

Questions – 4/25/2023:

1. 7-13.3 Page 73 - The stated insurance requirements in the Design Build Specifications is significantly less than the amounts stated in the CSX Public Project Manual. Since the CSX agreement is still being negotiated, should the contractor carry the CSX Public Project amount of \$5M single limit for bodily injury and/or damage per occurrence and an aggregate annual limit of \$10M?

**Answer:** The Design-Build Firm will need to meet all CSX requirements to obtain the approvals and permits they are responsible for getting from CSX for the project.

2. Please confirm that any impacts to the ground level parking and the Selmon Greenway trail due to widening of the Selmon Expressway between Ashley Drive and S. Franklin Street, are to be remediated back to the preconstruction condition by the DB firm.

**Answer:** Yes, all impacts to the ground level parking and the Selmon Greenway trail due to the widening of the Selmon Expressway between Ashley Drive and S. Franklin Street are to be remediated back to the preconstruction condition by the Design-Build Firm.

3. Required RFP Amendment 4/7/2023 - Posted 4/10/2023 - In accordance with RFP amendment dated 04/07/23, the South Howard outfall will have the capacity to accommodate stormwater runoff from Post-Developed Sections of the Selmon Expressway (Segment 1 and Segment 2). Please confirm that the S Howard Outfall project will also account for the necessary water quality improvements associated with the overall volume of the anticipated run-off.

**Answer:** The City of Tampa's South Howard Outfall project is for water quantity only and will NOT account for the water quality treatment requirements for the Expressway runoff.

4. Please note that there is Convention Center back-of-the-house equipment (eg. trash compactors, etc.) in conflict with the proposed widening. This equipment is fenced. Please confirm that any work that may be required to resolve conflict with these facilities (such as relocation) will be to a change order.

**Answer:** The Design-Build Firms shall avoid City of Tampa facilities within THEA ROW whenever possible. However, if the City equipment is unavoidable it will be the City of Tampa's responsibility to remove and/or relocate the equipment. The Design-Build Firm will be responsible to clear and grub the site after the City equipment is remove and restore any sidewalks and any landscaping/hardscaping disturbed by the construction.

5. Please confirm that the DB firms are to coordinate and remediate any impacts to the proposed West Hills Riverpark Improvements.

**Answer:** THEA has been coordinating with the City of Tampa and the Design-Build Firm will need to continue this coordination to avoid or minimize impacts between projects.

6. In Attachment A\_003.05 - sp0081300, Eastbound Concrete Barrier/Noise Wall (8'-0") from beginning of Project to Station 549+01.38, For purposes of determining completion for Incentive-Disincentive, please confirm the completion of the Barrier/Noise Wall is when the concrete has achieved

the design strength and the formwork has been removed. Completion of Class V finish will not be done until all final pavement has been placed.

**Answer: Yes, completion of the Barrier/Noise Wall is when the concrete has achieved the design strength and the formwork has been removed. Completion of Class V finish can be done later after all final pavement has been placed.**

7. Amendment dated 04/10/2023 and Reference drawing R-7.06 necessitate realignment of the off-ramp at Willow Ave. and Cleveland St which requires a further widening of the S Boulevard bridge up to 12ft as compared with the original RFP concept design. We understand that this modification may be the result of another team's ATC proposal that has been approved by THEA. Our analysis indicate that the additional widening would reduce the existing vertical clearance along north fascia of the bridge due to the required cross-slope. We have the following questions: a) The existing minimum vertical clearance along the north fascia of the bridge is 15'-1" (as per PD&E report). It is not possible to accommodate the additional widening required by the amendment while maintaining the existing clearance, even with the use of the shallowest modified Florida-I beam (FIB). Is a 6" reduction in the existing clearance under the widened bridge acceptable? Please note that the reduced clearance (14'-7") would still be in compliance with FDM Table 260.6.1 (14'-6" min). b) If reduction in existing clearance is not possible is it allowed to have a mixed concrete-steel superstructure? c) Please provide any design exceptions/variations that may have been included in this ATC approval.

**Answer: a) For the WB Selmon bridge over South Blvd (Bridge No. 100328), a reduction in the existing vertical clearance will be allowed as long as the resulting clearance is in compliance with FDM Table 260.6.1.**

**b) Superstructures with mixed materials will not be allowed.**

**c) As of yet, no design exception/variations have been developed for this concept. The Design- Build Firms will be responsible for developing the required design exception/variations for their concept and submitting to THEA accompanying their technical proposals.**

8. Please extend the technical and price proposal submission date by 4 weeks to allow adequate time for the design-build firms to incorporate the design changes for the off-ramp at Willow Ave. and Cleveland St, as required by the 04/10/2023 amendment. In addition, the responses to questions in the 04/17/23 Q&A regarding THEA's position on non-redundant drilled shafts and conflict with the 54" force main along the Tampa convention center, have significant scope and design impacts which require additional time to be addressed in the technical proposal design.

**Answer: On 4/24/23 a Notice of Changes to Schedule of Events was posted moving the Technical Proposal due date from 5/5/23 to 6/8/23. The Price Proposal due date was moved from 7/7/23 to 8/8/23.**

9. RFP Section X.I.2.bb indicates that Steel H-piles may be used at bridge sites with the environmental classification of Extremely Aggressive as per the table in RFP section X.I.2.g if soil tests at the specific site indicate that the actual soil environmental conditions are slightly or moderately aggressive. Appendix Q of Reference document R-09 Geotech Data report provides the summary of soil lab testing results for environmental classifications. Please confirm that during the procurement phase, the design-build firm can rely on the test results and environmental classifications provided in Appendix

Q to determine if Steel H-piles can be used for a specific bridge, with an understanding that the design-build firm will perform the additional tests during the final design phase.

**Answer: Yes, the design-build firm can rely on the test results and environmental classifications provided in Appendix Q to determine if Steel H-piles can be used for a specific bridge. The Superstructure and Substructure classifications provided in the RFP and on the Geotechnical Report of Core Boring sheets shall be applied to project design along with the requirements provided in the FDOT SDG. The soil corrosion test summary table in Appendix Q provides the results of the soil and water testing but does not include the SDG criteria associated with bridge sites that are within 2,500 feet of a body of water with chloride concentrations in excess of 6,000 parts per million. As a result, the Design shall be in accordance with the classifications from the RFP and the Geotechnical Report of Core Boring sheets. The soil test results should be referred to when evaluating whether steel H-piles may be used as relating to Table 3.1-1 of the FDOT SDG along with the environmental classifications from the RFP and the Geotechnical Report of Core Boring sheets.**

**10.** This is a follow-up to the previously submitted question (Q&A 03/27/23, question 6) regarding overhead catenary system (OCS) for the Hillsborough Area Regional Transit Authority (HART) streetcar along Franklin Street, which will be in conflict with the bridge widening. Based on our discussion with HART the following restrictions to the construction will apply: 1) HART will not allow long-term service outages or use of bus shuttles during Selmon Expressway construction due to other ongoing construction, road configuration, and lack of sidewalk ADA access. 2) No work will be allowed within 8' of the live track and OCS wire. 3) The streetcar's headway is 12 minutes. 4) HART will shut down and restart the power to the OCS wire 30 minutes after and before their service hours. This means that construction work windows will be 11:30 pm to 6:30 am Monday thru Thursday, 2:30 am to 6:30 am on Friday, 2:30 am to 8:00 am on Saturday, and 11:30 pm to 8:00 am on Sunday. Please confirm that the above restriction on construction operations about HART OCS should be considered by all proposers.

**Answer: Yes, HART has confirmed those restrictions for construction operations will apply to this project. This will be added to the RFP by an amendment.**

**11.** Section X.F.3 Page 78 of 111 - Our review of the PSR and the concept drainage design indicates that there is significant excess treatment capacity in the Gandy pond per the existing SWFWMD permit. Is THEA amenable to routing more runoff from the Euclid basin south to the existing Gandy pond? It is anticipated that modification of the existing permit and adjustment to the existing control structure would be required for this solution.

**Answer: Calculations, including revisions to the existing permitted hydraulic model, will have to be provided demonstrating that freeboard requirements for all interchange ponds are met, offsite contributing drainage basins are not adversely impacted due to potentially higher interchange stormwater pond stages, and any increases in stormwater discharge resulting from routing the additional runoff to the Gandy system, does not increase stages at nodes in the Gandy Blvd. outfall drainage system to the Bay.**

**12.** Section X.F.2.2 (page 77 of 111) and Reference document R\_11 - Pavement Design Recommendations - This is a follow-up to the previously submitted question regarding the design reliability factor for pavement design. Using a 95% reliability factor, as specified in the RFP Section X.F.2.3, will require milling/repaving depths ranging from 3.25" to 5.25" in the expressway travel lanes and 2.00" in the shoulders to meet the necessary SN. Please note that the pavement design calculations

included in the RFP (Reference document R-11) are based on a 90% reliability factor. Based on these calculations, the required milling/repaving depths range from 2.25" to 3.25" in the travel lanes and 1.5" in the shoulders to meet the necessary SN. Therefore, using a 95% reliability factor would result in nearly double the milling and new asphalt quantities, as well as adjustment to the limerock base in several segments of the expressway. Please confirm that it is not THEA's intent to remove full pavement and make adjustments to limerock base and that a 90% reliability factor should be used in pavement design, as per Reference document R-11.

**Answer: A 90% reliability factor should be used in pavement design, as per Reference document R-11. An amendment will be issued to revise the RFP.**

**13.** SDG 3.11.2.D. mandates to bury new spread footings 3 ft. below grade. There are existing spread footings to be widened that are not buried 3 ft. Please clarify whether the new portion of the spread footing can match the existing footing soil depth on top in lieu of having to create a step to meet the 3 ft. requirement per SDG?

**Answer: The requirements of SDG 3.11.2.D and SDG 7.1.6 should be followed as relating to new spread footings. In addition, the footing design, substructure design and superstructure design must meet the requirements provided in RFP Section X.C. Spread Footings Foundations.**