



**Meeting of the Board of Directors
November 14, 2022 - 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 ten 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 October 11, 2022, Board of Directors Meeting

IV. Discussion/Action Items

A. Planning – John Weatherford, Committee Chair – *Bob Frey, Staff*

1. WSP, Trail Connections/Urban Design: Promenade, East Trail, Pond at Meridian and Cumberland (east-side), Health and Wellness

Purpose: In order to continue and grow our trail system, we are assessing how we can improve and connect our facilities to community spaces, including our trails and urban spaces. Along with updating the mobility vision of THEA’s Greenway, trails and community facilities. The task will identify gaps, connect to communities’ activity areas, and support ongoing

development by creating a pedestrian system that complements the Selmon Expressway focusing on connectivity, Vision Zero and urban travel patterns.

Funding: Capital Budget - \$251,000

Action: Request Board Approval for THEA staff to execute a task order with WSP in an amount not to exceed \$251,000 for the Trail Connections and Urban Design Task.

2. Whiting Supplemental PD&E work – Lochner

Purpose: This Supplemental Task for Additional Services for the Whiting Street PD&E Study allows the selected PD&E firm to perform analyses based on feedback from the City’s urban transportation consultant for an expanded study area and alternatives. The Additional Services include developing and evaluating alternative concepts, public involvement support, and revisions to the environmental document and supporting reports.

Funding: Capital Budget - \$716,000

Action: Request Board Approval for THEA staff to execute a task order with HW Lochner in an amount not to exceed \$716,000 for the continued work to complete the Whiting Street PD&E.

3. Additional Public Outreach/Public involvement Support – Playbook Public Relations

Purpose: Due to the changes in downtown Tampa, Playbook Public Relations is needed to support the additional public involvement, outreach, marketing, website, and social media tasks related to the changes with the Whiting Study.

Funding: Capital Budget - \$100,000

Action: Request Board Approval for THEA staff to execute a task order with Playbook Public Relations in an amount not to exceed \$100,000 for the support of the work on the conclusion of the Whiting PD&E and related studies.

4. FDOT Coordination I-4 FRAME Support – HNTB

Purpose: FDOT has initiated an intercity integrated corridor management (ICM) project along Interstate 4 called Florida’s Regional Advanced Mobility Elements (I-4FRAME). The project utilizes Connected Vehicle and Roadside Unit technology along I-4 to manage traffic. This aspect of the project will be a collaboration between THEA and FDOT-D7 to connect I-4 and the Selmon Expressway using arterial roads. THEA staff has been collaborating with FDOT District Seven over the past year on fiberoptic design. The next step will be to collaborate with FDOT to create interoperable CV applications, as well as oversee the installation of fiber optics that will benefit both agencies.

Funding: Capital Budget - \$150,000

Action: Request Board Approval for THEA staff to execute a task order with HNTB in an amount not to exceed \$150,000 for the support of the work with FDOT to connect to I-4 FRAME.

B. Operations & Engineering – Bennett Barrow, Committee Chair – Brian Pickard, P.E., Staff

1. Construction Engineering Inspection (CEI) Services for the South Selmon Capacity (SSC) Design-Build Project

Purpose: To procure CEI services for the SSC Project

Funding: Capital Budget

Action: Requests the Board approve the recommendation of the Evaluation Committee to shortlist Letters of Interest submittals for this project to the next phase of procurement. Three firms submitted Letters of Interest. The Evaluation Committee recommends shortlisting the following firms:

CONSOR Engineers, LLC
HDR Construction Control Corporation
Volkert, Inc.

2. Approval of Shortlist Recommendations and Subsequent payment of Stipend for South Selmon Capacity (SSC) Design Build Teams

Purpose: The selection process for the SSC design build contract starts with a Letter of Interest (LOI) submitted by interested design build firms. The technical review committee (composed of THEA representatives) then ranks the LOIs and the top three (3) ranked teams are authorized to go forward to prepare responses to the request for proposal. The teams not selected during the final selection process, but, shortlisted, will receive a stipend in accordance with the FDOT design build stipend calculations. The stipend amount for this project is \$500,000 each for the firms ranked 2-3 in the final selection.

Funding: Capital Project Budget: \$1,000,000

Action: Requests the Board:

- a. Approve the shortlist selection recommendation of the top three (3) ranked firms and direct staff to move forward with the procurement process.

Kiewit Infrastructure South Co.
Middlesex Corp.
Superior Construction Company Southeast, LLC/ KCA

- b. Authorize stipends in the amount of \$500,000 each to be awarded to the number 2 and 3 teams identified in the final selection.

3. Selmon West Extension – Follow Up

Purpose: To utilize GEC (HNTB) in assisting staff with developing a methodology to inspect the Selmon West Extension Segmental Structure.

Funding: Operations and Maintenance, Contingency - \$257,667.83

Action: Request the Board to authorize the Executive Director to execute a task order with HNTB for developing a methodology to inspect the Selmon West Extension Segmental Structure.

V. Staff Reports

- A. Planning & Innovation – *Bob Frey*
- B. Operations & Maintenance – *Brian Pickard, P.E.*
- C. Toll Operations – *Andy Lelewski, P.E.*
- D. Budget & Finance – *Jeff Seward*
- E. Communications – *Sue Chrzan*

VI. Executive Reports

- A. Executive Director – *Greg Slater*
 - 1. Contract Renewal & Expiration Report
 - 2. Director’s Report
- B. General Counsel – *Amy Lettelleir, Esq.*
- C. Chairman – *Vincent Cassidy*
 - 1. Upcoming Meetings
 - THEA Board Meeting – December 12, 2022

VII. Old Business

VIII. New Business

IX. Adjournment

III. A. 1.

Approval of Minutes

Tampa- Hillsborough County Expressway Authority
Minutes of the October 11, 2022, 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 October 11, 2022, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

BOARD:

Mr. Bennett Barrow, Vice Chairman
Mr. John Weatherford, Member
Secretary David Gwynn, Member
Mayor Jane Castor

STAFF:

Greg Slater	Frederick Pekala
Amy Lettelleir	Felipe Velasco
Jeff Seward	Judith Villegas
Andy Lelewski	Mohannad Shihadeh
Charlene Ponce	Gary Holland
Chaketa Mister	Shari Callahan
Emma Antolinez	
Sue Chrzan	
Lisa Pessina	

OTHERS:

Sam Gabsi, Infotect	John Criss, Scalor Consulting
Tim Garrett, HNTB	Jim Drapp, HNTB
Elizabeth Putnam, D-Squared Infrastructure	

I. Call to Order and Pledge of Allegiance

Vice Chairman Barrow called the meeting to order at 1:30 pm, followed by the Pledge of Allegiance.

II. Public Input/Public Presentations

There was no public input.

III. Consent Agenda

A. Approval of the Minutes from the August 22, 2022, Board Meeting

The Vice Chairman requested a motion for approval. Mayor Castor moved approval, seconded by Mr. Weatherford.

The motion passed unanimously.

IV. Discussion/Action Items

A. Toll Operations – Bennett Barrow, Committee Chair – Andy Lelewski, P.E., Staff

1. Toll Operations Storage Array Replacement

Mr. Lelewski requested Board approval for the selection of the lowest bid from BlueAlly Technology Solutions in the amount of \$251,560.32 for the Toll Operations Storage Array Replacement.

Firms	Amount
BlueAlly Technology Solutions	\$ 251,560.32
CDW-G Local Government	\$ 365,000.00
Tensus Technology	\$ 435,153.78
Imperium Data	\$2,152,301.34

He also requested that the Board 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.

Vice Chairman Barrow requested a motion for approval. Mr. Weatherford moved approval, seconded by Mayor Castor.

Mr. Weatherford asked why the Imperium Data bid was so much higher. Mr. Lelewski noted that their line item for service was much higher. He added that the first three bids are in-line with our in-house estimate. Staff reviewed the Imperium bid and found it to be accurate and in-line with our proposal, the costs are simply higher.

The motion passed unanimously.

V. Executive Reports

A. Executive Director – Greg Slater

Mr. Slater reported on Contract Renewals, noting there is one contract up for renewal. This is a second-year contract renewal for Hall Engineering to provide miscellaneous electrical design and development. The renewal is for one year.

He also reported an emergency paving contract for paving around the East Toll Plaza. It is about \$200,000 worth of paving to address issues that need attention ahead of a larger resurfacing effort that THEA will be undertaking.

Mayor Castor thanked Mr. Slater for keeping everyone up to date on the numbers of individuals who were evacuating in response to Hurricane Ian. It was a great collaboration, and we were able to keep everybody moving smoothly. Mr. Slater recognized the Toll Operations team for their contribution to that effort.

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

No report.

VI. Old Business

VII. New Business

VIII. Adjournment

The meeting adjourned at 1:36 pm.

APPROVED: _____ **ATTEST:** _____
Chairman: Vince Cassidy **Vice Chairman: Bennett Barrow**

DATED THIS 14th DAY OF NOVEMBER 2022.

IV. A. 1.

WSP, Trail Connections/Urban Design



**TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
SELMON GREENWAY PARK CONCEPT DEVELOPMENT**

SCOPE OF WORK
10/25/2022

Overview

The Tampa Hillsborough Expressway Authority (THEA) owns and maintains the Selmon Greenway, a multi-use trail that provides community amenities and pocket parks throughout downtown Tampa. THEA is in the process of updating a vision for the continued enhancements of the greenway and community spaces along the Selmon Expressway and identifying ways to fill gaps, support ongoing redevelopment/community, vision zero and resiliency initiatives.

I. Conceptual Development

As THEA continues to develop a cohesive vision and enhancement program for the Selmon Greenway, there are alignments and locations that need further coordination and conceptual development as THEA engages partners, identifies and prioritizes opportunities.

As part of the Selmon Greenway Park Concept Development, THEA will further initial concept development and coordination at specified locations of priority along the existing greenway, as well as areas of potential greenway alignment extension and/or enhancements. The Consultant will assess system connectivity along the Selmon Expressway, and connection into adjacent districts and communities.

This effort will focus on two types of inter-related work: development of high level alignment configurations that aim to create contiguous connectivity along the corridor in key locations; and conceptual design of strategic and important park spaces, activity centers, amenities, activated spaces, multimodal infrastructure assets, key community partners and opportunities, and provide concept sketch renderings in these locations.

These high level alignment configurations and conceptual designs will align with planning level cost estimates at each location.

The Consultant will package the concept with materials, visuals, and presentations to support further coordination and design efforts.

The following tasks are presented in order of priority of completion:

Task A. Ybor to Channelside Connection (12th to 19th)

The Consultant will coordinate and develop high level sketch concepts to define and enhance the connectivity and activate the greenway and THEA properties from 12th Street to 19th Street. This will include optimal alignment connections, greenway intersections with the urban street grid, bike paths, pedestrian infrastructure and existing trails, park, promenade, open space designs, and multimodal connections.

The Consultant will consider surrounding existing and planned land uses and parallel development momentum in the area. These considerations will inform the character of the greenway through this



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area, how it participates in the larger greenway character, use and connectivity. Examples are, but are not limited to, existing and potential development including the greenway; city development, private development, multimodal infrastructure, park elements, and open-space.

The Consultant will work with THEA staff and stakeholders to refine initial concepts and drawings, and will identify strategies to improve safety and sustainability, enhancements to the user experience, expand landscaping, and integrate technology. Concepts will be provided with planning level cost estimates to create programmable elements for consideration.

DELIVERABLES

- One (1) overall conceptual illustrative plan (draft and final).
- Up to three (3) activity node/location enlargement plans based on initial site programing development.
- Sketch renderings will illustrate proposed improvements such as: new alignments, activity nodes, event/community spaces, parking, gateways and pedestrian infrastructure along the greenway and Selmon Expressway. They will depict the variety of furnishings, lighting, art and wayfinding that may not be apparent in plan drawings.
- Planning level cost estimate tied to segments/phasing.

Task B. Riverwalk Connection (Ashley to the Riverwalk)

The Consultant will coordinate and develop high level sketch concepts to enhance the connectivity from the existing downtown terminus at Ashley Drive to the Riverwalk. The Consultant will evaluate alignment options; park and recreation opportunities; safety and sustainability elements and opportunities; visual, sensory and tactile wayfinding systems and designs that facilitate seamless connectivity between the intersecting trails, downtown development and public realm; to improve the user experience overall.

The Consultant will consider surrounding existing and planned land uses, THEA and the Selmon identity, parallel development momentum in the area. These considerations will include, but are not be limited to, connecting the greenway to the Riverwalk safely, intuitively, contiguously and experientially. The Consultant will also consider planned future development, multimodal infrastructure, park elements, and open-space. Efforts will focus on responding to the surrounding existing and planned context.

The Consultant will work with THEA staff and stakeholders to refine initial concepts and drawings, and will identify strategies to improve safety, sustainability, enhancements to the user experience and wayfinding, and expand landscaping and hardscaping elements to support design goals. Concepts will be provided with planning level cost estimates to create programmable elements for consideration.

DELIVERABLES:

- One (1) overall conceptual illustrative plan (draft and final)



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- Up to two (2) sketch renderings to visualize the connection alignment and greenway experience.
- Planning level cost estimate tied to segments/phasing.

Task C. Riverwalk West Connection (the Riverwalk to Dale Mabry)

The Consultant will assess alignment alternatives and opportunities to extend the Selmon Greenway from the Riverwalk connection downtown, to Dale Mabry Hwy at the intersection of West Gandy Blvd. This will include identifying greenway alignment options, character, transition zones between downtown and neighborhoods west of downtown, connections to other trails and city bike/ped infrastructure, connections into adjacent communities and neighborhoods, as well as connections to existing and planned projects, parks and open space. The alignment options will address access and parking.

This task will identify up to five (5) different alignments through various nodes of connections, including optimal alignment connections, park and open space designs, multimodal access, connections and parking.

The Consultant will consider surrounding land use, community, environmental and development context such as connection across the Hillsborough River to the Riverwalk (see Task B) and City of Tampa efforts. The design will work within the character of the overall greenway, integrating and translating the unique character of this section of the greenway. It will propose character and user transition zones to/from the downtown and central zones, as well as areas further east.

The Consultant will work with THEA staff and stakeholders to refine initial concepts and drawings, and will identify strategies to improve safety and sustainability, enhancements to the user experience, and feasibility. Concepts will be provided with planning level cost estimates to create programmable elements for consideration.

DELIVERABLES

- One (1) overall conceptual illustrative plan (draft and final) showing all alignment options.
- Up to five (5) activity node/location enlargement plans based on initial site programming development.
- Sketch renderings will illustrate proposed improvements such as: new alignments, activity nodes, event/community spaces, gateways and pedestrian infrastructure along the greenway and Selmon Expressway. They will depict the variety of furnishings, lighting, art and wayfinding that may not be apparent in plan drawings.
- Planning level cost estimate tied to segments/phasing.

Task D. Meridian/Cumberland Park Concept

The Consultant will assess connectivity and develop a concept for a potential park on THEA property located at the south-east intersection of Meridian Avenue and Cumberland Avenue. The concept will



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consider existing drainage pond infrastructure and identify concepts to utilize and enhance existing infrastructure to create an activated park space for the Channelside community.

The Consultant will work with THEA staff, the community and stakeholders to analyze and understand needs, refine initial concepts and drawings, and will identify strategies to promote safety and sustainability, creation of a unique and pleasant user experience, expand landscaping, and integrate technology. Concepts will be provided with planning level cost estimates to create programmable elements for consideration.

The Consultant will identify activity nodes and opportunities that meet the existing community infrastructure and needs, as well as meet the goals of community plans in Channelside. This will include, but not be limited to, considerations to connect to potential surrounding development considerations, existing and planned multimodal infrastructure, and park elements and space that meet and respond to the surrounding existing and planned uses within the area.

DELIVERABLES

- One (1) overall conceptual illustrative plan (draft and final)
- Up to three (3) enlargements of programmed space in the park.
- Sketches of potential activity space within the potential park location. Sketch renderings will visualize activity nodes, connections into the surrounding neighborhoods and the Meridian Trail. They will depict the variety of furnishings, lighting, art and wayfinding that may not be apparent in plan drawings.
- Planning level cost estimate tied to segments/phasing.

Task E. Channelside East Extension (19th-Maydell)

The Consultant will assess alignment alternatives and opportunities to extend the Selmon Greenway from 19th Street, east to Maydell Bridge. This will include connection into the wider greenway and the 12th-19th St design work (see Task A), identifying greenway character unique to this location, transition zones, connections to other trails, neighborhoods and projects, parks and open space, access and parking.

This task will identify up to five (5) different alignments through various nodes of connections, including optimal alignment connections, park and open space designs, multimodal access, connections and parking.

The Consultant will consider surrounding land use, community, environmental and development context, greenway character and identity (overall, and unique to this location), with focus on connecting into communities north and south of the greenway, filling needs for bike/ped connection and green space augmentation. The alignment options will be designed as a connective whole, including into downtown on the west side, and to the ByPass Canal connection on the east side.



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The Consultant will work with THEA staff and stakeholders to refine initial concepts and drawings, and will identify strategies to improve safety and sustainability, and enhancements to the user experience. Concepts will be provided with planning level cost estimates to create programmable elements for consideration.

DELIVERABLES

- One (1) overall conceptual illustrative plan (draft and final) depicting alignment options.
- Up to five (5) activity node/location enlargement plans based on initial site programming development.
- Sketch renderings will illustrate proposed improvements such as: new alignments, activity nodes, event/community spaces, gateways and pedestrian infrastructure along the greenway and Selmon Expressway. They will depict the variety of furnishings, lighting, art and wayfinding that may not be apparent in plan drawings.
- Planning level cost estimate tied to segments/phasing.

II. Coordination & Management

The Consultant will coordinate with THEA staff on each of the concept areas. The following meetings are anticipated to allow for full coordination between THEA and the Consultant team.

- Kickoff Meeting
- Team Coordination Meetings (biweekly meetings)
- Four (4) Presentations to the THEA Executive Director

Additionally, the Consultant team shall attend partner coordination meetings as needed throughout the project development. The purpose of these meetings is to inform stakeholders of the project vision and obtain input on concept development.

The Consultant team will conduct meetings with THEA staff and other THEA consultants as needed, provide updates, and present any findings and recommendations to THEA staff for consideration. THEA staff will be responsible for any presentations of the plan beyond those outlined in this scope of work.

Schedule

The anticipated Period of Performance start date for the tool development is December 1, 2022, and expected to terminate June 30, 2023, to provide support services.

Estimate of Work

Attachment A provides the estimate of work.

ATTACHMENT A: ESTIMATE OF WORK

Task Work Order: TBD
 Project Manager: Bob Frey
 Contract Number: P-00819-WSP
 Project Description: SELMON GREENWAY PARK CONCEPT DEVELOPMENT
 Completion Date: 25-Oct-22

Tasks	Staff Classification							Staff Hours by Activity	Burdened Cost by Activity	
	Chief Planner	Project Manager	Urban Designer	Senior Planner	Planner	Landscape Architect	Designer			
Loaded rates based on averaged base rate per classification with overhead, fixed fee, and FCCM										
1	Conceptual Development	\$293.44	\$380.36	\$176.20	\$188.03	\$104.08	\$161.54	\$138.88		
A	A. Ybor to Channelside Connection (12th-19th)									
	Alignment Study Refinement			4	2		10	12	28	\$4,362.82
	Draft Site Program			4	1	4		8	17	\$2,420.19
	Final Site Program			4	1	4	10		19	\$2,924.55
	Draft 10% Site Design			8	8	32	20		68	\$9,475.20
	Final 10% Site Design	1		8	4	24	16	16	69	\$9,759.80
	Draft Character Sketch (5)			4	1		35	16	56	\$8,768.81
	Final Character Sketch (5)			4			16	8	28	\$4,400.48
	Draft Cost Estimate			1		16	10	8	35	\$4,567.92
	Final Cost Estimate			1	1	16	8		26	\$3,321.83
	Concept/Branding						16		16	\$2,584.64
	Subtotal									\$52,586.24
B	B. Riverwalk Connection (Ashley Dr to Riverwalk)									
	Alignment Study Refinement			4	1	1	2	2	10	\$1,597.75
	Draft Site Program			2	1	2	8	8	21	\$3,151.95
	Final Site Program			2	1	8	8		19	\$2,665.39
	Draft 10% Site Design			4	2	8	16	16	46	\$6,720.22
	Final 10% Site Design	1		4	2	16	16	8	47	\$6,735.26
	Draft Character Sketch (3)			1	1		16	16	34	\$5,170.95
	Final Character Sketch (3)			1			20	8	29	\$4,518.04
	Draft Cost Estimate			1		8	16	8	33	\$4,704.52
	Final Cost Estimate			1	1	10	8		20	\$2,697.35
	Concept/Branding						8		8	\$1,292.32
	Subtotal									\$39,253.75
C	C. Riverwalk West Connection									
	Alignment Study Refinement			2	1	4	4	4	15	\$2,158.43
	Draft Site Program			1	1	4	8	8	22	\$3,183.91
	Final Site Program			1	1	4	4	8	18	\$2,537.75
	Draft 10% Site Design			4	5	32	20	8	69	\$9,317.35
	Final 10% Site Design			4	4	24	16	8	56	\$7,650.52
	Draft Character Sketch (6)			1	1		32		34	\$5,533.51
	Final Character Sketch (6)			1			24		25	\$4,053.16
	Draft Cost Estimate			1		8	16	8	33	\$4,704.52
	Final Cost Estimate			1	1	10	5		17	\$2,212.73
	Concept/Branding						16		16	\$2,584.64
	Subtotal									\$43,936.52
D	D. Meridian/Cumberland Park									
	Alignment Study Refinement			1	1	1	2	2	7	\$1,069.15
	Draft Site Program			1	1	2	4	8	16	\$2,329.59
	Final Site Program			1	1	4	4		10	\$1,426.71
	Draft 10% Site Design			2	2	8	16	16	44	\$6,367.82
	Final 10% Site Design	1		2	2	16	12	8	41	\$5,736.70
	Draft Character Sketch (3)			1	1		16	8	26	\$4,059.91
	Final Character Sketch (3)			1			20	8	29	\$4,518.04
	Draft Cost Estimate			1		8	8	8	25	\$3,412.20
	Final Cost Estimate			1	1	10	5		17	\$2,212.73
	Concept/Branding						8		8	\$1,292.32
	Subtotal									\$32,425.17
E	E. Channelside East Extension (19th-Maydell)									
	Alignment Study Refinement			2	1	4	4	4	15	\$2,158.43
	Draft Site Program			1	1	4	8	8	22	\$3,183.91
	Final Site Program			1	1	4	4	8	18	\$2,537.75
	Draft 10% Site Design			4	5	32	20	8	69	\$9,317.35
	Final 10% Site Design	1		4	4	24	16	8	57	\$7,943.96
	Draft Character Sketch (6)			1	1		32		34	\$5,533.51
	Final Character Sketch (6)			1			24		25	\$4,053.16
	Draft Cost Estimate			1		8	16	8	33	\$4,704.52
	Final Cost Estimate			1	1	10	5		17	\$2,212.73
	Concept/Branding						16		16	\$2,584.64
	Subtotal									\$44,229.96
3	PROJECT MANAGEMENT & COORDINATION									
	Project Management/Consultation/Oversight		68	24	24		24		140	\$38,482.96
	Total Staff Hours by Classification	4	68	125	88	370	668	280	3066	\$250,914.60
	TOTAL FEE									\$250,914.60

IV. A. 2.

Whiting Supplemental PD&E Work

**Scope of Services
Additional Services 02
Contract O-00519**

**Tampa Hillsborough Expressway Authority (THEA)
Whiting Street Project Development & Environment (PD&E) Study**

I. Assessment of City of Tampa Proposed Whiting Street Preferred Alternative

A. Development of Alternative Concept

The CONSULTANT will support THEA with the development of an alternative Whiting Street project concept that addresses concerns raised by the City of Tampa. This alternative will be developed in coordination with the City of Tampa and will include an evaluation of the vision and goals identified by the City's Transportation Advisory Team and the Transforming Tampa's Tomorrow (T3) initiative. Development of this alternative will also include an analysis of existing and future traffic projections and how the alternative will function up to and including the project's design year.

B. Assessment of Alternative Concept

The CONSULTANT will support THEA with an engineering analysis of the alternative Whiting Street project concept developed as part of Task I.A above. This analysis will include an assessment of the concept to determine if its design meets the project's purpose and need and the requirements of the FDOT Design Manual (FDM). If it is determined that the alternative concept meets these requirements, an analysis of its constructability and cost to construct will then be undertaken.

C. Public Involvement

The CONSULTANT will support THEA in conducting a Public Hearing to present the revised preferred alternative. This task will include the development of graphics, presentation boards, power point presentations, handouts, and other documents needed to present the project to stakeholders and the general public. The consultant will also develop a public hearing technical memorandum and will update the project's Comments and Coordination Report to include any comments received as part of the public hearing process.

D. Revisions to the Environmental Document and Supporting Reports

The CONSULTANT will support THEA in revisions to the Whiting Street Project Environmental Impact Report (PEIR), Preliminary Engineering Report (PER), and project environmental support documents. These revisions will address changes in the preferred project alternative and will include information collected and analyses undertaken as part of Tasks I.A and I.B above. The PEIR, PER and support documents will be revised to include an updated project purpose and need statement, and an updated project preferred alternative description and graphics. Any additional analyses and text revisions needed to identify sociocultural, cultural, natural and

physical environment impacts resulting from the revised preferred alternative will also be incorporated into project documents.

E. Project Coordination

At the direction of THEA, the CONSULTANT will coordinate with THEA, the City of Tampa, and other project stakeholders as needed to obtain information, discuss the alternative concept design, identify potential design and construction constraints, and present project information.

II. CONTRACT MANAGEMENT

The CONSULTANT will ensure that all documents and other deliverables are thoroughly reviewed prior to submittal. The CONSULTANT will also coordinate with THEA to present project deliverables and provide THEA adequate time to review and comment on draft documents.

III. COMPENSATION

Payment for the work accomplished will be in accordance with **Exhibit A** of this Supplemental Agreement. The CONSULTANT's Project Manager will monitor the cumulative invoiced billings to ensure the reasonableness of the billings compared to the work accomplished and accepted by THEA. THEA's Project Manager will decide whether work of sufficient quality and quantity has been accomplished by comparing the reported Scope of Services percent complete against actual work accomplished.

**PROJECT DEVELOPMENT & ENVIRONMENT
PROJECT DATA**

ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: Project Development and Environment (PD&E) Study for Whiting Street (Supplemental #3)
 County: Hillsborough
 FPN: HI-0141-P-04
 FAP No.: N/A

Consult. Name: H. W. Lochner, Inc.
 Consult. No. **enter consultants proj. number**
 Date: 11/2/2022
 Estimator: **insert name**

Staff Classification	Total Staff Hours From "SH Summary - Firm"	Project Manager 3	Principal Engineer	Chief Engineer 1	Chief Engineer 2	Senior Engineer 1	Senior Engineer 2	Engineer 1	Engineer 2	Engineering Intern	Senior Engineering Technician	Technician Aid	Chief Scientist	Environmental Specialist	Transportation Data Scientist	GIS Specialist	Graphics Designer	Contract Coordinator	Secretary / Clerical	SH By Activity	Salary Cost By Activity	Average Rate Per Task
		\$85.72	\$100.00	\$86.37	\$100.00	\$61.51	\$61.31	\$39.20	\$47.05	\$32.69	\$37.13	\$17.00	\$66.49	\$30.00	\$61.90	\$31.17	\$40.25	\$29.87	\$20.47			
Public Involvement	127	64	0	0	0	0	0	0	0	0	0	0	63	0	0	0	0	0	0	127	\$9,675	\$76.18
Engineering Analysis & Report	2,909	0	0	291	0	1,454	582	582	0	0	0	0	0	0	0	0	0	0	0	2,909	\$173,066	\$59.49
Environmental Analysis & Reports	168	114	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	0	168	\$13,363	\$79.54
Miscellaneous	114	86	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	114	\$9,234	\$81.00
Total Staff Hours	3,318	264	0	291	0	1,454	582	582	0	0	0	0	145	0	0	0	0	0	0	3,318		
Total Staff Cost		\$22,630.08	\$0.00	\$25,133.67	\$0.00	\$89,435.54	\$35,682.42	\$22,814.40	\$0.00	\$0.00	\$0.00	\$0.00	\$9,641.05	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$205,337.16	\$61.89

Check = \$205,337.16

Survey Field Days by Subconsultant 4 - Person Crew:
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SALARY RELATED COSTS:		\$205,337.16
OVERHEAD:	161.89%	\$332,420.33
OPERATING MARGIN:	34.00%	\$69,814.63
FCCM (Facilities Capital Cost Money):	0.22%	\$451.74
EXPENSES:	7.13%	\$14,640.54
SALARY RELATED SUBTOTAL:		\$622,664.40
Survey (Field - if by Prime)	0.00	4-man crew days (\$ - / day
SUBTOTAL - PRIME		\$622,664.40
Subconsultant: Adams Traffic		\$0.00
Subconsultant: AREHNA		\$5,835.42
Subconsultant: ECHO UES		\$2,690.10
Subconsultant: IAA		\$3,449.25
Subconsultant: Janus		\$3,244.64
Subconsultant: CMT		\$11,691.06
Subconsultant: Tindale Oliver		\$0.00
Subconsultant: WSP		\$66,261.28
SUBTOTAL ESTIMATED FEE:		\$715,836.15
Optional Services		\$0.00
GRAND TOTAL ESTIMATED FEE:		\$715,836.15

Notes:

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

IV. A. 3.

Additional Public Outreach/Public Involvement Support -

Playbook Public Relations

1. Additional Public Outreach/Public involvement Support – Playbook Public Relations - \$100,000
Dates July 1, 2022 – June 30, 2023

Outreach, Public Relations, and Communications for the Whiting PD&E Study and any future projects. Tasks include, but are not limited to, grassroots outreach, graphic design, external and internal communications, direct mail, ongoing social media posts, ideas for social media campaigns and videos, press release/media alert writing and distribution, environmental scanning for issue management, website changes/updates, PR and communications, account management and project management.

Project Managers: Sue Chrzan or Bob Frey

Team Members: Sally Dee, Sarah Lesch, Kamila Khasanova & Kelsie Collins

IV. A. 4.

FDOT Coordination I-4 FRAME Support

HNTB PR 2023XXXX

HI-0185 P-XX

2022-2023 THEA FDOT I-4 Frame Support (10/1/21 - 6/30/23)

Scope Of Services

Purpose & Need

With their small in-house staff, THEA requires support to provide engineering and administrative support to assist THEA Staff in the development/implementation of the THEA FDOT I-4 Frame Support. This task work order is for support services from 7/1/21 - 6/30/22,

Scope

Provide support with the I-4 Frame Support project as required to assist THEA Staff in the development/implementation of the project. Anticipated work includes providing engineering, administrative, and operational data, and input and analyses necessary to assist with the development and implementation of the project.

SUMMARY FEE SHEET																								
ATTACHMENT "A"																								
PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority		HNTB PR 2023XXXX																						
GEC CONTRACT NO. HNTB PR 2023XXXX		2022-2023 THEA FDOT I-4 Frame Support (10/1/21 - 6/30/23)																						
HI-0185 P-XX																								
PRIME CONSULTANT: HNTB Corporation																								
ACTIVITY		Sr. Technical Advisor		Project Manager		Chief Eng./Planner Sr. Proj. Eng.		Sr. Eng./Planner		Proj. Eng./Planner		Engineer/Planner		Sr. Technician		Clerical		TOTAL		Avg. Hourly Rate				
		Man Hours	Hourly Rate	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					
			\$ 143.20		\$ 136.24		\$ 94.72		\$ 72.80		\$ 53.60		\$ 44.08		\$ 39.04		\$ 25.36							
THEA FDOT I-4 Frame Support		8	\$1,145.60	80	\$10,899.20	160	\$15,155.20	160	\$11,648.00	160	\$8,576.00	80	\$3,526.40	40	\$1,561.60	24	\$608.64	712	\$53,120.64	\$74.61				
Total Man Hours	Total Salary [(MHxHR)]	8	\$1,145.60	80	\$10,899.20	160	\$15,155.20	160	\$11,648.00	160	\$8,576.00	80	\$3,526.40	40	\$1,561.60	24	\$608.64	712	\$ 53,120.64	\$74.61				
																			Basic Activities Maximum Limiting Fees (Salary Costs)		\$53,120.64			
																			Cost Elements & Additives					
																			(a) 2.78 Multiplier		\$147,675.38			
Direct Expenses			4.37%		\$ 2,321.37																			
																			SUBTOTAL (Cost Elements applied to Basic Activities Fee):		\$147,675.38			
																			(d) Direct Reimbursables		\$2,321.37			
																			Total Project Cost:		\$149,996.75			
																			Budget Amount:		\$149,996.75			

IV. B. 3.

Selmon West Extension Follow up

SCOPE OF SERVICES
TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY
Selmon West Extension Tendon Inspection Task FY 2023
THEA Project No.: XXXXX

I. OBJECTIVES

The Tampa-Hillsborough County Expressway Authority (THEA) requires Professional Services to: 1) assess the condition of the post-tensioning system, 2) determine the cause of the current deficiencies (if possible), and 3) advise on a course of future monitoring for the Selmon West Extension viaduct (Bridge #100852). HNTB shall develop program protocols, reports, studies, and cost estimates describing the ensuing work. These deliverables do not constitute contract documents used to bid or build any aspect of the ensuing field work, rehabilitation, or monitoring.

II. PROJECT DESCRIPTION

The Selmon West Extension viaduct is a 7059.5 ft. long precast concrete segmental box girder bridge. The bridge includes a system of longitudinal post-tensioning of various configurations, including finback tendons, internal top and bottom slab tendons, and external span tendons. Routine inspection of the bridge has identified two fractured strands in one of the external span tendons and subsequent investigation has revealed pockets of water in many of the wax-filled tendons of the bridge's post-tensioning system. This standing water may become a contributing factor in the failure of additional post-tensioning strands in the future with the potential to adversely affect the strength and serviceability of the viaduct. Various parties, including the Design-Build Contractor, FDOT, and THEA's consultants have been engaged in assessing the failed strands, incomplete wax injection and pockets of water.

The scope of this task includes the following:

1. Develop a tendon inspection program.
 - a. Develop a rational approach for the selection of locations for examination.
 - b. Define a protocol for the probabilistic assessment of the reliability of the post-tensioning system.
 - c. Develop a Specification which identifies acceptable inspection methods and repair/rehabilitation outcomes.
2. Determine the root cause of the presence of water in the post-tensioning system.
 - a. Collecting, assembling, and reviewing information developed by others regarding the failure of in-service post-tensioning, incomplete wax installation, and presence of

- water. Investigate any other bridges constructed in Florida after the specification change to wax filler, but prior to the recent specification change requiring hot air drying prior to application of the wax filler.
- b. Literature review to identify potential mechanisms for water intrusion and incomplete wax injection.
 - c. Review of construction inspection documentation for compliance with the contract plans and specifications.
3. Recommend a scheme of future monitoring of the post-tensioning system, if deemed necessary.
- a. Coordination with structural monitoring system vendors to establish the feasibility of implementing their system on the Selmon West Extension viaduct.
 - b. Assessment of feasible schemes' strengths and weakness relative to this site.

HNTB shall coordinate with FDOT District 7, FDOT Central Office, the Design-Build Firm and various THEA consultants as needed to obtain relevant information.

III. DELIVERABLES

HNTB shall prepare:

1. A report detailing the tendon inspection program.
2. A construction Specification for the tendon inspection program work.
3. A Planning-level cost estimate for the implementation of the tendon inspection program.
4. A report detailing the steps taken to determine the root cause of the presence of water in the post-tensioning system and a final determination, if conclusively identified.
5. A review of the FDOT Materials Office findings on the water samples collected during the preceding investigation by the Design-Build contractor.
6. A report identifying feasible future monitoring schemes and a recommendation for implementation.
7. A Planning-level cost estimate for the implementation of a future monitoring scheme.

Additionally, HNTB shall assemble and transmit:

1. Proposed and adopted changes to the FDOT Specifications for post-tensioning materials and procedures available by August 22, 2022.
2. Additional changes to FDOT Specifications, Standard Plans, and Structures Manual for post-tensioning related materials, details, and construction procedures, as they become available.
3. Publicly available documents for the procurement of monitoring scheme(s) at Roosevelt Bridge (Bridge #890151 and 890152).

The reports and documents listed above shall be submitted in draft format for THEA's review and comment, followed by a final submittal. Cost estimates shall be updated when significant scope changes occur and at project submittal milestones.

The following are specifically excluded from the scope of work:

1. CADD Plans, layouts, or exhibits used to illustrate the work or for bidding the ensuing work.
2. Load rating or structural evaluation of the as-designed, as-built, or existing bridge condition.
3. A site-specific monitoring scheme concept.
4. Field work or site visits associated with the implementation of the tendon inspection program, the root cause determination, or the future monitoring scheme.
5. Materials testing.

IV. PROJECT SCHEDULE

Within ten (10) days after the Notice-to-Proceed, and prior to HNTB beginning work, provide a detailed project activity/event schedule for THEA and CONSULTANT scheduled activities. All work on this task shall be completed within nine months of Notice-to-Proceed or by January 1, 2024, whichever comes later.

V. QUALITY CONTROL

HNTB shall be responsible for ensuring that all work products conform to THEA standards and criteria. This shall be accomplished through an internal Quality Control (QC) process performed by HNTB. This QC process shall ensure that quality is achieved through checking, reviewing, and surveillance of work activities by objective and qualified individuals who were not directly responsible for performing the initial work.

VI. PROGRESS MEETINGS

Progress Meetings will be held bi-monthly throughout the project duration. Within ten (10) days after the Notice-to-Proceed, HNTB shall provide a schedule of calendar deadlines in a format prescribed by THEA.

VI. A. 1.

Contract Renewal & Extension Report

**CONTRACT RENEWAL
and
EXPIRATION REPORT
(> \$30,000)**

Report month: November 2022

Project Manager	Firm	Description of Services	Contract Effective Date	Contract Expiration Date	Term of Contract (Years)	Bid / Renew / End
Amy	Bryant Miller Olive	Litigation Support Services	5/5/2020	5/4/2023	3 Years + 2 additional one-year renewal option	Renew (1st year renewal ~ 5/4/23 - 5/4/24)