

Amendments to the RFP will be forthcoming

Question & Answers:

Q 1: 1. On page 5 of the Advertisement states that "All qualification requirements must be met prior to the deadline to submit the ELOIs". Does this include subcontractors for the Minor Work Classes listed on page 5 or can the subcontractors for the Minor Work Classes be named after the price proposal is submitted?

Answer- Per the RFP, Proposers are required to be prequalified in all work types required for the Project. The Technical qualification requirements of Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the Project, must be satisfied. Also, prequalification is a part of the Pass/Fail criteria as well as the Organization plan criteria, so the firms will need to be qualified at the time of the ELOI submittal for the Major Work Groups only.

Q 2: Will THEA allow teams to identify Independent Peer Review consultant after the shortlist?

Answer- Yes.

Q 3: Typically on a project this large there is a requirement for a project specific Professional Liability Insurance policy. Will THEA require a project Specific Professional Liability policy for this project?

Answer- Insurance Requirements Coverages and Limits are in Attachment Form A_00X.04.

Q 4: On page 7 of the Advertisement, specifically Section B states "Proposer shall submit a short narrative describing its past performance on three (3) similar projects of similar scope, complexity, and scale". Is it THEA's intent that the 3 projects be limited to the contractor's past projects or a combination of projects from the contractor and lead designer?

Answer- Projects may be individually or together.

Q 5: Page 22, the RFP states: "...minimum font size of 10 points. Times New Roman shall be the required font type." We would request that for graphics only we be allowed to use alternate font types and sizes. For example, Arial Narrow 8 point.

Answer- Please follow the instructions provided in the RFP using font size ten (10) and Times New Roman for the font type.

Q 6: RFP page 24 includes under the required professional services firm work types "6.3 - Intelligent Transportation Systems Analysis, Design, and Implementation," however, 6.3 is not an FDOT prequalification work type. Please confirm that the other three work types included in this grouping (6.3.1, 6.3.2, and 6.3.3) comprise the professional services work types required for this procurement.

Answer- The three work types required in Group 6.3 are 6.3.1, 6.3.2, and 6.3.3.

Q 7: Please confirm that, Attachment A_002.03 Preservation of Property for Toll Facilities Specification, Sub Article 7-11.1, is applicable to this project. That any work that needs to be done due to damage to toll collection components will be completed by the THEA toll equipment contractor will be deducted from money due to the contractor on the contract.

Answer- Yes, it is applicable.

Q 8: On Page 23 of 11, Section A Prequalification, for the pass/fail criteria it states, "Proposer shall submit proof that it is prequalified by the Florida Department of Transportation (FDOT or Department) under FAC 14.75 for professionals and under FAC 14-22 for contractors for the Work Classes identified below. A copy of the current Certificate of Qualification in each class shall be submitted with the ELOI. The Contractor (whether as the Proposer or as a Key Subcontractor) or Joint Venture members collectively, must be qualified in the advertised Construction Contractor Work Classes. The Contractor or Joint Venture cannot utilize subcontractors to meet the qualification requirements for the Construction Work Classes. Minor work classes may be accommodated using subcontractors as shown below."

For the ELOI, is it considering passing as long as the Prime Contractor meets the Construction Work Classes of 7 – Drainage, 11 – Grading, and 17 – Intermediate Bridges, and the proof of qualifications for the minor work classes will be provided in the bidding phase? Typically, the minor work class is performed by subcontractors, and those team members are finalized during the bid development after the ELOI phase.

Answer- Yes, only the Prime Contractor and Designer Qualifications are required.

Q 9: On Page 29, first paragraph it is stated that no more than three (3) proposers will be recommended for the shortlist. Then in Section 7 on the same page it states, "... no fewer than three (3) if reasonably possible, and no more than five (5) firms that are the most qualified based on the evaluation and scoring criteria outlined for Phase 1.

Is THEA only looking to shortlist three (3) firms?

Answer- Only three firms will be shortlisted.

Q 10: FDOT Category 6.3 Intelligent Transportation Systems Analysis, Design, and Implementation does not exist. Work Group 6 includes categories 6.1, 6.2, 6.3.1, 6.3.2, 6.3.3, and 6.3.4. Please confirm.

Answer- The three work types required in Group 6.3 are 6.3.1, 6.3.2, and 6.3.3

Q 11: Will THEA be providing a draft of the DB Contract on or before the shortlist posting date of 10/28/22?

Answer- Per the RFP the draft DB Contract will be provided to Shortlisted Proposers prior to the deadline for Technical Proposals.

Q 12: As related to the Railroad Agreement, it states that "Copies of the approved Agreements will be made available to the Design-Build Firm". The Design-Build Firm is defined as the successful Proposer (page 1 of 111), so this implies that the CSX Railroad Agreement will not be provided until project award. The content of this agreement is critical to evaluating and pricing any railroad related risk, and also in pricing (and evaluating scheduling requirements) for CSX protective services (funded by DB Firm). This agreement should be provided in at least draft format as part of the RFP documents. If provided in draft,

any changes to this draft agreement (post proposal submission) should form the basis for a Relief Event if warranted. Will this agreement be provided prior and will cost adjustment be permitted for changes to this agreement?

Answer- THEA is currently working with CSX. The executed Preliminary Engineering Agreement dated 8/8/22 is provided. Copies of any future agreements will be provided to the shortlisted firms when available.

Due to file size limitations, please contact the Procurement office at Procurement@tampa-xway.com to receive a secured file.

Q 13: As per Section IX B. (Geotechnical Services) and provided that Geotechnical Data Report has been provided as a Reference Document (R-09-HI-0012_Geotechnical Data Report.pdf) for informational purposes only, will any unforeseen geotechnical conditions risk lie with the Design Build Firm or will THEA provide Differing Site Condition Language and relief in the draft Design Build Contract?

Answer- Unforeseen geotechnical conditions risk will lie with the Design Build Firm. Shortlisted firms will be allowed to perform any site testing that does not affect the safety or operations of THEA's facilities. A THEA Permit will be required and no lane closures will be allowed Monday through Friday from 5am-9am and from 3pm-7pm.

Q 14: Has THEA met with CSX to review any of the reference documents and begin drafting of any Preliminary Engineering Agreements for the Design and the scope of the work anticipated?

Answer- THEA has held preliminary meetings presenting the project to CSX and is currently coordinating with CSX. The executed Preliminary Engineering Agreement dated 8/8/22 is provided. Copies of any future agreements will be provided to the shortlisted firms when available.

Q 15: How will CSX Expenses for any Design Review , CSX Flagmen during required construction operations or other CSX required expenses be administered by THEA? Will THEA be providing an Allowance Item for any and all CSX Expenses incurred by the DB Firm?

Answer- THEA will pay the cost for CSX flagman and other related CSX engineering administrative costs.

Q 16: Will the shortlisted DB Firms be allowed to contact CSX for coordination on the Design and Construction Approach prior to the turning in of the Technical Proposal and Price Proposal? If not, how will THEA address any necessary changes in scope of work requested by CSX after the Technical Proposal and Price Proposal turn in dates?

Answer- Yes.

Q 17: Will any Design Deviations, Exceptions or Variances with respect to CSX Required clearances under bridges be secured by THEA? has the Re-decking of the Westbound Selmon Euclid Exit Ramp Bridge over El Prado been discussed with CSX?

Answer- THEA has committed to maintain all existing minimum clearances over CSX tracks. The redecking of the Euclid exit ramp was discussed and it will have no effect on existing bridge clearances.

Q 18: Are there any existing pending discrepancies regarding THEA's Limited Access ROW and CSX ROW that can affect the progress and/or review and approval of the design?

Answer- The existing sidetrack between Sta. 241+00 and Sta. 250+00 on the west side of the Selmon Expressway is located within THEA ROW. THEA is currently working with CSX to get the sidetrack relocated.

Q 19: Crashwalls may be required for the MSE walls along the CSX track(s) as per CSX's Public Project Manual. Has this been considered or discussed with CSX?

Answer- The Design-Build Firm will need to coordinate with CSX and meet CSX requirements for crashwalls.

Q 20: Are there any existing Contaminated areas that are in the way of the proposed widening that will need to be mitigated? and if so will these be completed by THEA prior to award?

Answer- Only potential sites have been identified and have been shown in the PD&E documents. THEA performed an additional Level II Analysis, Asbestos Survey and Paint survey that is also being provided. THEA's CAR contractor will handle any contamination encountered by the Design-Build Firm.

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Q 21: For utilities that will be in the way of any of the proposed work is THEA currently securing agreements with the local Authorities Having Jurisdiction or will these be the DB firm's responsibility? High Voltage Line STA 96+80 (60 FT RT)

Answer- The Design-Build Firm will follow the Division I General Requirements and Covenants.

Q 22: The pre-submittal meeting included instructions that the LOI should be submitted via email; this conflicts with the draft RFP, which states that the ELOI shall be delivered to: Tampa-Hillsborough County Expressway Authority 1104 East Twiggs St, Suite 300 Tampa, FL 33602 ATTN: PROCURMENT, Shannon Bush, Contracts and Procurement Manager. Please confirm the proper method of submission.

Answer- Responses are to be submitted per the RFP. Deadline for submittal of Expanded Letters of Interest (ELOI). ELOIs are to be submitted to THEA Office via mail or hand-delivery, 1104 East Twiggs Street Tampa, Florida 33602, ATTN: Procurement. The ELOI and all required attachments shall only be submitted on a flash drive.

Q 23: For the Remediation of any encountered Hazardous Materials within the THEA ROW will THEA be named as the "Generator" for any Hazardous Material Remediation efforts for the Project?

Answer- Yes.

Q 24: First paragraph of page 3 of 11 of the introduction indicates that "the Proposer is solely responsible for determining the existing site conditions." and the third paragraph states " No Site visits will be given by the Authority and Proposers are not permitted to conduct any site testing during the procurement period." In addition, paragraph two on the same page contains language that states " by submitting a Proposal, the Proposer certifies that it has investigated and is fully informed of the conditions to be encountered" Please clarify this potential contradiction in the language in the Introduction.

Answer- Shortlisted firms will be allowed to perform any site testing that does not affect the safety or operations of THEA's facilities. A THEA Permit will be required and no lane closures will be allowed Monday through Friday from 5am-9am and from 3pm-7pm.

Q 25: Per the Pre-Submittal Conference, Jim Drapp stated several additional scope items over the Hillsborough

River Bridge that are not clearly addressed in the RFP. My question is will those items as discussed be provided in writing with the updated RFP? Those items include designing the bridge for the ultimate 8 lane build-out in the median and constructing the piers sub-structure from the footings to pier caps. The super structure (beams and deck) will be constructed with the ultimate 8 lane widening.

Answer- Yes, THEA wants for the viaduct bridge over the Hillsborough River all foundations and substructure, up to and including the pier caps (both EB & WB) built in this contract from the west end of the bridges west of Bayshore Boulevard to the east end of the span just east of Ashley Drive. This will be included in an RFP amendment.

Q 26: Does THEA have any policies prohibiting the use of THEA logos in the ELOI or Technical Proposal?

Answer- No, there is no policy prohibiting submittals to incorporate the THEA logo.

Q 27: Is there any requirement on who delivers the ELOI to THEA procurement on 10/10/22? (i.e. does the ELOI need to be delivered by the prime contractor or can any representative deliver the document?)

Answer- No, there is no specific requirement on whom can deliver the Response.

Q 28: Is the pavement coring and pavement condition survey available?

Answer- Pavement corings obtained for THEA's previous South Selmon Safety Design-Build project are being provided.

Due to file size limitations, please contact the Procurement office at Procurement@tampa-xway.com to receive a secured file.

Q 29: Are there resilient modulus test results or falling weight deflectometer data reports for the pavement?

Answer- No.

Q 30: Will curfew hours be allowed with CSX during construction?

Answer- The Design-Build Firm will need to coordinate on this with CSX.

Q 31: The RFP states that a jack and bore will be required under the CSX ROW at the South Albany Pond. Can THEA provide the technical provisions or CSX requirements for the jack and bore?

Answer- That information is in the FDOT Standards and Specifications and in the CSX Public Projects Manual.

Q 32: Are there shop drawings of the existing MSE walls available?

Answer- No shop drawings are available, as-built plans have been provided.

Q 33: For the bridge widenings, please confirm new piers are to match the existing bridge finishes, similar to the direction for the end bents.

Answer- Yes, they should match the existing bridge finishes and also continue the aesthetic theme of the Selmon West Extension (SWE) throughout the Project whenever possible.

Q 34: Page 24, Section D: The Phase 1 submittal requires proposers to “disclose all lawsuits, arbitrations and claims filed or raised by or against the Proposer over the last (5) years.” As a large multinational company that works in multiple market sectors, we request this request be limited to transportation projects.

Answer- Please provide all lawsuits, arbitrations and claims filed only on transportation projects after FDOT pre-qualification date.

Q 35: Page 22 of 111: Will Tabs count against the 5-pages or does THEA prefer only bookmarks in the PDF?

Answer- It's preferred that the document be one PDF, the ELOI consisting of 5-pages in length and uninterrupted between sections/topics. Tabs/bookmarks between the ELOI, Resumes, Org Chart and Performance History are acceptable.

Q 36: Pages 22/23 of 111: Phase 1 Pass/Fail Criteria - should this be submitted in a separate PDF?

Answer- It's preferred that the document be one PDF.

Q 37: Pages 25/26 of 111: Additional 3 pages dedicated to past performance, can this be submitted in a separate PDF or should it be included in Category 2 ELOI Scored Criteria PDF (5-page submittal)

Answer- It's preferred that the document be one PDF.

Q 38: Page 26 of 111: Does THEA anticipate the Toll PM to be on the Design or Construction side of personnel?

Answer- Design Personnel.

Q 39: Page 26 of 111: Is the intent of the Additional 3 pages under Past Performance section to be one project per page?

Answer- Yes.

Q 40: Page 26 of 111: Is there a page limit for:

- a. Reference Letters
- b. Evaluation or Grades with FDOT

Answer- No, there is not a limit.

Q 41: Page 69 of 111: Reference made to Doc R001.04.G; this was not included under Reference Documents provided on THEA's USB.

Answer- The reference will be deleted.

Q 42: REFERENCE DOCUMENTS: Missing documents from the PD&E include Bridge Report, Geotechnical Report, and Water Quality Impact Evaluation.

Answer- The Bridge Report, Geotechnical Report, and Water Quality Impact Evaluation are being provided.

Due to file size limitations, please contact the Procurement office at Procurement@tampa-xway.com to receive a secured file.

Q 43: ATTACHMENTS: A_011 – Letters of Clarification was not included under the Attachments provided on THEA's USB.

Answer- They will be provided when applicable.

Q 44: Performance History, Page 25-26 Paragraph B: Under the requirements for Performance History please clarify if the 3 projects are to come from the designer, the contractor, or can come from the entire team.

Answer- Projects shown should be from the Prime Contractor(s) and Lead Design Firm individually or together.

Q 45: Performance History, Page 26 Paragraph B: The last sentence of the Performance History section references 3 "additional" pages not counting toward the 5-page limit. Please clarify if the performance History section is a total of three (3) pages without "additional pages" and that the three (3) pages do not count toward the five (5) page limit.

Answer- The 5-page limit is to the ELOI. The Performance History is separate from that requirement.

Q 46: Key Personnel, Page 26 Paragraph C, Bullet 12: Please clarify if the roll of Toll Project Manager is intended to be filled by a member of the designer team or an employee of the contractor.

Answer- Part of the Designer Team.

Q 47: Possible typo, Page 27 Paragraph D, bullet 6: In the referenced bullet, it references Section O of Article X (Public Involvement). Should the reference be Article O Section IX or should the referenced section remain but the title change to (Environmental Services/Permit Mitigation) as shown on page 97 of 111?

Answer- Yes, it should Section IX