

Answers to Questions – 2/20/2023:

1. The RFP requires all Design Variations/Exceptions to be submitted to Procurement no later than 2/23/23. Will THEA be issuing an addendum to the RFP updating the RFP's Design Exception (DE) Report to include locations along the Selmon Expressway mainline and ramps which do not meet Stopping Sight Distance (SSD) based on horizontal sight offset? Several locations have been identified with deficient SSD related to horizontal SSD, exclusive to those locations with deficient vertical SSD. Currently, the RFP's DE Report does not address horizontal SSD for these additional locations. **For example, the EB Selmon mainline through the Willow interchange, WB Bay to Bay exit ramp, and the EB Willow exit ramp.** Please clarify.

**ANSWER:** The RFP stipulates that the DB Firms are responsible for identifying and submitting all Design Variations/Exceptions not identified in the RFP and PD&E documents. THEA will not be issuing any amendments related the Design Variations/Exceptions.

2. DIV I DB Specs Section 7-11.5.8 states "Costs of utility reimbursements shall be paid in accordance with the resolution methodology established in Section IV, C of the Request for Proposal, based on the final design of the Design Build Firm." Section IV. C of the RFP does not address utility resolution methodology. Please clarify or provide the RFP reference that will address the resolution methodology mentioned in DIV I DB Specification Section 7-11.5.8.

**ANSWER:** The correct RFP Section for Utility Coordination is X.D. The cost for all approved unavoidable utility relocations within THEA ROW will be borne by the utility owners. An amendment to the RFP will be made to cover this item.

3. Roadway Concept Plans and Amendment 01/12/23 - Widening of the Hillsborough Bridge/Viaduct on the east side of the Hillsborough River, in accordance with the concept plans and Amendment 01/12/23 will include outside and inside widening to the ultimate configuration, which will likely have a significant impact on the existing streetscape and landscape under Hillsborough River Bridge. Please provide as build information for the under bridge parking, landscape areas and amenities, as well as the as-built Selmon Greenway improvements plans to provide basis for pricing of the restoration effort that will be required.

**ANSWER:** THEA will provide any additional plans available for areas under the Hillsborough River Bridge.

4. 3RFP Section IX.c and Page 67 - One of the Commitments listed in RFP Section IX.C requires the Design-Builder to coordinate design/construction with the contractor building the City of Tampa's West Riverwalk Project. As defined in the RFP Page 67 "the City of Tampa's West River Project includes construction of a Riverwalk on the west side of the Hillsborough River underneath the Selmon Expressway, as well as local roadway improvements in the vicinity of the Selmon Expressway Interchange at Willow, which could have a significant impact on the design and construction of the South Selmon widening. Please provide design or concept plans and schedule of the West Riverwalk Project to allow the proposers to evaluate issues related to the interface with the West Riverwalk Project and properly reflect it in the construction cost and schedule.

**ANSWER:** THEA will provide the City of Tampa RFQ and any other information THEA has received from the City of Tampa. The DB Firms may find additional information on the City of Tampa website and from the RFQ information on Demandstar.

5. Q&A (dated 02/09/23), Q17 (PDF page 5 of 9) Reference document R\_07.01 – Preliminary Roadway Concept Plans (Sheets 13 thru 16) - In response to Q17 in the Q&A released on 02/09/23, THEA advised that DB firms shall follow the City of Tampa's (COT) drainage design criteria, which requires a 25-yr 24-hr post-developed discharge rate to be attenuated to a 5-yr 24-hr pre-developed rate at each connection to the City's system because THEA has not established any variance from this drainage design criteria. Based on our initial assessment of the COT design criteria, the pond sizes (and their respective capacities) shown in the RFP Concept Plans (Reference R\_07.01, Sheets 13 thru 16) will not be adequate to store stormwater volumes and attenuate the discharge rates and therefore require additional right of way to construct the new ponds. Initially we understood the intent was to remain within the ROW limits and this was previously modeled to confirm these locations met these requirements. Please provide the DB firms with direction on how to proceed with this design and will THEA be able to provide a variance to these requirements to allow for the work to remain within the limits of the ROW.

**ANSWER:** No variance(s) will be provided by the Authority at this time as project stormwater management needs and requirements will vary by drainage basin and outfall. It is the Authority's intent that the stormwater management needs of the project will be accomplished within existing ROW and that the Design-Build Firm shall design appropriate treatment and attenuation for each drainage basin and outfall. Proposing DB firms shall anticipate performing hydrologic and hydraulic modeling necessary to maximize the use of existing ROW to meet stormwater permitting criteria, including City of Tampa (COT) design criteria where applicable, and to document that proposed improvements will not cause adverse impacts to existing drainage systems. These stormwater models will be utilized by DB Firms Authority in negotiations with City of Tampa's Stormwater Department if necessary.

6. Please extend the due date for the Technical and Price proposals by 9 weeks to allow sufficient time for the engineering analysis (including fieldwork) necessary to provide a sound basis for an accurate bid price. The additional time allowed by the extension will help the design-build firms to thoroughly evaluate and implement solutions for the below listed critical scope items:

a. Assess utility impacts and necessary adjustments - The RFP Reference documents include very limited utility RGBs. Utility relocation-related agreements and cost responsibilities have not been provided.

**ANSWER:** The answer to Question 2 addressed this item and additional utility information will be provided to the DB Firms.

b. Drainage design and stormwater management - Hydraulic models have not been included in the RFP documents. Additional time is required to develop hydraulic models and perform sufficient analysis to verify the capacity of the storm conveyance system and detention ponds. As indicated in response to Question 4 (02/01/23 Q&A) the drainage concept included in the RFP has not been validated by calculations. Further response to Question 17 (02/09/23 Q&A) added stormwater design criteria provided by the City of Tampa (COT) which needs to be considered as part of developing the validity calculations.

**ANSWER:** THEA previously provided all available model information in the 013123 Amendments.

c. CSX Coordination - Construction of the project will have an impact on the adjacent 3-mile CSX alignment. Communication/coordination with CSX is necessary to obtain their requirements which may have an impact on design solutions, project costs, and construction schedule.

**ANSWER:** THEA is coordinating with CSX to provide any additional preliminary information. CSX will coordinate directly with the selected DB Firm.

d. Develop optimal retaining wall solutions that minimize impact to roadway operations and adjacent CSX railroad.

**ANSWER:** Based on the recent amendment THEA issued regarding retaining walls, THEA will issue an amendment with a revised schedule for the Technical and Price proposals.

e. Investigate the existing conditions of walls and structures that are to remain or be utilized in new construction to ensure they meet RFP and LRFD criteria.

**ANSWER:** Based on the recent amendment THEA issued regarding retaining walls this is no longer applicable.

7. In order to properly develop our design and price for the proposal, we respectfully request a 9 week extension for both the Technical Proposal to be submitted no earlier than June 8, 2023 and the Price Proposals no earlier than August 10, 2023.

**ANSWER:** THEA will issue an amendment with a revised schedule for the Technical and Price proposals.

8. Please confirm that THEA will require a three foot berm adjacent to all retaining walls and a maximum of 1:3 slopes for maintenance functionality and the top of bank calculation for freeboard determination must be entirely within THEA ROW.

**ANSWER:** Confirmed.

9. The following language was added in Amendment X.1.2 dated 2/16/2023: "For permanent retaining walls, no additional horizontal loads to the existing cast-in-place retaining walls will be allowed". Is this requirement intended to preclude backfilling between the existing cast-in-place wall and the proposed retaining wall?

**ANSWER:** No, it is related to the fact that there is no way to confirm the existing wall's ability to structurally accommodate additional overturning moments.