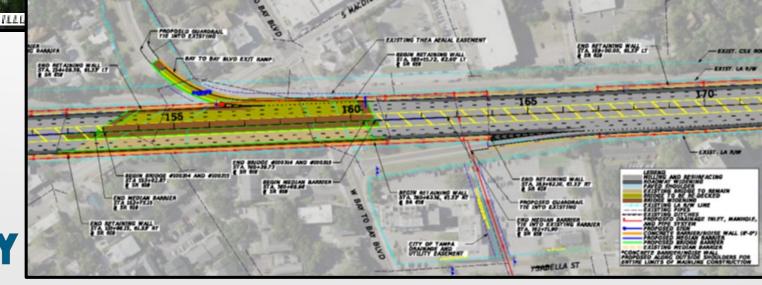




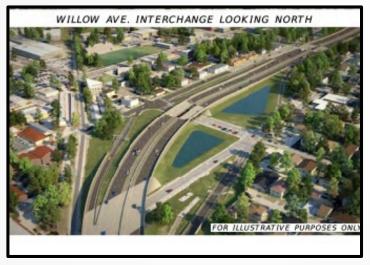


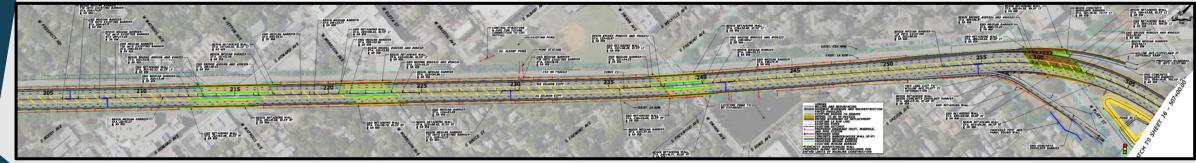
Plan View- Bay to Bay Interchange



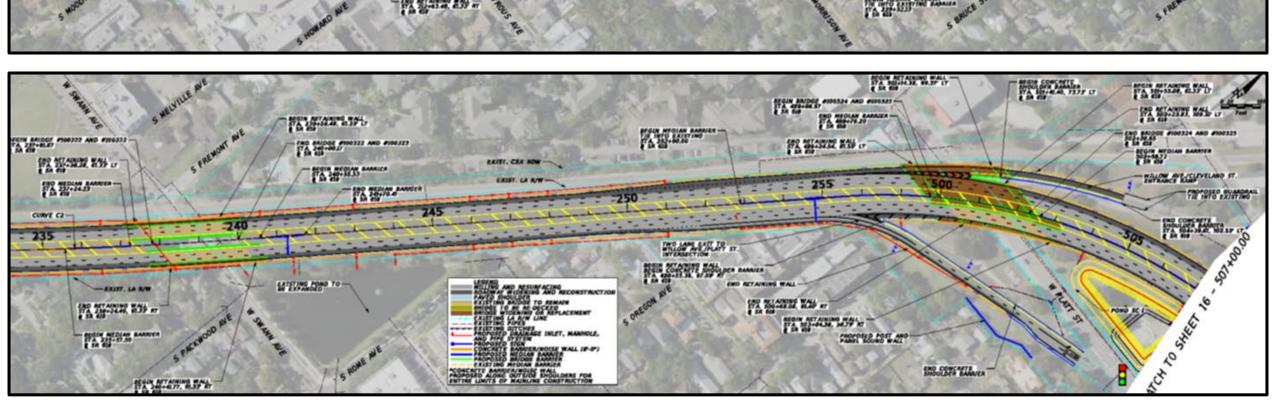


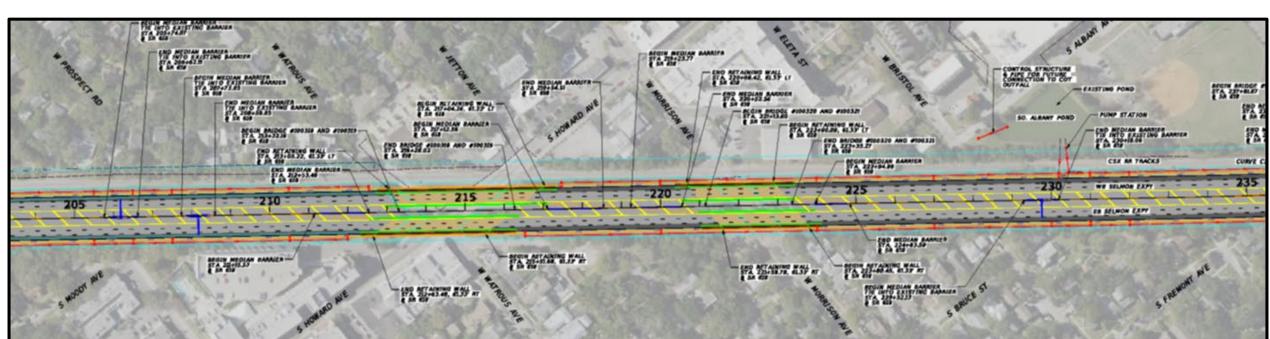
Plan View Mississippi Avenue to West of Willow Avenue





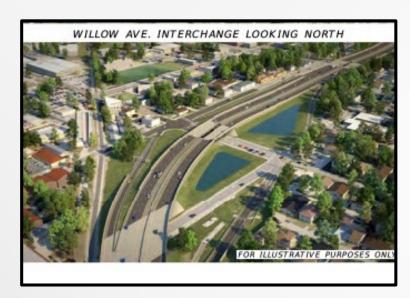






Plan View

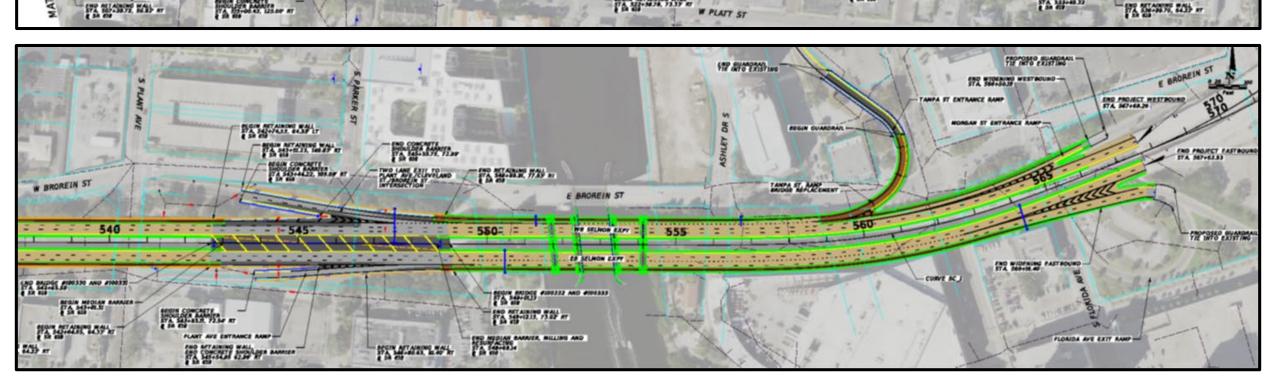
West of Willow Avenue to East of the Hillsborough River

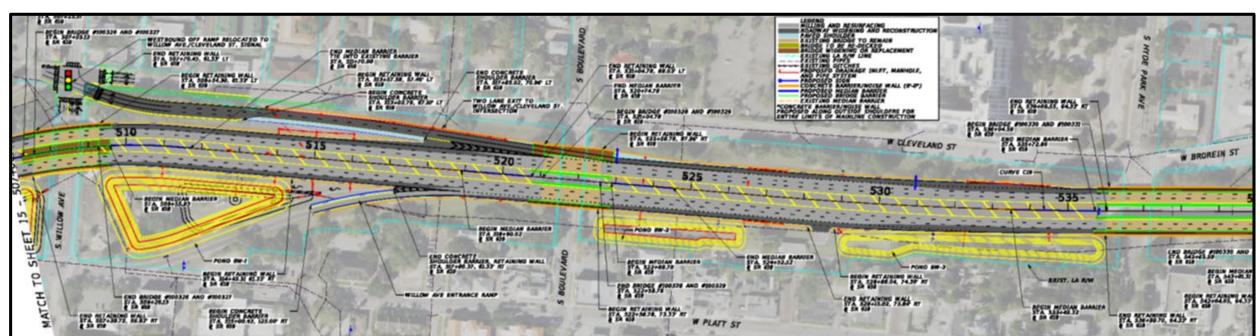












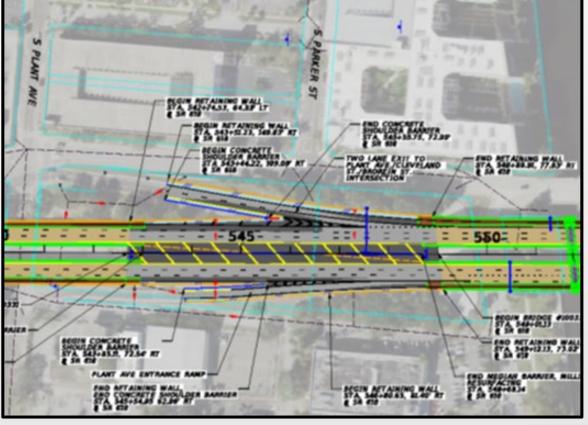
Plan View Willow Interchange





Plan View- Plant Interchange







Plan View Tampa Interchange







Structures

- 27 Bridge Widenings
- 6 Bridge Redeckings
- 2 Bridge Removals
- 2 New Bridge
- 5 Steel Bridge Recoatings
- 9 Bridge Designs Requiring Independent Peer Reviews
- Noise Walls



ITS and Lighting

- Two new 72-pair fiber trunk lines on both sides of roadway
- Must include Wrong-Way detection at all off-ramps within the project corridor
- Advance warning signage & in-pavement lighting
- Provide Communication with TMC
- Complete the median LED highway lighting implemented on the South Selmon Safety Project, including adding temporary median lights where existing bridges aren't being widened in the median



Drainage

- Due to age of drainage system, the Contractor is required to assume pipe lining of all pipes to be utilized as part of the final design. The Contractor will be required to Video inspect all pipes to be utilized in the design and recommend alternatives to pipe lining if necessary. Video inspection will require GPS data.
- Roadway run-off spread to be confined within shoulders.
- Replace the existing non-functional pump station and add a gravity outfall control structure (for future connection to the City of Tampa outfall project) at the South Albany Pond.
 Drainage work shall be coordinated with the City of Tampa's South Howard Outfall drainage improvement project.



Utilities

- Utility coordination is underway (First Contact).
- Design-Build Firms will finalize coordination efforts based on their design approach.



Tolling

- Design-Build Contract will include Gantry, Generator and Site Infrastructure, and Coordination with THEA Tolling Integrator
- THEA Toll Integrator will Install and Test Tolling Equipment on Gantries
- New Gantries
 - 5 lane WB Mainline
 - 4 lane EB Mainline
 - Two 2 lane Ramps (EB Willow Avenue off-ramp and WB Plant Avenue off-ramp)
 - Two single lane ramps (WB Willow Avenue on-ramp and EB Plant Avenue on-ramp
- All Tolling Operations to be Maintained Throughout the Contract Duration



Aesthetics & Public Space

- Systemwide continuation of the aesthetics theme of the Selmon West Extension project
- Public Space Improvements underneath the bridge overpasses at Bay-to-Bay Boulevard and MacDill Avenue.
- Landscape, Hardscape, Lighting and Pedestrian enhancements underneath the bridge overpasses at Euclid Avenue and Willow Avenue
- The DB Firm will propose colors and textures of structural and hardscape elements for Authority approval
 - Bid price shall include utilizing either wall/color concept



Design Variations and/or Exceptions

- Design-Build Firm shall obtain and/or modify applicable Design Variations and/or Exceptions
- Known Variations/Exceptions

Design Variations

- Design Speed
- 2. Stopping Sight Distance
- 3. Horizontal Curve Radius
- 4. Vertical Clearance
- 5. Design Loading Structural Capacity
- 6. Horizontal Curve Length
- 7. Cross Slope
- 8. Lateral Offset/Clear Zone Bridge Piers
- 9. Minimum Curve Length at WB Euclid and EB Florida Off Ramps
- 10. Compound Curve Ratio at EB Florida Off Ramp

Design Exceptions

- 1. Lane Width
- 2. Shoulder Width
- 3. Stopping Sight Distance
- 4. Vertical Clearance



Public Involvement

- THEA Public Information Officer (PIO) will-
 - Send Out Weekly Lane Closure Notifications
 - Send Out Bi-weekly Project Status Emails
 - Maintain and Update Project Website
 - Post Updates on Social Media
- Design Build Team will Coordinate with PIO including renderings and graphics
- Design Build Team may Attend Meetings with the Public to Provide Quick Response to the PIO to Address Construction Issues
- Design Build Team will Proactively Report any Interaction with the Public to the PIO
- Design Build Team will Provide Support as needed by PIO



Project Schedule

- Estimated Project Duration of 1800 Days
- Incentive/Disincentives
 - East End of the Project- from the West End of the Viaduct over the Hillsborough River to the East End of the Project
 - \$2,000,000 no excuse bonus if achieve partial acceptance by day 800.
 - \$1,700/day Incentive/Disincentive for each day achieve Partial Acceptance prior to day 900 up to a maximum of
 - \$1,700,000





Project Schedule Cont.

- Eastbound Improvements- from the South End of the Project to the West End of the Viaduct over the Hillsborough River, completion of the concrete Barrier/Noise Walls (8' o") in their entirety
- \$20,000 per day for each day completion of noise walls is achieved prior to day 975 up to a maximum of \$5,000,000 (maximum incentive date = Day 725).
- All disincentives adjusted in accordance with Special Provision 8-13.1.



Innovative Aspects & ATC's

ATC's (Two Rounds) will follow standard FDOT process

The following will <u>not</u> be considered:

- Reduction in the begin and end Project limits;
- Reduction in the number of lanes and lane widths as depicted in the Typical Section Package and Concept Plans;
- Reduction in permanent Design Speeds on all State or local roads;
- Reduction in the Access Classification and Control, or changes to the access management or property access requirements;



Innovative Aspects & ATC's

The following will <u>not</u> be considered (cont.):

- Reduction in the minimum storage lengths at intersections, as depicted in the Concept Plans;
- Significant changes to any alignments that may jeopardize the cost feasibility of the proposed future capacity improvements for the South Selmon Expressway;
- Elimination of tolling point locations;
- Elimination of tolling site and equipment
- Leaving existing overhead sign span assemblies.
- Requests to eliminate wrong-way driving security features



Expanded Letters of Interest (Phase 1)

- Maximum of five (5) pages
 - 8 ½" x 11" sheets
 - Minimum font size ten (10)
 - Additional items Not counted in the 5-page limit
 - Pass/Fail Criteria
 - 11" x 17" Organizational Chart
 - Resumes
 - Three (3) pages of Performance History
 - Email Adobe PDF format submittal 10MB size limit
 - LOI Evaluation Criteria (Maximum of 50 points):
 - Past Performance History & Similar Design Build Project Experience (15 points)
 - Proposed Design-Build Staffing & Organization Plan (15 points)
 - Design-Build Project Requirements, Design & Construction Criteria, and Critical Issues including Aesthetics & Community Involvement (20 points)
 - LOI Scoring does not carry forward to final selection calculation



Technical Proposal (Phase 2)

- Submit one (1) electronic PDF format file. Minimum font size ten (10)
- Maximum of ten (10) pages
 - 8 ½" x 11" sheets
 - Schedule Narrative for Design & Construction with Bar Charts showing Critical Path Duration w/no WAR (Work at Risk)
- Plans
 - $-11'' \times 17''$ sheets & 36" x 48" Roll Plots (Maximum Horiz. Scale 1"=50')
 - Conceptual Plans addressing Wrong Way Driving & ITS Controls
- Renderings of two (2) concepts/colors for retaining walls, noise walls & bridges and Euclid & Willow interchanges
- TSP's



Technical Score Evaluation Criteria

Price Proposal scoring: Element: Points:

Design & Aesthetics BPP/TS = Adjusted Score 30

Construction 30

Temporary Traffic Control 15

Coordination 10

Utilization of Sustainable,

Recycled, and Environmentally

Friendly Materials

Value Added

SBE Participation

Maximum Score: 100 Where:

BPP = the Bid Price Proposal

TS = the Technical Score (Average Score

from Technical Proposal)

The intended selected Proposer will be

the responsive and responsible Proposer

whose adjusted score is lowest



Contractor Pre-Qualifications

Major work types:

7 – Drainage

11 - Grading

17 – Intermediate Bridges

Other minor work types can be

accommodated by subcontractors

8 – Electrical Work

10 – Flexible Paving

12 – Grassing, Seeding and Sodding

13 – Guardrail

38 – Roadway Signing

39 – Traffic Signal



Consultant Pre-Qualifications

- 3.1 Minor Highway Design
- 3.2 Major Highway Design
- 3.3 Controlled Access Highway Design
- 4.1.1 Miscellaneous Structures
- 4.1.2 Minor Bridge Design
- 4.2.1 Major Bridge Design- Concrete
- 4.2.2 Major Bridge Design- Steel
- 5.4 Bridge Load Rating
- 6.1 Signal Timing
- 6.3 Intelligent Transportation Systems Analysis, Design, and Implementation
- 6.3.1 Intelligent Transportation Systems Analysis and Design
- 6.3.2 Intelligent Transportation Systems Implementation
- 6.3.3 Intelligent Transportation Traffic Engineering Communications
- 7.1 Signing, Pavement Marking & Channelization
- 7.2 Lighting
- 7.3 Signalization
- 8.1 Control Surveying
- 8.2 Design, Right of Way, & Construction Surveying
- 9.1 Soil Exploration
- 9.2 Geotechnical Classification Lab Testing
- 9.4.1 Standard Foundation Studies
- 9.4.2 Non-Redundant Drilled Shaft Bridge Foundation Studies
- 15- Landscape Architect



Q & A Session

- Three (3) DB Teams to be Shortlisted
- 120 minutes Q&A with Shortlisted DB Teams
- No other handouts, electronic presentations, etc. other than copies of the submitted Written Technical Proposal
- No questions allowed by the DB Team
- Some questions, but not necessarily all, will be provided to each DB Team approximately five (5) days prior to their Q& A Session



Procurement Schedule

August 26, 2022

September 6, 2022

September 29, 2022

October 3, 2022

October 10, 2022

October 25, 2022

October 27, 2022

October 28, 2022

November 14, 2022

November 16, 2022

Advertisement

Pre-Submittal Conference @ 9:30am

Deadline to submit Questions/Request for Clarification by 5:00pm

Addendum Release (if required) by 5:00pm

Expanded Letters of Interest (ELOI's) Due by 11:15am

Scoring of ELOI's

Evaluation Committee Meeting to confirm scoring @ 9:00am

Posting of Intended Shortlist by 5:00pm

THEA Board Meeting to approve Shortlist @ 1:30pm

Posting of Shortlist by 5:00pm



CEI Services

CEI services will utilize 3D design requirements Oversight CEI will be procured via two stages:

- Initial 5-page ELOI and shortlisting
- Oral Interviews with three shortlisted firms
 - 5 minutes opening
 - 45 minutes Q & A
- Selected CEI firm may participate in the evaluation of the Design-Build ATC's and technical proposals.



SBE

THEA's Small Business Enterprise (SBE) Policy requires nondiscrimination on the basis of race, color, national origin, and gender in its employment and contracting practices and encourages the solicitation and utilization of SBE's. This means that the Authority's goal is to spend a portion of the highway dollars with Certified SBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Authority believes that the overall goal can be achieved through the normal competitive procurement process. THEA has exceeded 15% SBE participation on its program for the last several years.



Design/Build Stipend

- \$500,000 per non-selected shortlisted Design-Build Firm that meets the stipend eligibility requirements including submittals of written technical proposal and price proposal
- Design-Build Firm must fully execute with original signatures and have delivered to the Authority within one (1) week after the Short-List protest period, four (4) originals of the Design-Build Stipend Agreement.



Evaluation Committee Members & Technical Advisors

Evaluation Committee Members (D/B Selection):

- Judith Villegas, EI THEA
- Brian Pickard, PE THEA
- Bob Frey, AICP THEA
- Andy Lelewski, PE THEA

Evaluation Committee Members (CEI Selection):

- Judith Villegas, EI THEA
- Brian Pickard, PE THEA
- Anna Quinones, El AICP THEA



Technical Advisors:

- Sue Chrzan THEA
- Jim Drapp, PE THEA GEC
- Al Stewart, PE THEA GEC
- Julian Gutierrez, PE THEA GEC
- Tim Garrett, PE THEA GEC
- Brian Muller, PE THEA GEC
- Nick Leon, PE THEA GEC
- Subhasis Ghosh, PE THEA GEC
- Christopher Keller, ASLA THEA GEC
- Larry Moore, PE THEA GEC
- Pete Mattson, PSM THEA GEC
- Brent Postma THEA GEC
- CEI & Others To be determined

Project Documents

http://www.tampa-xway.com/procurement/#

The <u>cone of silence</u> remains in place for all THEA, HNTB, Tierra and Element staff. The cone of silence begins on date of advertisement and ends upon Board Approval.

All questions should be emailed to THEA Procurement Office: Procurement@tampa-xway.com

Answers will be posted on the THEA website and Demandstar





This presentation or verbal representations made at this meeting are not binding on THEA. The RFP and any Addendums are the official project documents and communications.

All questions should be emailed to THEA Procurement Office:

Procurement@tampa-xway.com

