

Questions – 1/19/2023:

1. The RFP - states, " All ATC Proposal submittals are required to be on plans sheets and shall be sequentially numbered and include the following information...." Please confirm that the ATCs can be submitted on 8 1/2" x 11" sheets, which will include the description/details, as specified by RFP, supplemented by graphics and sketches, as necessary. Please confirm that the sketches and graphics can be attached on 11" x 17" sheets or roll plots up to 36" x 48" for design items that can be better presented on larger-scale drawings.

We respectfully request an expedited response to this RFI.

ANSWER: Yes, that is allowable.

2. Please clarify, should the Anticipated SBE Participation Statement and SBE Certificates be included in an appendix to the Technical Proposal?
Will THEA accept SBE information be submitted with the Price Proposal? Closeout of the pricing for the Price Proposal will be necessary to better understand the available participation amounts available.
Also, Please confirm the SBE Participation Statement and Certificates do NOT count toward the Section 1, 10-page limit of the technical proposal.

ANSWER: The SBE Participation Statement and SBE Certificates shall be submitted with the Technical Proposal and do not count towards the 10-page limit in the technical proposal.

3. Page 32 reads "A technical score for each Shortlisted Proposer will be based on the following seven technical evaluation criteria items: 1. Design and Aesthetics 2. Temporary Traffic Control Plan 3. Coordination 4. Utilization of Sustainable, Recycled, and Environmentally Friendly Materials 5. Value-Added Features 6. SBE Participation." Please confirm that item 2. Construction was inadvertently omitted from that list and the seven technical evaluation criteria items are 1. Design and Aesthetics 2. Construction 3. Temporary Traffic Control Plan 4. Coordination 5. Utilization of Sustainable, Recycled, and Environmentally Friendly Materials 6. Value-Added Features 7. SBE Participation

ANSWER: Yes, Construction was omitted, and the correction will be included in an RFP Amendment.

4. RFP Section X. D _ Utility Coordination (page 74 of 111) identifies the Utility Agency/Owners (UA/O's)UA/O that may be impacted by this project and require relocation or protection. The RFP states that THEA will determine whether UA/O or Design-Build Firm will be responsible for performing the utility work and associated costs. Please provide this determination.

ANSWER: Yes, that will be included in an upcoming RFP Amendment.

5. At the Pre-Proposal, THEA indicated that utility conflicts and utility relocation conceptual plans (RGB plans) within the project limits will be provided in an Addendum. When will this Addendum be issued to the proposers?

ANSWER: Yes, that will be provided to the DB Firms when the mark-ups from the UAO's are received by THEA.

6. RFP, Section X. R. Signalization and Intelligent Transportation System Plans: 1. General, Page 101 of 111 "All signalization equipment shall be compatible and interchangeable with existing infrastructure and comply with all City of Tampa and the Authority design requirements." Please provide the latest City of Tampa design standards, specifications, and/or specific materials and

equipment required for synchronization with the City's existing signalization and ATMS deployment. If this information does not exist, please confirm if the signalization work on the project will default to the standards, specifications, and Approved Product List (APL) for the Florida Department of Transportation (FDOT).

ANSWER: See the attached City of Tampa's "General Information package for Traffic Signal" The D-B Firm needs to coordinate with the City of Tampa for their latest standards as they have an ongoing ATMS project to obtain their latest requirements.

7. The RFP does not identify requirements for providing fiber optic signal interconnect for the City of Tampa signalized intersection. Please confirm signal interconnect is not required as part of the project.

ANSWER: The D-B Firm needs to coordinate with the City of Tampa on their ongoing ATMS project. This is already stated in the RFP, Section XR. "All Signalization work shall be coordinated with City of Tampa and the Authority. All signalization equipment shall be compatible and interchangeable with existing infrastructure and comply with all City of Tampa and the Authority design requirements."

8. RFP, Section X. R. states - "CCTV – Includes concrete poles, camera lowering devices and mountings to provide 100% CCTV coverage of the project corridor." Attachment A, ITS MTR states - "The Design-Build Firm shall design, construct, furnish and install and integrate a CCTV Camera Sub-System to provide the TMC staff with 100% video coverage of the project corridor including shoulders, entrance/exit ramps, Master Hubs, ITS Cabinets and DMS." Please define the requirements for 100% video coverage. The RFP requirement is open to interpretation (e.g., overlapping videos vs. ability to identify and track vehicle vs. ability to read license plate).

ANSWER: 100% CCTV coverage includes unobstructed video images of the roadway, shoulder, sign structures and entrance and exit ramps throughout the project corridor so that an operator in the TMC can effectively assess and respond to conditions such as traffic incidents. It does not require the ability to read license plates.

9. Attachment A, ITS MTR states - "The CCTV Camera Sub-System shall consist of installing new traffic surveillance CCTV cameras and installing new dedicated DMS verification cameras." Please confirm if the dedicated DMS verification camera can be a fixed (static) model camera.

ANSWER: Traffic surveillance cameras shall have pan, tilt and zoom capabilities while DMS verification cameras can be fixed (without pan and tilt capabilities).

10. RFP states - "Design, furnish, construct, install, integrate and test an electrical power distribution system within the Authority Right-of-Way consisting of underground power conduits and conductors, transformers, and UPSs, remote resettable PDUs and all associated equipment and wiring." There are no explicit requirements for generators related to the ITS deployment in the RFP; however, within MTRs (Attachment A_010) there is a reference to power generators. Please confirm that generators are not required for the ITS deployment on this project. If generators are required, please provide the technical requirements.

ANSWER: Generators are not required for the ITS infrastructure. However, generators are required for the tolling infrastructure.

11. RFP states - "..... the Design-Build Firm shall refer to the ITS As-Built Plans provided with this RFP as Reference Documents for additional information and shall be responsible for field verifying all existing site conditions within the project limits." No ITS or Tolling System as-built plans or drawings were provided as part of the RFP attachments. Please provide pertinent as-

built plans depicting existing fiber optic communications, field devices, electrical power sub-systems, and infrastructure related to the ITS and tolling systems.

ANSWER: All available as-built and design plans were provided with the RFP. Attached KMZ files from THEA's ongoing Fiber Characterization project for the ITS infrastructure within the project corridor as part of that project.

12. Attachment A states - "The Design-Build Firm shall install a Managed Field Ethernet Switch that shall be provided by THEA." Please confirm that THEA will provide all necessary MFES for the project, as well as the technical specifications for the specific model of switches (e.g., PoE-enabled, number of copper RJ-45 ports, number of SFP/fiber optic ports, rack-mountable). Please clarify whether the switches provided by THEA will be configured or if this will be the responsibility of the Design-Build firm.

ANSWER: THEA will provide MFES for the ITS sites. The MFES anticipated to be used is a Ruggedcom RSG920P. Attached is a spec sheet for the switch. However, THEA may utilize a different switch. Contractors shall identify any specific requirements for the switch to support the ITS infrastructure. THEA shall configure the ITS MFES.

13. RFP Section X. D _ Utility Coordination (page 75 of 111), states - "To facilitate coordination the Design-Build Firm shall prepare 11" x 17" plan sheets for the project limits for transmittal to the Utility Owners." Please confirm this requirement applies to the execution phase of the project and not the procurement phase.

ANSWER: Yes, that applies to the execution phase, not the procurement phase.

14. RFP Section X.P (Page 99 of 111) states - "The signing and pavement marking aesthetics shall be consistent with the adjacent sections of the Selmon Expressway as directed by the Authority." Please provide signing and pavement marking as-builts of the adjacent sections.

ANSWER: The South Selmon Safety project as-built and design plans were provided with the RFP. Attached are the a-built plans for the Selmon Extension Project.

15. There is a proposed cantilever structure shown along WB Selmom Expy near STA. 551. This structure has no associated signs or ITS devices according to the conceptual plans. Please clarify the purpose/necessity of this structure.

ANSWER: The proposed cantilever structure has been erroneously shown along WB Selmon Expressway near STA. 551. The Master Signing Plan will be revised in the next addendum and the structure removed.

16. The RFP reference document, R_17– Bay to Bay Concept Final, includes two alternative concepts for the open space beneath the deck at Bay to Bay. It is our understanding that THEA will identify the preferred concept during the procurement (Technical Proposal development) phase. Please identify the preferred concept.

ANSWER: Yes, the preferred concept will be presented to the DB Firm's by January 31st.

17. The RFP indicates that all existing landscaping impacted by construction shall be replaced with plant material of like size, quantity, and species, except Category I Invasive/Exotic plants. Please provide the following clarifications regarding landscape requirements.

1. Please provide an existing tree survey/inventory to allow pricing of work related to the mitigation of tree impacts. If a tree survey is not available, please consider providing an allowance for this work item.

2. Please provide the requirements for tree replacement (such as min. caliper size, etc).
3. Considering the limited ROW and the need for future maintenance access, there may not be enough space for tree replacement along the mainline.
 - a) Please clarify if it is THEA's intent to replace impacted trees 1 for 1.
 - b) Please confirm if it is acceptable to concentrate the replacement tree planting in available open areas.
 - c) Please confirm that off-site mitigation is not required.

ANSWER: 1. The RFP requires the DB firm to do an inventory by an ISA Arborist.

2. All existing landscaping impacted by construction shall be replaced with plant material of like size, quantity, and species where feasible. Contractor may propose substitutions of equal to or better subject to approval of the Authority. Vegetation to remain which is damaged or destroyed will be replaced in like size, quantity and species.

3. Trees will be replaced as stated in the previous answer. Locations will be determined during the design process. Off-site mitigation will not be required.