

Questions – 4/27/2023:

1. The Roadway Concept Plans show widening for the WB Selmon Exit Ramp to Plant Ave for the conversion from a single lane to a dual lane exit ramp. At Station 546+00 the elevation difference is 4.9 ft between the outside edge of pavement (EOP) for the Mainline and the inside EOP of the Ramp. To provide a drivable crossover through the gore, it will require reconstruction of the ramp to raise the grades which will extend the ramp's construction limits beyond the limits shown in the Roadway Concept Plans. It will also require the ramp to be closed for a longer period for the reconstruction than what was anticipated for the widening. Please confirm that THEA will require reconstruction of the ramp rather than widening as indicated in the Roadway Concept Plans.

Answer: The WB Selmon Exit Ramp to Plant Ave needs to be converted from a single lane to a dual lane exit ramp to meet the requirements of the traffic volumes utilizing that ramp. The Design-Build Firms shall perform this work and minimize the impacts to the traffic accessing Tampa General Hospital (TGH). All efforts shall be made to avoid closures and maintain as much of the existing two lanes of storage at the signal at Plant Street at the bottom of the ramp throughout construction. Detailed TTCP plans shall be provided with the Technical Proposal to assure THEA that access to TGH is satisfactorily maintained throughout construction.

2. CSX has refused to meet with the DB firms and has responded to request that we are to submit question to THEA. THEA acknowledged they will try to get responses from CSX. THE RFP states that THEA will provide copies of the approved CSX agreements to the DB firms. THEA has also commented in previous responses to questions that copies of any future agreements will be provided to the shortlisted firms when available. To date THEA has only provided the Preliminary Engineering Agreement dated 8/8/22 that they have executed with CSX. The RFP references CSX's Public Projects Manual for CSX requirements. This manual "provides tools that explain important steps project sponsors must follow.... Since THEA is the project sponsor, THEA should be providing copies of all required agreements in advance to the shortlisted firms, so each firm can fully understand all CSX and THEA requirements, potential costs and schedule implications to the DB firms during the life of the contract.

The CSX Public Project Manual provides a potential requirement for other agreements including:

- Construction Agreement
- Temporary Right of Entry Agreement
- Right of Entry and Indemnity Agreement for bridge painting (aesthetic)
- CSX Special Provisions
- Overhead Bridge Criteria
- Construction Submission Criteria
- Drainage Criteria

A: Will THEA please provide copies of all of the above executed agreements and criteria that apply to this project.

Answer: THEA has provided the only preliminary agreement currently received from CSX.

B: Absent these agreements referenced above, can THEA create a CSX allowance bid item so all costs of the selected DB Firm can be reimbursed during the life of the contract?

THEA has also responded in previous questions regarding CSX costs that THEA will pay the cost of CSX flagmen and other related CSX engineering administrative costs.

Answer: No

C: Can THEA please confirm if other CSX engineering administrative costs includes CSX's cost to review and approve the DB design plans?

Answer: Yes

D: Can THEA please provide a list and cost estimate of any other CSX engineering administrative costs that the DB firm is to be responsible for in the life of the contract.

Answer: The Design-Build Firm is responsible for any application, permit or other costs that they incur from CSX to build the project. THEA will pay CSX the cost for all flaggers, engineering reviews of project plans and project administration.

E: Did CSX review and approve THEA's concept plans for this project? Can THEA provide any review comments they received from CSX?

Answer: The concept plans were provided to CSX, however, they provided no comments.

F: Does THEA have all of the necessary permanent and/or temporary easements to construct the work required under the RFP and the concept plans adjacent to and in the vicinity of the CSX railroad, including any required aerial rights?

Answer: THEA does not anticipate any easements will be required from CSX.

G: Can THEA please provide a current listing of the history of train traffic and the number of trains on CSX tracks within the project limits for the 24-hour period seven days per week for the past 6 months so the DB firms can get a realistic expectation of what schedule impacts the shortlisted firms can realistically expect for the life of this contract.

Answer: The latest information THEA has received from CSX is that there is usually one train a day, six days a week, at variable times.

3. Since CSX has declined to meet with the shortlisted firms, please advise if Roadway Worker Protection Training or any other safety training for working adjacent to the CSX property is required for this project. Please also advise as to the costs of the training course, the training requirements including the course duration, the duration of time that is covered upon successful completion of the training program and the recertification requirements, i.e. if the training must be completed yearly.

Answer: It is the Design-Build Firms responsibility to determine what safety training may be required based on their specific design.