

Answers to Questions – 5/19/2023: **REVISED**

1. Amendment 9 states “All bridges on this project shall be longitudinally grooved unless otherwise approved by THEA.” Is this requirement only for the new bridge deck surfaces on the widened bridges, new bridges and deck replacements?

Answer: Yes, all new bridge deck surfaces on the widened bridges, new bridges and deck replacements shall be longitudinally grooved.

2. Will a cover sheet count against the 12 pages for Section 1: Technical Proposal?

Answer: No

3. Will the allotted 11x17 schedule count toward the 12 pages for Section 1: Technical Proposal?

REVISED Answer: Per the RFP, page 30, 3. Technical Proposal – Minimum Information Required, Section 1: Bar/Gantt charts will be included as an Appendix to the Technical Proposal. Bar/Gantt charts will not be counted in the Section 1 page limit, provided additional information such as graphics and technical proposal text is not included.

To confirm the page count restrictions-

Per page 30 of the RFP, Section 3. Technical Proposal – Minimum Information Required:

Sub-Section 1: Project Approach – a maximum of ~~10~~ 12 pages; Written Schedule Narrative – no page limit; Bar/Gantt charts – no page limit.

Sub-Section 2: Plans – no page limit

Sub-Section 3: Renderings – Aesthetic treatments a maximum of 6 pages;

Improvements at the Euclid and Willow Interchanges a maximum of 4 pages.

4. Can you please confirm, the only deliverable due on June 8 at 11:15am is 1 USB containing all three required Proposal Sections: 1. Technical Approach; 2. Concept Plans; and 3. Aesthetics? Please confirm no hard copies are due.

Answer: Per the RFP, page 30, 2. Technical Proposal Submittal Procedure- The Technical Proposal shall only be submitted on a flash drive. Also, per the Schedule of Events on 6/8/23 by 11:15 AM, the only due item is the Technical Proposals. No hard copies are required.

Per page 30 of the RFP, Section 3. Technical Proposal: The minimum information to be included in the Technical Proposals is as follows:

Sub-Section 1: Project Approach

Sub-Section 2: Plans

Sub-Section 3: Renderings

5. Section X.P Signing and Pavement Marking Plans - The Hillsborough River bridge (viaduct) widening in the downtown areas conflicts with at least four City of Tampa guide signs mounted on independent structures - two signs at S Tampa Street/E Brorein St intersection and two signs on the south fascia of the Viaduct over S Florida Ave. 1. Please confirm the scope of this project will require the design-build firm to replace the four guide signs. 2. Please confirm it will be acceptable to attach the new signs directly to the viaduct superstructure (railing/girder).

Answer: Yes, the signs will need to be replaced. It will be acceptable to attach the new sign directly to the viaduct superstructure (railing/girder) as long as the requirements of the FDOT Structure Manual Volume 3 Section 2.6.1 are met.

6. RFP Section X.T Tolling Requirements GTR Section 7.2.3 - There seems to be a discrepancy between the RFP text and the Authority's GTR Document requirements regarding the Toll Equipment Cabinet. Page 110 of 111 of the RFP indicates that "the Authority's Toll Equipment Contractor will install exterior toll equipment enclosures". Paragraph 7.2.3 of the GTR states that the "Toll equipment control cabinet(s) sizes may change and the Contractor shall coordinate and obtain approval from THEA on the final cabinet sizes to be used during the site design". We request that THEA specifically clarify who, either the TEC or the Design-Build firm, will furnish and install the exterior Toll Equipment Cabinet(s). If the DB Firm is required to supply the cabinets, please specify the size to be provided.

Answer: The Toll Equipment Contractor shall provide the toll equipment cabinets. An addendum for the GTR will be provided. The Design-Build Firm will be responsible for installing the slab and conduit connections as per the GTR.

7. Reference Document R_30 - Aesthetic Lighting Info HillsRiverBridge - RFP Section I.A page 5/111 states "Expand or replace the existing aesthetic lighting on the eastbound and westbound Hillsborough River Bridges to illuminate the widened structures similar to the existing structures. Luminaires shall be equivalent to the existing luminaires and compatible with the existing controller." The information on the existing aesthetic lighting at the Hillsborough Bridge provided in Reference Document R-30 does not include any information for the existing controller and the system's As-Built plans. In order to quantify the scope of work associated with the Aesthetic lighting system and include it in the lump sum bid for the project, it is necessary to evaluate whether to replace, re-use, and/or retrofit existing the system, which in turn requires a study of the as-builts and detailed field inspection with full access to the existing system controller. Since both of these activities are not possible during this procurement phase, please confirm that any work related to the aesthetic lighting at the Hillsborough River Bridge will be subject to change order. Alternatively please provide existing system controller as-built plans.

Answer: Yes, the existing Aesthetic Lighting on the Hillsborough River Bridge shall be relocated/replaced and expanded to cover the widened bridge to the same extent as the current lighting covers the existing bridge. THEA has provided all information they have on the existing lighting system installed by the City of Tampa in conjunction with their project lighting the other bridges crossing the Hillsborough River through downtown Tampa. THEA considers this work part of the project.

8. Q&A 2/2/23 - Answer to Question 14 RFP IX.K. Project schedule allows the DB firm to work on the Special Event days while maintaining no lane closures. Due to the number of Lightning home games, and the variability of the game times, if the scheduled lane closure is outside of 3 hrs. of the game start time, it would not impact the traffic for the event. Can the lane closure restriction for Lightning Home games be limited to no lane closures within 3hrs of the start and anticipated finish of the game?

Answer: Lightning games will be considered on a case by case basis and restrictions will vary by direction before and after each game. Normally, no lane closures would be allowed in the direction heading towards the arena for two hours before the scheduled starting time and heading away from

the arena for two hours after the estimated ending time of the game. These times may need to be adjusted for playoff games and/or other special games/events.

9. X.F.2; Pg 77 of 111 - We have two questions regarding the pavement that was constructed with the recent the Safety Improvement Project. 1. The RFP indicates that shoulders shall be milled a minimum of 1.5". Please confirm this does not apply to the median area that was recently constructed as part of the Safety Improvement Project, that is considered as part of the future ultimate. 2. Please confirm it will be acceptable to classify the 1.5" of asphalt surface course that was milled/repaved in the Safety Improvement project as new when calculating the pavement structural number. Please note that this asphalt surface has only been in use for two to three years and may be treated as new.

Answer: Yes, the shoulders shall be milled a minimum of 1.5" in the median area as these areas will be used extensively for maintenance of traffic throughout the construction of this project and will be nearly 10 years old upon completion of the project. This surface therefore cannot be considered new for calculating the pavement structural number.

10. X.R.1; Pg 102 or 111 - The RFP requires reconstruction of the existing traffic signal at the Willow Ave/Cleveland St intersection. Amendment 24.04.10 moves the connection of the WB Plant St off-ramp from the Willow Ave/Cleveland St intersection east to a new signalized intersection on Cleveland St east of Newport St. With this change, please confirm that reconstruction of the traffic signal at Willow Ave/Cleveland St is still required.

Answer: The reconstruction of the traffic signal at Willow Ave/Cleveland St is not required with the changes included in the Amendment posted on 4/10/23.

11. X.N.1; Page 95 of 111 - It is our understanding that there are only portable (temporary) traffic monitoring sites (PTMS) within the project limit. The milling and resurfacing / new pavement work included in this project is likely to impact these sites. Is it THEA's intent to replace the PTMS with the MVDS included in the ITS infrastructure proposed as part of this project? If not, 1. Please confirm that it is THEA's intent to only replace the impacted PTMS loops located within the project limits and maintain the existing cabinets and accessories. 2. Please provide locations for the PTMS sites so the scope can be quantified.

Answer: The PTMS Sites are used by FDOT for traffic counts. The Design-Build Firm shall replace all impacted PTMS sites. Cabinets and associated accessories can be reused by the Design-Build Firm, but the Design-Build Firm shall ensure that all sites are operational after the new loops are installed. The PTMS sites can be found in the following site. [Florida Traffic Online \(state.fl.us\)](http://FloridaTrafficOnline.state.fl.us). The following are the list of PTMS sites within the corridor:

Selmon Mainline

Site#	Location	Milepoint	Lat/Long
105244	W OF EUCLID AV	1.200	27.90798, -82.50029
105245	W OF MACDILL AVE	1.960	27.91757, -82.49412
105246	E OF BAY TO BAY BLVD	2.300	27.92186, -82.49135

105248	E OF WILLOW AV	4.435	27.9426, -82.46791
105249	E OF PLANT AVE	4.914	27.9429, -82.46009
105275	NE OF MORGAN ST	5.350	27.94457, -82.45336

Selmon Ramps

Site#	Location	Lat/Long
102837	RP, BAY TO BAY BLVD TO NB SR618/CROSSTOWN EXPWY	27.92007, -82.49226
102838	RP, SB SR618/CROSSTOWN EXPWY TO BAY TO BAY BLVD	27.91887, -82.49384
102839	RP, NB SR618/CROSSTOWN EXPWY TO PLATT ST/WILLOW	27.94147, -82.47397
102840	RP, WILLOW AVE TO SB SR618/CROSSTOWN EXPWY	27.94301, -82.47326
102841	RP, EB PLATT ST TO NB SR618/CROSSTOWN EXPWY	27.94203, -82.47146
102842	RP, SB SR618/CROSSTOWN EXPWY TO WB CLEVELAND ST	27.94295, -82.47044
102843	RP, PLANT AVE TO NB SR618/CROSSTOWN EXPWY	27.94265, -82.46215
102844	RP, SB SR618/CROSSTOWN EXPWY TO PLANT AVE	27.94323, -82.46159
102846	RP, BRORIEN ST & MORGAN ST TO WB SR618/X-TOWN EXPY	27.94427, -82.45456
102847	RP, EB SR618/X-TOWN EXPWY TO FL AVE & MORGAN ST	27.94373, -82.45445
102848	RP, WB SR618/CROSSTOWN EXPWY TO MORGAN ST	27.94634, -82.45224
102849	RP, JEFFERSON ST TO EB SR618/CROSSTOWN EXPWY	27.94578, -82.45181

12. In response to Questions No. 7 in Q&A dated 03/17 (posted 03/28), THEA indicated that - "The Authority may consider additional options for maintenance of communications. However, please identify what alternative methods are desired that are not currently provided in the referenced attachment." Please indicate if the Authority will accept HDPE and/or PVC attached to the 8' temporary fence installed along the east side of the project as an alternative for the Maintenance of Communication.

Answer: The authority will accept fiber installed in HDPE attached to the temporary fence. An amendment will be provided to the ITS Minimum Technical Requirements (MTR) document.

13. X.P; Page 99 of 111 - RFP Section X.P. indicates that the signing installed as part of this project shall be consistent with the adjacent sections of the Selmon Expressway. The structure types of overhead signs vary on both the north and south sides of the project limits. On the south side of the project limit, a tubular sign structure is used for sign at Exit 1A off-ramp from the Eastbound roadway. On the north side of the project limit, an FDOT standard tri-chord cantilever truss is used for sign at Exit 5 from the Westbound roadway. The recent Safety project used the FDOT Standard tri-chord truss sign structure for Exit 1A-B on the Westbound roadway. Please confirm that it is acceptable to use FDOT Standard Tri-chord truss overhead sign structures (per FDOT index 700-040 and 700-041) for all overhead signs to be installed on this project.

Answer: Yes, it is acceptable to use FDOT Standard Tri-chord truss overhead sign structures (per FDOT index 700-040 and 700-041) for all overhead signs to be installed on this project.

14. Attachment A_010: Pg. 9 - Page-9 of Attachment A-010 THEA ITS Minimum Technical Requirements, states that the Design-Build Firm shall maintain a minimum separation of 12 inches between ITS, Tolls, and Lighting circuits. The ITS design included in the RFP concept plans shows ITS and tolling circuit conduits to be installed be embedded in the traffic railing in accordance with FDOT Index 630-010. This index does not allow the conduits to be spaced with a minimum separation of 12 inches. Given the conduit spacing limitation of FDOT Index 630-010, please confirm that ITS and Toll Fiber Optic Conduits and circuits are permitted to be routed within 12 inches of each other.

Answer: Yes, ITS and Toll Fiber Optic Conduits and circuits are permitted to be routed within 12 inches of each other within the traffic railing in accordance with FDOT Index 630-010.

15. Section X.Q (Page 100 of 111) - RFP Section X.Q (Page 100 of 111) indicates that the design-build firm is responsible for coordinating the disposal or salvage of lighting assets such as the existing light poles, luminaire arms, luminaires, and load centers removed in this project with the Maintaining Agency of the asset. It is our understanding that the majority of the lighting assets to be removed as part of this project are owned and maintained by THEA. Please confirm that it is THEA's intent for the design-build firm to assume that the THEA owned lighting assets will be returned to THEA upon removal.

Answer: THEA does not want the removed lighting assets. The Design-Build Firm will be responsible for the disposal of the materials.

16. Attachment: A_007 - BIM Requirements Section 4 - Page 4-1 provides general requirements for the BIM model to be developed for this project. The general requirements specify that existing utilities that closely interface with the project will be modeled in 3D. Please confirm that the 3D modeling for the utilities will only include the existing utilities that are in conflict with the project components and subsequently require an adjustment. Also please confirm, that the conflicting utilities will be modeled to LOD 200.

Answer: 3D modeling for the utilities will include all existing utilities information received, all existing utilities that closely interface with the project and all utility adjustments due to conflicts with the project components. Conflicting utilities will be modeled to LOD 300 at a minimum.

17. RFP Section X.F.3 (Page 79 of 111) - A City of Tampa (COT) owned 12'x5' box culvert crosses S Willow Ave. under the bridge carrying Selmon Expressway over S Willow Ave. RFP Section X.F.3 (Page 79 of 111) indicates that existing cross drains and storm sewers within project limits that are proposed by the design-build firm (DBF) to be used as a part of the new drainage system are to be desilt, video inspected, and investigated. Further, the DBF shall make recommendations for repairs on pipes that can be physically inspected, and the Authority will make the final determination if the recommended repair work will be considered as additional work beyond the initial scope of this project. However, the RFP section does not provide any requirements for the 12'x5' box culvert. Please confirm that inspection and repair for this box culvert, if deemed necessary, will be considered as additional work beyond initial scope of this project and a change order would be provided.

Answer: Desilting, video inspecting, and investigation of the 12'x5' box culvert and making recommendations for repairs to the Authority prior to the 90% plans submittal and in time for the Authority to decide if the repair work is to be added to the project, are services within the RFP scope to be performed by the Design-Build Firm. Actual repairs, if deemed necessary and approved by the Authority, shall be considered extra work.

18. Section I.A; (Page 3 of 111) - States, "Construct at initiation of construction work a temporary 8-ft. fence with fabric covering on the east side of the Selmon Expressway along the entire length of limited access right-of-way as a dust, debris and visual barrier." We have two questions related to this item: 1. Please confirm that the design-build firm (DBF) is required to remove the 8-ft temporary fence after completion of the work or may leave in place as a permanent fence. 2. Please confirm the scope of this project does not require the DBF to install a permanent fence along the right-of-way line parallel to the eastbound roadway. If DBF is to install a permanent fence along the eastbound/westbound ROW, please provide detailed requirements for the new permanent fence.

Answer: Yes, the Design-Build Firm will be required to remove the 8-ft temporary fence after completion of the work. The temporary fence will be replaced by permanent fencing throughout the project. Permanent urban LA ROW fencing will be installed as per FDOT standards with the following exceptions:

- 1) No LA ROW fence will be installed between the CSX Railroad and the Selmon Expressway where they are parallel when the proposed wall height does not require fencing.
- 2) Where existing fencing is black vinyl coated it will be replaced with black vinyl coated fencing.
- 3) Within the vicinity of the Hyde Park Historic District, black metal fence as was installed by the City of Tampa at the Mayor's Pond- Rome and Swann Avenues (Plan sheets attached) will be installed at the LA Row line at all locations on the east and south side of the Selmon Expressway from Howard Avenue east to Bayshore Boulevard, and on the north side of the Selmon Expressway from the CSX Railroad tracks just west of Willow Avenue east to Bayshore Boulevard.