

Amendments to the RFP will be forthcoming

Question & Answers:

Q 1: RFP Section IX.K (Project Schedule) States that the Design-Build Firm's schedule shall consider CSX reviews. Can THEA provide what is the agreed to review times with CSX with respect to the Design Submittals? Also, can CSX Reviews have a Start to Start relationship with THEA Design Reviews for the Design Submittals?

Answer- THEA has no agreement in place with CSX for review times. The DB Firms should follow CSX's Public Projects Manual for guidance in establishing their schedule. The DB Firms can make concurrent submittals to THEA and CSX.

Q 2: Does THEA Currently have any Utility Agreements in place with any of the Utility Agency Owners listed on Sheet Page 74 and 75 of 111 of the RFP?

Answer- No agreements are concurrently in place, but THEA is currently working with the identified utilities and will provide any agreements as they are received to the DB Firms.

Q 3: Does CSX require no obstructions to be within 25ft of Centerline of track? In review of the PD&E Documents the existing tracks closest to THEA facilities are with 12ft to 15ft of the THEA Limited Access ROW. Please clarify.

Answer- The DB Firms should follow CSX's Public Projects Manual for guidance on obstructions within CSX ROW.

Q 4: Will any of the Design require CSX approval before THEA's final approval?

Answer- The DB Firms should meet the requirements of CSX's Public Projects Manual for CSX approval of their design to obtain all necessary approvals, permits and other required documents from CSX.

Q 5: The PD&E Documents Preliminary Engineering Report Concept Plans (Sheet 288 of 578 of the PDF) show a drainage pipe that connects ponds EC-2 and EC-3 that goes under the existing CSX Tracks. A Utility Agreement will be required as per CSX's website. Has THEA discussed or started this process with CSX?

Answer- The DB Firms will need to obtain a utility agreement as required by CSX's Public Projects Manual. THEA has met with CSX and presented the proposed project concepts to them, but no agreements are in place.

Q 6: Has drainage between Selmon Parkway and CSX been addressed and/or discussed with CSX?

Answer- THEA has met with CSX and presented the proposed project concepts to them, but no agreements are in place.

Q 7: Does THEA require that Mobile LiDAR be used to collect the survey data for this project?

Answer- RFP Section IX.G states “The Design-Build firm shall perform all surveying (Terrestrial, Mobile, and/or Aerial) and mapping services necessary to complete the Project.” The method of survey has not been restricted by the Authority and is the responsibility of the Design-Build firm to ensure that all data is incorporated into the final 3D model and as-builts.

Q 8: Is THEA aware of any existing encroachments within THEA ROW? If so, can a list and map of these locations be provided to the potential bidders?

Answer- THEA is only aware of the CSX Runaround Track that is partially within THEA ROW that THEA is working to get relocated or removed by CSX.

Q 9: Page 90 of 111 - Are the panels required to cover existing walls or only proposed walls?

Answer- Aesthetic panel treatments are required on proposed retaining walls, except the surface finish on the extensions of existing bridge end bent abutments, which shall have a surface finish like the existing abutments.

Q 10: It is indicated in the RFP section IX – T that “Model data supplied to the proposers shall be used to develop the Technical Proposal as well as submittals for design components. In the RFQ Docs received, there was a folder called “R_10 - Partial BIM Model & Concept Plan CADD Files”. We did not see any discipline specific 3D models in that folder which the RFP refers to. Please advise as to when that model data may be provided?

Answer- RFP Section IX.T states “The Design-Build firm shall utilize 3D modeling technologies and Building Information Models (BIM) throughout the entirety of the contract. Model data supplied to proposers shall be used to develop the Technical Proposal as well as all submittals for design components through final as-built condition records.” The Authority has provided a partial preliminary roadway model as a reference document; however, it is the responsibility of the Design-Build firm to develop discipline specific 3D models.

Q 11: Are gINT files or raw data files available for the borings? Are raw data files for CPTs available?

Answer- Yes they are available and will be provided to the DB Firms.

Q 12: Page 80 of 111 - P2. Indicates since completion of the PD&E The City's S. Howard project would accept runoff from the Selmon's S. Albany Pond, however the project is anticipated to lag and may not be in place during this project. The pond is to be designed for as much capacity as possible, but no outfall until the City's project is complete. Is the DB Firm to design an alternate path until the Howard project is completed?

Answer- That is the reason THEA is requiring the DB Firms to reconstruct the pump station at the South Albany Pond to discharge thru the railroad ditch to the Swann Avenue Pond as it was designed when the original Crosstown Expressway was constructed. This will meet the drainage requirements for the project until the Howard Avenue Outfall is built by the City of Tampa, and they then tie into the Albany Street Pond utilizing the stub out pipe required to be construct by the DB Firm in the RFP.

Q 13: Page 38 of 111 – has bullet at bottom of page which reads: “Modifications to the horizontal and/or vertical geometry requiring an ATC submittal as described in Section VI.F of this RFP.” Section VI.F does not appear to be part of the current RFP. Will THEA please provide clarification?

Answer- The portion of the RFP Section VI.2 will be revised to “Modifications to the horizontal and/or vertical geometry requiring an ATC submittal as described in Section VI.1.B of this RFP”.

Q 14: There are no alignments (horizontal or vertical) or prescribed design speeds for ramps as part of the RFP documents. Will THEA be providing design parameters and design files with alignments for ramps so D-B Teams can access if changes would warrant an ATC?

Answer- The design criteria for the ramps can be found in the Preliminary Engineering Report included in the PD&E study. The conceptual horizontal alignment can be derived from the roadway design file. Final design horizontal and vertical alignments will be the responsibility of the Design-Build firm.

Q 15: There does not appear to be any existing or proposed utility files/green lines provided with the RFP documents. Will THEA be providing additional utility information for inclusion in the RFP documents.

Answer- As was discussed at the December 1st Utility Meeting and in Question 2, THEA will provide utility markups to the DB Firms as they are obtained from the utility agencies.

Q 16: As part of the RFP documents, THEA has provided multiple survey development models that do not appear to be complete survey deliverables (i.e. missing aerial break-lines, missing existing drainage, missing utility information, missing topography) . Will THEA be providing an updated set of survey deliverables as part of RFP documents?

Answer- THEA has provided a preliminary 3D LiDAR survey of all above ground features within the THEA ROW and adjacent ground along with drainage structure information. THEA will be also providing additional 3d LiDAR survey of pier, fender and other structures in the Hillsborough River. It is the responsibility of the DB Firms to obtain all additional data, including any additional underground drainage, utilities, and all other information necessary to create the 3D models for the Technical Proposal and all other submittals leading to the final design.