

Answers to Questions – 3/29/2023:

1. The Pond Siting Report (PSR) show the Spanish Creek Basin (Station 244+04 to High Point of Bridge over Willow Avenue) discharging to its historic outfall, a 24-inch pipe under the CSX at Station 252+88. However, the Concept plans show the Spanish Creek Basin being diverted to the Swann Avenue Pond, located in the Rome Avenue Basin. This is due in part to the right-of-way constraints north of Station 252+75, where the minimum clearance between the retaining wall and the LA R/W line decreases from 13.75' to 2.75'. Therefore, maintaining the existing conveyance system or modifying it is not feasible without obtaining an easement from the CSX.

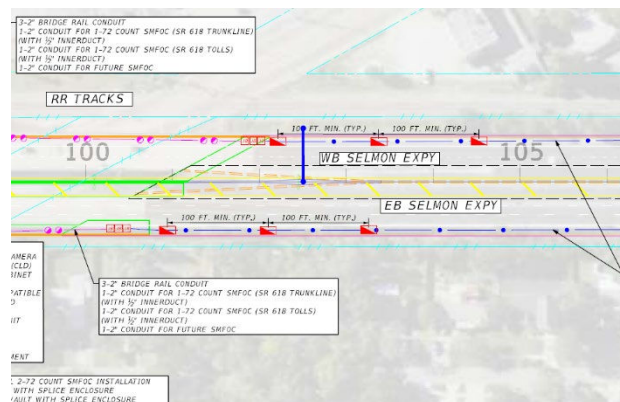
Has this diversion of stormwater runoff to and how it will impact the Rome Avenue Basin been discussed with and approved by the City of Tampa (COT) and the Southwest Florida Water Management District (SWFWMD)? The additional runoff to the Swann Avenue Pond will impact the COT storm drainage system on Swann Avenue and the COT outfall system from the pond on Rome Avenue.

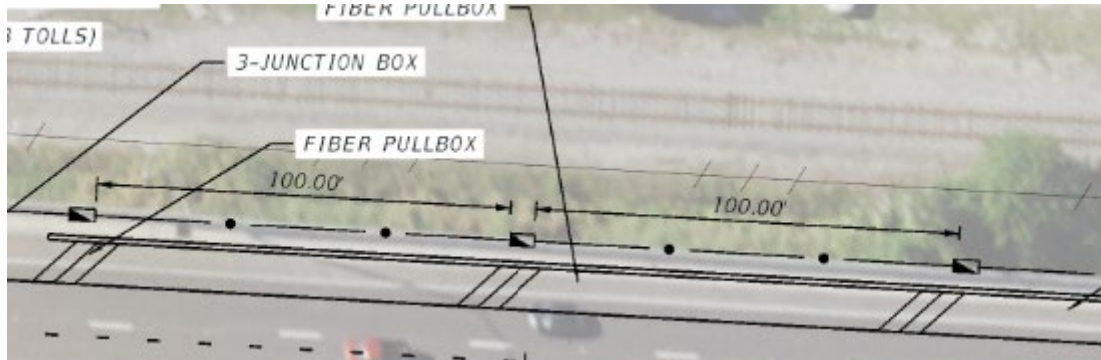
Answer: THEA is coordinating with the City of Tampa regarding construction of the new South Howard outfall. Information will be provided to the DB Firms as soon as it is available. An amendment will be issued requiring the DB Firm to model all existing and proposed stormwater basins and outfall systems impacted by the project. The drainage and stormwater network shall meet the City of Tampa criteria which requires the 25-year/24-hr post-development rate attenuated to 5-year/24-hr pre-development rate at each connection to the city system and if not feasible (i.e. within existing THEA ROW) to providing as a minimum, quantifiable improvement or a quantifiable determination of no adverse impact to the existing City systems to their discharge point at the bay.

2. In-lieu of the typical ditch section provided previously by THEA, would THEA consider eliminating the berm and slope requirement on the typical ditch section if ditch pavement is utilized adjacent to the wall to protect from erosion and reduce maintenance. An example of this would be the current ditch between the expressway and the railroad, north of Swann Avenue.

Answer: If fabriform is utilized for the ditch section: If within THEA ROW, THEA will not require a berm adjacent to the wall and will allow slopes as steep as 1:2 .

3. Wondering why there is 100' spacing between the fiber pull boxes as shown below. We cannot find anything in the THEA ITS MTRs and this is not a requirement in the FDOT specs.





Answer: Please reference the updated ITS Concept Plans (R_07.05 – ITS Conceptual Development Plan_2022-07-28REV022323.pdf) that was shared with Design-Build Firms via the South Selmon Capacity SharePoint site, in the ‘Additional Documents Amendment 3.7.23/REFERENCE DOCUMENTS’ folder. The updated plans show in the installation of the fiber conduit within the barrier wall at distances required by FDOT standards.

4. Per Amendment dated 3/17/23, Reference document R35_UAO RGB’s were added. When will those files be provided, they were not received with the amendment?

Answer: The Reference Document R35 R35_UAO RGB from Amendment 3/17/23, posted on 3/23/23, was added to the OneDrive link originally supplied to all shortlisted firms. Please review the link provided to you and the folder labeled “Additional Documents from Amendment 3.23.23”.

5. The following are structures questions pertaining to the Shear Load Rating as well as Pier placements at Hillsborough location.

Shear Load Rating

- 5a: Please confirm if the Shear Rating Factors for concrete bridges provided in the signed and sealed RFP Documents ‘R-03-SS Bridge Load Ratings (Exempt)’ are correct. Please note that the Leap Bridge Concrete – CONSPAN V19 software used to perform the load ratings has a bug that was updated in CONSPAN V21 (2021).

Answer: The design Build Firm is responsible for completing all bridge load ratings. Bridge Load ratings shall follow the methodology defined in the Bridge Load Rating Manual Chapter 2 – Procedure, Widening Rehabilitation & New Structures.

- 5b: Where the existing superstructure conditions, without any proposed improvements, require repairs, strengthening, replacement, and or retrofit and where that work is not identified in the PD&E documents or the scope of the RFP, will that work be covered by change orders?

Answer: Yes, any required repairs not identified in the RFP, PD&E or Bridge Inspection Reports will be covered by change orders.

Viaduct bridge median pier placement between west of Bayshore Blvd. and west of Franklin St.

- 5c: The foundation and substructure to be constructed in this contract for the viaduct bridge in the median between west of Bayshore Blvd. and west of Franklin St. will impact Tampa St. and the

parking lot entrance/access behind the convention center. What impacts are anticipated and allowed in this location?

Answer: The DB Firm must maintain Tampa St, the Parking Entrance/Access behind the Convention Center, or any other City of Tampa facilities. Details will need to be provided showing how those impacts will be addressed and mitigated. Coordination with the City of Tampa will be required to verify if proposed changes to their facilities are acceptable.

- 5d: For pier column placement at the parking lot entrance/access behind the convention center, what size vehicle/truck are anticipated?

Answer: An SU-30 would be a reasonable design vehicle for the parking garage entrance exit.

- 5e: Can the existing Tampa St. roadway horizontal geometry and stripping between Sta. 560 to Sta. 562 be modified to accommodate the viaduct median pier column placement?

Answer: All changes will need to be acceptable to THEA.

- 5f: Will the Concept Plans be updated to show the location of the viaduct median pier columns between Sta. 554 to Sta 562?

Answer: No, the DB Firm shall locate based on the ultimate P&E typical section and their design.

6. The RFP states the DB firm shall perform the Independent Peer Review's. It also states, "The review of Category 2 structures submittals requires Central Office involvement, and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Authority observed Holidays) for these reviews." Please confirm that FDOT Central Office will be performing the review of the Category 2 structures and that the DB firms are also to perform independent reviews of the Category 2 structures.

Answer: The Independent Peer Reviews are to be performed by the Design Build Firm. All Independent Peer Review calculations, comments, etc. shall be submitted with each submittal phase and shall be in accordance with the Contract Documents. FDOT Central Office will not be involved. All reviews will be performed by THEA and their GEC staff. The review of Category 2 structures submittal shall allow twenty (20) calendar days (excluding weekends and Authority observed Holidays) for the Category 2 structure reviews. An amendment will be issued to remove the Central Office reference.