TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

Addendum No. 9

FOR

Request for Proposals (RFP)

East Selmon Slip Ramps Design-Build

RFP O-02520

ADDENDUM NO. 9

PROJECT NAME: East Selmon Slip Ramps Design-Build RFP O-02520

DATE OF ADDENDUM: February 3, 2021

PLEASE NOTE THE FOLLOWING ADDENDUM NO. 9 TO THE RFP:

ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein.

- A_001 - Project Advertisement
- A_002 - Division I Design-Build Specifications
- Division I Special Provisions identified by the Authority for this Project:
  - A_003.01 - Award and Execution of Contract (SP0030200)
  - A_003.02 - Public Records (SP0030900)
  - A_003.03 - Permits and Licenses (No free passes will be issued to the Contractor for use on the Toll Facility) (SP0070201)
  - A_003.04 - Preservation of Property for Toll Facilities (SP0071101-tolls)
  - A_003.05 - Equal Employment Opportunity Requirements (SP0072700)
  - A_003.06 - Preference to State Residents (SP0072800)
  - A_003.07 - Legal Requirements and Responsibility to the Public - E-Verify (SP0072900)
  - A_003.08 - Legal Requirements and Responsibility to the Public - Scrutinized Companies (SP0073000)
  - A_003.09 - Contaminated Material – Mercury-Containing Devices and Lamps (SP0080409)
  - A_003.10 - Prosecution and Progress - Damage Recovery (SP0081200)
- FDOT Divisions II and III Special Provisions identified by the Authority for this Project:
  - A_004.01 - Mobilization (SP1010000DB)
  - A_004.02 - Contractor Quality Control General Requirements (SP1050813DB)
  - A_004.03 - Structures Foundations (SP4550000DB)
  - A_004.04 – Value Added Bridge Components (Dev475)
- A_005 - City of Tampa Truck Routes
- A_006 – THEA General Tolling Requirements
- A_007 – Letters of Clarification (pending)
- THEA Forms
  - A_008.01 - Bid Blank, Design Build Major
  - A_008.02 - Dispute Review Board Three Party Agreement
  - A_008.03 - Certificate of Insurance
  - A_008.04 - Insurance Requirements, Coverages, and Limits
  - A_008.05 - Anticipated SBE Participation Statement
  - A_008.06 – Schedule of Values
- Conceptual Typical Sections
  - A_009.01 – Conceptual Typical Sections
  - A_009.02 – Conceptual Slip Ramp Typical Sections
- A_010 – Pipe Lining Locations
- A_011 – Pre-Bid Meeting Presentation

The RFP Reference Documents are revised as follows:

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

R_01 - Historic Plans
R_02 - Concept Plans
R_03 - Bridge Inspection Reports
R_04 - Existing Bridge Plans
R_05 - East Selmon Planning and Feasibility Study
R_06 - Geotechnical Data
R_07 - Type 1 Categorical Exclusion (Ramp 3) (PENDING)
R_08 - Non Major State Action (Ramp 2) (PENDING)
R_09 - Survey Data
R_10 – Selmon Expressway Connector MOU
R_11 – Selmon Expressway and I-75 Interchange MOU
R_12 – Pipe Video Inspection – Vicinity of Ramp 3
R_13 – Utility Information

Section II is deleted and replaced with the following:

II. Schedule of Events.

Below is the current schedule of the events that will take place in the procurement process. The Authority reserves the right to make changes or alterations to the schedule as the Authority determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any changes or alterations in the schedule. Unless otherwise notified in writing by the Authority, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

Date	Event
November 12, 2020	Industry Forum at 10:30 AM local time at the THEA office, 1104 East Twiggs Street, Tampa FL 33602.
December 3, 2020	Advertisement; The RFP will be posted on THEA's website at: https://www.tampa-xway.com/procurement/
December 18, 2020	Deadline for all Design-Build firms to submit Questions/Requests for Clarification.
December 29, 2020	Addendum Release (if required).
January 7, 2021	Expanded Letters of Interest (ELOI) for Phase I of the procurement process due in Authority Office by 2:00pm local time. Letters to be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com).
January 12, 2021	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit, 2:00pm local time
January 25, 2021	Public Meeting and Board of Directors approval of shortlist at THEA Board Meeting
January 27, 2021	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process, 2:00pm local time
January 28, 2021	THEA Contracting Unit updates shortlist of firms continuing to Phase II by 5:00pm local time
January 29, 2021	Mandatory Pre-proposal meeting, facilitated by the Director of Operations and Engineering, at 9:00am local time at the THEA office, 1104 East Twiggs Street Suite 300, Tampa, FL 33602. All Utility Agency/Owners that the Authority contemplates an adjustment, protection, or relocation is possible are to be invited to the mandatory Pre-Proposal meeting.
January 29, 2021	Utility Pre-Proposal Meeting facilitated by the Director of Operations and Engineering, at 10:30am local time at the THEA office, 1104 East Twiggs Street Suite 300, Tampa, FL 33602.
February 10, 2021	Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1. Requests to be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com).
February 17, 2021	Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1. List shall be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com).
February 24-25, 2021	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for each Meeting.
March 3, 2021	Deadline for submittal of Alternative Technical Concept Proposals, 2:00pm local time.

March 10, 2021	Final deadline for submission of requests for Design Exceptions or Design Variations.
March 17, 2021	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com).
March 24, 2021	Deadline for the Authority to post responses to the Project website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal. Responses will be posted to the procurement website: https://www.tampa-xway.com/procurement/
March 29, 2021	Technical Proposals due in Authority Office by 2:00p.m. local time
March 30, 2021	Deadline for Design-Build for to "opt out" of Technical Proposal Page Turn meeting.
April 1, 2021	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 60 Minutes will be allotted for this Meeting.
April 6, 2021	Question and Answer Session. Times will be assigned during the pre-proposal meeting. Two hours will be allotted for questions and responses.
April 9, 2021	Deadline for submittal of Written Clarification letter following Question and Answer Session 2:00pm local time
April 13, 2021	Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to Man Le, Contracts and Procurement Manager (Man.Le@tampa-xway.com).
April 20, 2021	Deadline for the Authority to post responses to the Project website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal. Responses will be posted to the procurement website: https://www.tampa-xway.com/procurement/
April 27, 2021	Price Proposals due in Authority Office by 11:00am local time.
April 27, 2021	Public announcing of Technical Scores and opening of Price Proposals at 1:30pm local time at the THEA office, 1104 East Twiggs Street Suite 300, Tampa, FL 33602
April 28, 2021	THEA Contracting Unit posts final scores and bid prices to THEA website by 5:00pm local time
May 24, 2021	Public Meeting of Board of Directors to determine intended Award
May 25, 2021	Posting of the Authority's intended decision to Award
TBD	Anticipated Award Date
TBD	Anticipated Execution Date

Section V.B is deleted and replaced with the following:

B. Innovative Aspects:

All innovative aspects shall be identified separately as such in the Technical Proposal.

An innovative aspect does not include revisions to specifications, standards or established Authority policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, etc.

Certain critical elements of this Project, which may reduce the construction coverage, diminish the design criteria or quality, or increase impacts, shall not be allowed. These elements include:

- Reduction in the number of lanes and lane widths as depicted in the Conceptual Typical Sections and Concept Plans;
- Reduction in permanent Design Speeds on all State or local roads;
- Reduction in the Access Classification and Control, or changes to the access management or property access requirements;
- Significant changes to any alignments that may jeopardize the cost feasibility of the proposed multi-laning of the East Selmon Expressway;
- Elimination of tolling point locations;
- Elimination of tolling site and equipment
- Failure to reconstruct overhead sign span assemblies.
- Failure to install wrong-way driving security features including gates and other features used on the REL.

1. Alternative Technical Concept (ATC) Proposals

The Authority has chosen to incorporate in the Design-Build method of project delivery the process whereby Design-Build Firms may propose innovative technical solutions for the Authority's approval which meet or exceed the goals of the project. The process involves the submission of an Alternative Technical Concept (ATC) as outlined below. This process has shown to be very cost effective in providing the best-value solution which often times is a result of the collaborative approach of the contractor and their designer which is made possible with the Design Build project delivery method and the ATC process.

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. Any deviation from the RFP that the Design-Build Firm seeks to obtain approval to utilize prior to Technical Proposal submission is, by definition, an ATC and therefore must be discussed and submitted to the Authority for consideration through the ATC process. ATCs also include items defined in FDM, Part 1, Chapter 121.3.2. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Authority. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

The Authority will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Authority will issue an addendum for all ATC Proposals contained in the list below, the Authority will endeavor to maintain confidentiality of the Design-Build Firms specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given

the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- New Design Exceptions required or modifications to Authority approved Design Exceptions already provided in the Attachments.
- Significant changes in scope as determined by the Authority.

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting, as defined below, and submitted to the Authority for review and approval through the ATC process described herein. The Authority may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Authority approval of the proposed alternates through the ATC process. Authority approval of an ATC proposal that is related to the items listed below will NOT result in the issuance of an Addendum to the RFP.

- Modifications to the horizontal and/or vertical geometry requiring an ATC submittal as described in Section VI.F of this RFP
- Modifications to the Conceptual Typical Sections directly related to the horizontal and/or vertical geometry

2. One-on-One ATC Proposal Discussion Meetings

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the One-on-One ATC discussion meetings. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Authority to identify appropriate personnel to participate in the One-on-One ATC discussion meetings.

The purpose of the One-on-One ATC discussion meeting is to discuss the ATC proposals, answer questions that the Authority may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and Authority staff and agents as needed to provide feedback on the ATC proposal. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Authority will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

- The Proposal meets the criteria established herein as a qualifying ATC Proposal; therefore, an ATC Proposal submission IS required, or
- The Proposal does not meet the criteria established herein as a qualifying ATC proposal since the Proposal is already allowed or contemplated by the original RFP; therefore, an ATC Proposal submission is NOT required.

For One-on-One ATC discussions, provide a minimum of seven (7) printed handouts and one (1) flash drive to be retained by THEA in the secure procurement file. The Authority will return all handouts back to the Design-Build Firm except one (1) flash drive with all presentation materials and handouts to remain in the secure procurement file.

3. Submittal of ATC Proposals

All ATC submittals must be in writing and may be submitted at any time following the Shortlist Posting but shall be discussed and submitted prior to the deadline shown in the Schedule of Events of this RFP.

The Authority will allow the submission of draft ATCs at any time following the Shortlist Posting until the date on which the last One-on-One ATC discussion meeting is held as defined in the Schedule of Events. The submission must be clearly marked as DRAFT. The Design-Build Firm, by submitting a Draft ATC, understands that the purpose of the submission is to provide information to facilitate the discussion during ATC meetings and that the Authority will discuss the concept but is not obligated to reply to the draft submission as if it were a formal ATC submittal. However, at any time prior to the formal Alternative Technical Concept Proposal submittal, the Authority may provide the Design-Build Firm with a draft written response. The draft written response shall be clearly marked as DRAFT.

All ATC submittals are required to be on plan sheets and shall be sequentially numbered and include the following information and discussions:

a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis as applicable;

b) Usage: The locations where and an explanation of how the ATC would be used on the Project;

c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;

d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;

e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (during construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;

f) Risks: A description of added risks to the Authority or third parties associated with implementation of the ATC;

g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP including the traffic operational analysis if requested by the Authority;

h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;

i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;

j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

4. Review and Approval of ATC Submittals

After receipt of the ATC submittal, the Authority's Director of Operations and Engineering (Director), or

designee, will communicate with the appropriate staff as necessary, and respond to the Design-Build Firm in writing within 14 calendar days of receipt of the ATC submittal as to whether the ATC is acceptable, not acceptable, or requires additional information. If the Director, or designee, determines that more information is required for the review of an ATC, questions should be prepared by the Director, or designee, to request and receive responses from the Design-Build Firm. The review should be completed within 14 calendar days of the receipt of the ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance of the 14 day deadline with an estimated timeframe for completion.

Approved Design Exceptions or Design Variations required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s) or Variation(s). Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception or Variation, the Design-Build Firm will be given the option to withdraw previously submitted ATC Proposals.

The Authority reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any errors of the RFP that are identified during the One-on-One ATC meetings, except to the extent that the Authority determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

Through the ATC process, the Design-Build Firm may submit, and the Authority may consider, geometric modifications to the Concept Plans or other contract requirements that will provide an engineering solution that is better overall in terms of traffic flow and reduced congestion. The approval of ATCs related to improvements of traffic flow and reduced congestion is at the sole discretion of the Authority. It is the Design-Build Firm's responsibility to clearly establish in the ATC process how the engineering solution provides a benefit to the Authority and identify areas of conflict outlined in the RFP.

ATC's are accepted by the Authority at the Authority's discretion and the Authority reserves the right to reject any ATC submitted. The Authority reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal. All Authority approvals of ATC submissions are based upon the known impacts on the Project at the time of submission. The Authority reserves the right to require a modification or amendment to a previously approved ATC as a result of a contract change which is issued by an addendum subsequent to the Authority's initial approval of the ATC.

5. Incorporation of Approved ATC's into the Technical Proposal

The Design-Build Firm will have the option to include any Authority Approved ATC's in the Technical Proposal. The Proposal Price should reflect any incorporated ATC's. All approved ATC's that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

By submitting a Proposal, the Design-Build Firm agrees, if it is not selected, to disclosure of its work product to the successful Design-Build Firm, only after receipt of the designated stipend (if applicable) or after award of the contract whichever occurs first.

Section VI.F is deleted and replaced with the following:

F. Roadway Design:

See FDM Part 3; Chapter 301 for Roadway Design sheets, elements and completion level required for each submittal.

1. **Typical Section Package:**

- Transmittal letter
- Location Map
- Roadway Typical Section(s)
    1. Pavement Description (Includes milling depth)
    2. Minimum lane, shoulder, median widths
    3. Slopes requirements
    4. Barriers
    5. Right-of-Way
- Data Sheet
- Design Speed

2. **Pavement Design Package:**

- Pavement Design
    1. Minimum design period – 20 years
    2. Minimum ESAL's
    3. Minimum design reliability factors
        - Selmon Expressway: 95%
    4. Resilient modulus for existing and proposed widening (show assumptions)
    5. Roadbed resilient modulus
    6. Minimum structural asphalt thickness
    7. Cross slope
    8. Identify the need for modified binder
    9. Pavement coring and evaluation
    10. Identify if ARMI layer is required
    11. Minimum milling depth
- Refer to the GTR for tolling area pavement design guidance.

The Design-Build Firm shall follow the minimum flexible pavement designs as provided below:

Selmon Expressway

- **Widening and Ramps**
    - Optional Base Group 10
    - Structural Course Type SP (Traffic D) (PG 76-22) (4")
    - Friction Course FC-5 (PG 76-22) (0.75")
    - Meet or exceed adjacent asphalt depth on all widening pavement designs, up to 5" depth.
- **Milling**
    - Mill Existing Asphalt Pavement for depth to achieve the required structural number.
    - Any milling operation will cover the full width of the impacted lane; partial lane width milling shall not be allowed.
    - Cross slope corrections shall be accomplished by milling the existing asphalt

pavement a minimum of 2.25" plus any additional milling needed to achieve the required structural number.
- When the existing pavement meets the required structural number and no cross slope correction is required, the milling shall completely remove the existing friction course.

- **Resurfacing**
  - Friction Course FC-5 (PG 76-22) (0.75")

The Design-Build Firm shall follow the minimum rigid pavement design as provided below:

Selmon Expressway

- **Widening and construction of Ramp 3 (as clarified below)**
  - Optional Base Group 1 (Type B-12.5 Only)
  - Plain Cement Concrete Pavement, 12"

All pavement designs will include 12" Type B Stabilization LBR 40.

Plain cement concrete (PCC) pavement widening will be required for Ramp 3 at all locations where pavement is to be constructed adjacent to existing concrete pavement that is to remain. The PCC pavement shall be widened through the physical gore until a new typical section is available which does not incorporate the existing PCC travel lanes or shoulders. For new construction typical sections (i.e. ramps bound on both sides by barrier or earthwork), the DB Firm shall select the appropriate pavement type.

In areas outside of the limits outlined above, where pavement markings have been removed for Maintenance of Traffic purposes, constant depth milling is required to remove scarred pavement. In those specific areas it is permissible to mill the existing friction course and resurface at the existing cross slope to replace the friction course.

Use of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for pavement design shall not be allowed.

3. **Drainage Analysis:**

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, French drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the Authority's Environmental Management section and Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to Authority. These activities and submittals should be coordinated through the Authority's Project Manager.

The exact number of drainage basins, outfalls and water management facilities (retention/detention areas, weirs, etc.) floodplain compensation sites, and Impaired Water Body and Outstanding Florida Waters designations will be the Design-Build Firm's responsibility. The Design-Build Firm shall obtain approval of the stormwater treatment/attenuation design.

The objective is to obtain approved stormwater treatment/attenuation design.

The Design-Build Firm shall perform design and generate construction plans documenting the permitted systems function to criteria.

The Design-Build Firm shall perform the investigation necessary and provide the engineering analysis required to determine whether existing drainage features to remain are hydraulically adequate and retain at least a 75-year design life. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains or

storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP.

Existing drainage pipes and structures for the East Selmon Expressway have been constructed and or modified over multiple projects; the original Eastern Extension of the Crosstown (Selmon Expressway), the Reversible Lanes project, conversion to All-Electronic Tolling project, and the I-4/Selmon Connector project. The Authority has identified several cross drains and storm sewers constructed with the original Eastern Extension of the Expressway within the ramp project limits that are to be lined by the Design-Build Firm with cured in place pipe liners. These drainage pipes and structures to be lined are included in the Attachments. The Design-Build Firm shall desilt and investigate the existing 8' x 8' concrete box culvert cross drain CD-05 at Station 714+00 as well as other existing pipes and structures within the project limits and shall make recommendations to the Authority for repairs. The Design-Build Firm shall provide the recommendations to the Authority in sufficient time for the Authority to decide if the repair work will be added to the project.

The Design-Build Firm shall maintain its work in such condition that adequate drainage will exist at all times. The construction of the Project shall not temporarily or permanently cause a material adverse effect to existing functioning storm sewers, gutters, ditches, and other run-off facilities.

The Design-Build Firm shall be responsible for obtaining SWFWMD permits for this project. SWFWMD has indicated that depending on the length of each slip ramp, the project may qualify for an Exemption. The Design-Build Firm shall be responsible for permits that accurately depict the final design. Joint-use ponds or alternative SMFs can be considered; however, the Design-Build Firm is responsible for all associated coordination, costs, permitting fees and fines, as well as any permit time extensions. The Design-Build Firm shall design appropriate treatment and attenuation in accordance with SWFWMD and Department criteria for each existing outfall. The Design-Build Firm is advised that a stormwater permit exemption from SWFWMD does not alleviate the Design-Build Firm from its responsibility to limit post-developed discharges at outfalls leaving the project to pre-developed rates, or from evaluating and upgrading as necessary, the existing conveyance systems (cross drains, storm drains, ditches, etc.) to accommodate the proposed roadway improvements.

It shall not be acceptable to place guardrails or barrier walls for the sole purpose of circumventing clear zone criteria for drainage structures.

If pond liners are utilized, the Design-Build Firm shall determine an appropriate factor of safety for pond liners to prevent failures. The minimum factor of safety shall be 1.20.

The Design-Build Firm shall perform double ring infiltrometer tests (same number of tests as performed for design and permitting) for any dry pond 180 days prior to obtaining Final Acceptance. The double ring infiltrometer tests shall demonstrate infiltration rates equal to or better than the permitted rates. The bottom of any dry pond shall not be sodded. The Design-Build Firm's operations (i.e material staging, equipment operation, etc.) shall not be conducted so as to compromise the infiltration characteristics of each dry pond. Any required remedial action to restore filtration characteristics will be provided at no cost to the Authority.

Vertical pipes adjacent to MSE walls shall have a concrete thrust block at the base of the pipe and a resilient connector at the base of the inlet.

Placing storm drain pipes below retaining walls shall not be allowed when other options may be available. Where a storm drain pipe needs to cross under a retaining wall, the pipe shall cross perpendicular to the wall at depths meeting the applicable design criteria to minimize impacts of any anticipated wall settlement. The alignment of pipes under retaining walls shall be configured to minimize the length of pipe under the wall.

The use of inverted siphons shall not be allowed on this project.

Concrete pipe shall be used for cross drains and storm drains for this project. The Department's Culvert Service Life Estimator program shall be utilized to determine the required RCP class. The minimum RCP class shall be Class II. Optional pipe materials may be used for gutter drain pipes in embankment slopes. The Design-Build Firm shall only use the optional pipe materials tabulated for a given structure. The documentation supporting the required RCP class and chosen optional

pipe material for gutter drain pipes, including the Culvert Service Life Estimator Program Analysis, shall be submitted to the Authority with the 90% plan submittal. Pipe material type installed on the Project shall be indicated on the Summary of Drainage Structures Sheets.

A2000 PVC (ASTM F 949) shall not be used in areas exposed to direct sunlight such as above ground, unshaded installations, endwalls, and mitered end sections. Additional requirements are as follows:

- PVC pipe shall be manufactured from PVC compound having no less than 1.0 part of Titanium Dioxide per 100 parts of PVC resin, by weight.
- PVC pipe shall be installed within 2 years from the date of manufacture.

Water tight joints shall be required for all pipes. In the event of a leak at a pipe joint, hydrostatic calculations shall be submitted by the Design-Build Firm to demonstrate that the joint(s) are water tight per FDOT Specifications. Field measurement of the ground water elevation shall be required at the location of the leak to perform the required calculations.

All precast storm sewer manholes and inlets shall have resilient connectors. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage structure shop drawing submittals. Drainage structure shop drawings shall be reviewed and approved by the Drainage EOR. The Authority will not be responsible for approving the Drainage Structure Shop Drawings.

The Design-Build Firm shall provide a drainage design that incorporates galvanized grates and manhole covers. Manholes shall not be located within the vehicle wheel path in any travel lane.

The Design-Build Firm shall protect existing drainage structures during construction activities.

Prior to proceeding with the Drainage Design, the Design-Build Firm shall meet with the Authority. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Authority observed holidays) prior to any submittals containing drainage components.

Permanent and temporary pavement spread shall be confined to the shoulders and shall not encroach into the travel or ramp lanes.

The Design-Build Firm shall provide the Authority a signed and sealed Drainage Design Report. It shall include all drainage computations, both hydrologic and hydraulic. The Engineer shall include all necessary supporting data. The Drainage Design Report shall include, at a minimum, the following items:

- Comprehensive narrative
- Existing conditions drainage pattern discussion and existing drainage map
- Proposed conditions drainage pattern discussion and proposed drainage map
- Outfall and boundary conditions
- Tailwater conditions and supporting documentation
- Design criteria
- Cross drain analysis
- Stormwater quality analysis, including volume recovery calculations
- Stormwater quantity analysis, including ICPR (or equivalent software) input and output
- A link-node diagram for the existing and proposed drainage conditions shall be provided for all hydraulic modeling. The diagram shall include, at a minimum, node names, link names, and overall drainage divides and areas.
- The drainage areas, Tc, CN, and other supporting data
- Control structure analysis, including skimmer and bleeder calculations
- Storm drain analysis (in approved format), including grate capacity for entire length of project.

- Ditch conveyance analysis
- Pavement drainage analysis (sheet flow, gutter flow, pavement spread, hydroplane, special gutter grades)
- Culvert service life analysis
- Structure and liner flotation analysis
- Temporary drainage during construction
- Supporting data for the above items
- Relevant correspondence

The Design-Build Firm is cautioned that existing plans may be in Vertical Datums NGVD 1929 or NAVD 1988. The Design-Build Firm is responsible for ensuring that current plans use the currently required datum and for converting elevations as needed to the current datum. The conversion factor from NGVD to NAVD shall be called out in the Drainage Design Documentation and on the project Drainage Maps.

All calculations shall require the Authority's approval. The drainage documentation shall not solely reference any previously prepared design documentation or existing permit information as support for the Design-Build Firm's Project design. All pertinent information prepared by others shall be verified by the Design-Build Firm before being incorporated into the corresponding sections of the Project design documentation. An attachment of entire previously prepared documents will not be accepted.

The drainage documentation shall include a discussion which clearly states how the Project design is consistent with the existing or previously permitted condition. Where the Project design is not consistent with the existing or previously permitted condition, the documentation shall clearly describe the location of the change, the nature of the change and the permitting activities required to address the change. Existing and proposed basin maps shall be provided at the beginning of the supporting documentation for each SMF design, showing the boundaries with areas of the permitted conditions for all basins. The maps shall include an aerial background, basin divides, basin areas, permitted SMFs identified with control elevation, DHW, permit number, and outfall location. Drainage Plans shall include, at a minimum, the following items:

- Drainage Map and Regional Drainage Map
- Box Culvert Data Sheet
- Summary of Drainage Structures
- Optional Pipe Materials Sheet
- Roadway Plan/Profile Sheets (include all drainage structures)
- Drainage Structure Sections
- SMF and FPC Sheets (Plan, Typical Section, Control Detail)
- Lateral Ditch Plan/Profile
- Lateral Ditch Cross Sections
- Drainage Detail Sheets

Section VII.B is deleted and replaced with the following:

III. Technical Proposal Requirements:

A. General:

Each Design-Build Firm being considered for this Project is required to submit a Technical Proposal. The proposal shall include sufficient information to enable the Authority to evaluate the capability of the Design-Build Firm to provide the desired services. The data shall be significant to the Project and shall be innovative, when appropriate, and practical.

B. Submittal Requirements:

The Technical Proposal shall be bound with the information, paper size and page limitation requirements as listed herein. Four printed copies of the Technical Proposal shall be submitted to the Authority prior to the deadline provided in this RFP.

A copy of the written Technical Proposal must also be submitted electronically in PDF format including bookmarks for each section. Bookmarks which provide links to content within the Technical Proposal are allowed. Bookmarks which provide links to information not included within the content of the Technical Proposal shall not be utilized. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Only upon request by the Authority, provide calculations, studies and/or research to support features identified in the Technical Proposal. This only applies during the Technical Proposal Evaluation phase.

Address and submit seven (7) printed copies of the Technical Proposal (Section 1 and Section 2) to:

Man Le, Contracts and Procurement Manager
Tampa-Hillsborough Expressway Authority
1104 East Twiggs St, Suite 300
Tampa, FL 33602

Submit the PDF of the Technical Proposal via Email to: Man.Le@tampa-xway.com

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be ten (10), single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11”x17” sheets are prohibited.
- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.
- Provide the term, measurable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.
- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the Project needs required of this Request for Proposal.

Section 2: Plans

- Technical Proposal Plans for the proposed improvements shall be submitted on 11”x17” sheets.

- Right of Way Maps and Legal Descriptions (including area in square feet) of any proposed additional Right of Way parcels if applicable and approved through the ATC process. Provide Technical Proposal Plans in accordance with the requirements of the FDOT Design Manual, except as modified herein.
- Provide a conceptual plan for addressing the wrong-way driving actuated gate and ITS controls.
- The Plans shall complement the Project Approach.
- All plan and profile sheets shall utilize a maximum horizontal scale of 1" = 50'. Drainage maps may utilize larger scales in accordance with the FDM.

Section VIII is deleted and replaced with the following:

VIII. Bid Proposal Requirements.

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Project within which the Proposer will complete the Project. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. The Bid Price Proposal shall include a Schedule of Values (attached hereto) with estimated quantities and associated unit prices. One (1) hard copy of the Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

Tampa Hillsborough Expressway Authority

1104 East Twiggs Street, Suite 300
Tampa, Florida 33602
Attn: Man Le, Contracts and Procurement Manager

The package shall indicate clearly that it is the Bid Price Proposal and shall identify clearly the Proposer's name, contract number, project number, and Project description. The Bid Price Proposal shall be secured and unopened until the date specified for opening of Bid Price Proposals.

Respondents MUST acknowledge receipt of this Addendum/Letter of Clarification by signing, dating and returning the completed Acknowledgement of Receipt of Letter of Addendum/Clarification form **with Respondent's proposal.**

All other items, conditions, and specifications in the procurement document not specifically changed by the Addendum remain unchanged.

Please send all questions to THEA's Procurement Manager, Man Le, via email at Man.Le@tampa-xway.com.

ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM and/or LETTER OF CLARIFICATION

Were Addenda issued on this Solicitation?

☐ Yes

☐ No

Were Letter of Clarification issued on this Solicitation?

☐ Yes

☐ No

I (We) hereby acknowledge receipt of the following Addendum/Addenda issued in reference to this solicitation by listing the Addenda by number, date and signing the form:

Addendum _____ Date: _____

Addendum _____ Date: _____

Letter of Clarification _____ Date: _____

Letter of Clarification _____ Date: _____

BIDDER:

By: _____
Authorized Signature

_____
Printed Name of Signer

_____
Title of Signer

_____
Date Signed

[END OF ACKNOWLEDGMENT OF RECEIPT FORM]

Tampa Hillsborough Expressway Authority

East Selmon Slip Ramps Design-Build Pre-Proposal Meeting 1/29/2021 9:00 AM Zoom Meeting

1

Introductions

Man Le – THEA Contracts & Procurement Manager
Judith Villegas, EI – THEA Project Manager
Sue Chrzan – THEA Director of Public Affairs and Communications
Brian Pickard, PE – THEA Director of Operations and Engineering
Jim Drapp, PE – THEA GEC Program Manager
Ed Ponce, PE – THEA GEC Project Manager
Terry Opdyke – THEA GEC
David Hubbard, PE – THEA GEC
Al Stewart, PE - THEA GEC
Brent Postma (Omni) – THEA GEC

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Project Roles

- **Tampa Hillsborough Expressway Authority (THEA)**- Owner
  - **Judith Villegas, EI**- THEA Project Manager
- **HNTB**- General Engineering Consultant (GEC) to THEA
- **Tierra**- Geotechnical Consultant to GEC & THEA
- **Element**- Survey Consultant to GEC & THEA
- **Omni**- Utilities Coordinator to GEC & THEA

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Agenda

- Project Overview & Objectives
- Upcoming Addendum Items
- Innovative Aspects & ATC's
- Written Technical Proposal/Schedule
- Q & A Session
- Evaluation Criteria
- Procurement Schedule
- SBE
- DB Stipend
- TRC Members & Technical Advisors
- Project Documents
- Questions

4

Project Overview & Objectives

- Project Limits
  - Excerpt from Phase 1 Improvements proposed to the East Selmon Expressway and ongoing PD&E study (result of Feasibility Study)
    - Ramp 2 – From I-4 Connector to east of 34th Street
    - Ramp 3 – From east of US 301 to I-75
- Project Goals
- TTCP/Work Hours
- Project Information

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

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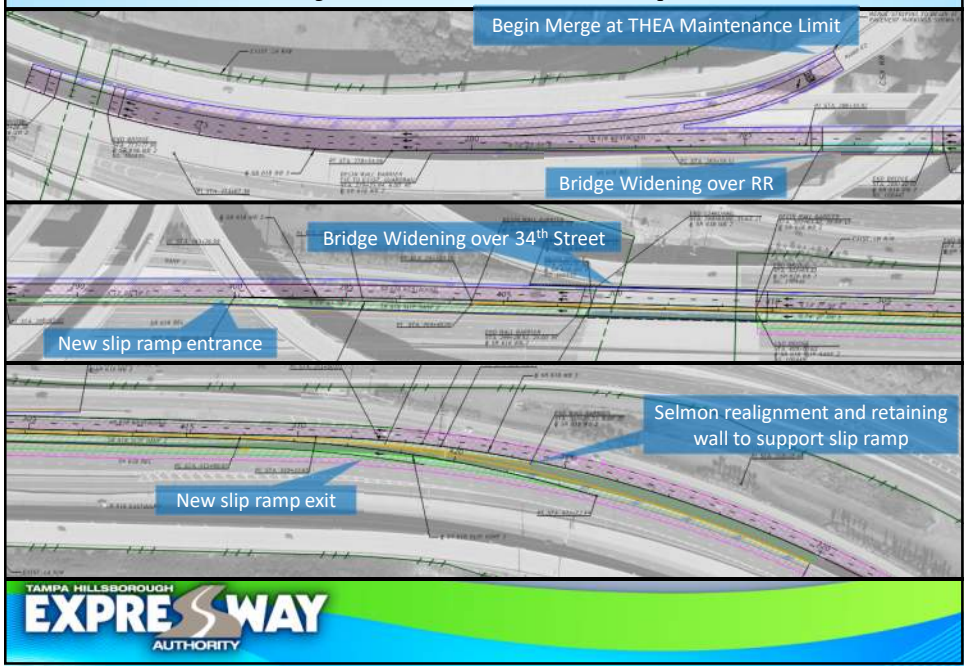
Project Limits – Ramp 2



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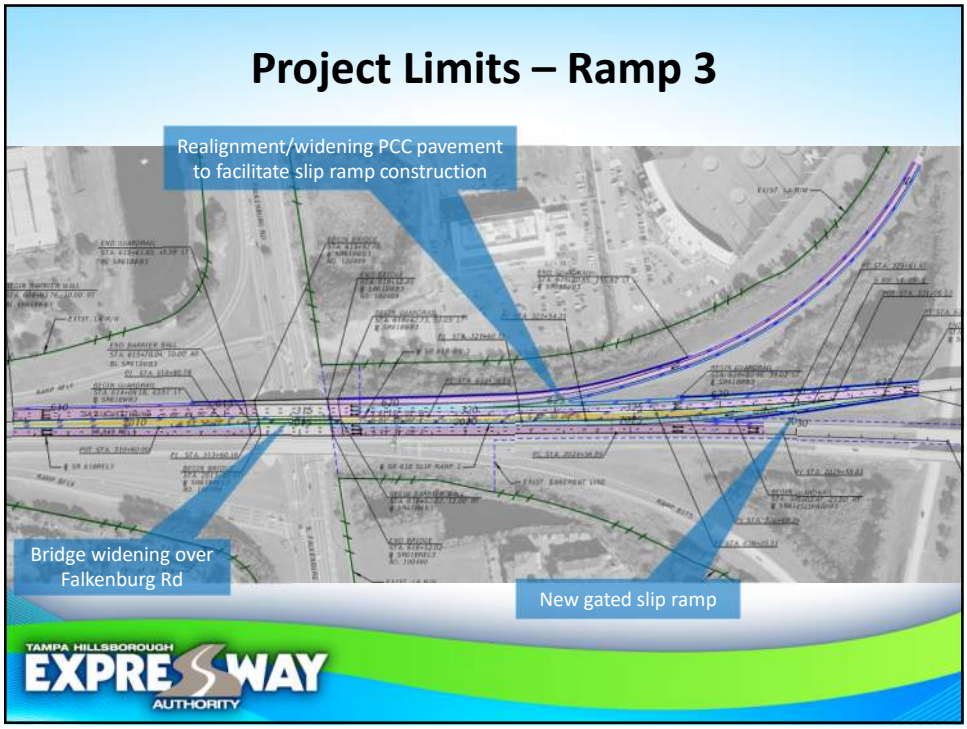
Project Limits – Ramp 3
Realignment/widening PCC pavement to facilitate slip ramp construction
Bridge widening over Falkenburg Rd
New gated slip ramp
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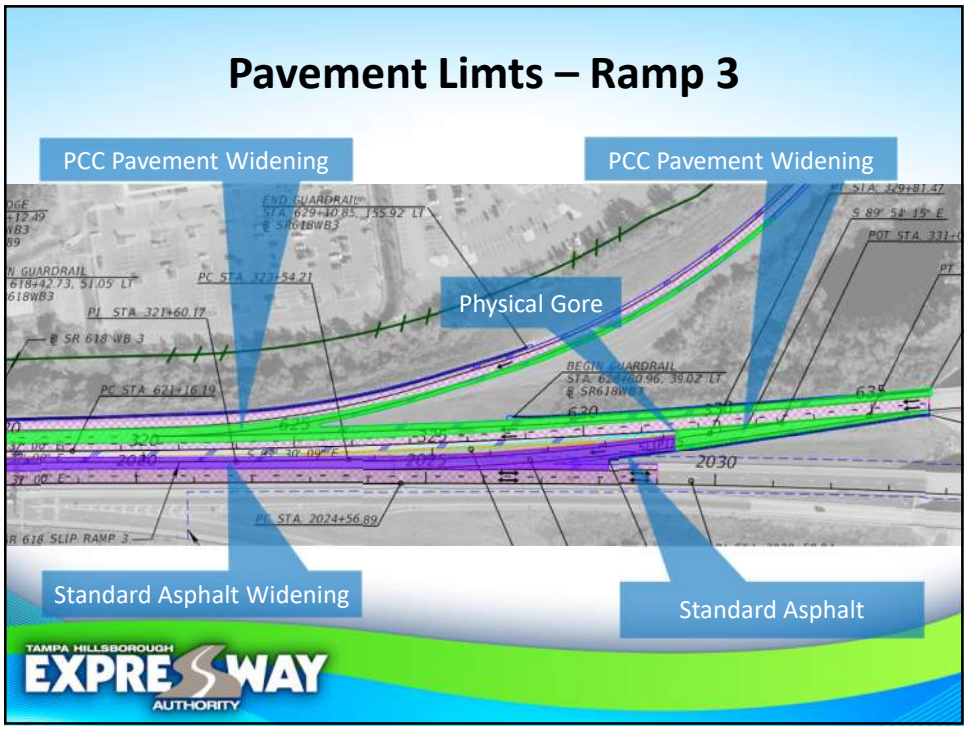
Pavement Limts – Ramp 3
PCC Pavement Widening
PCC Pavement Widening
Physical Gore
Standard Asphalt Widening
Standard Asphalt
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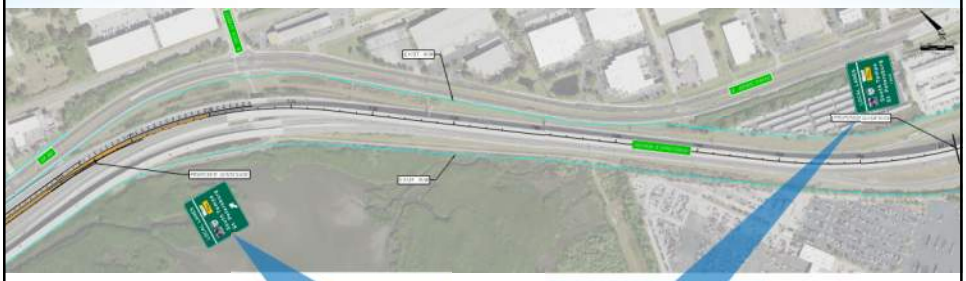
Master Signing – Ramp 2



New overhead sign at slip ramp exit gore

New overhead wayfinding sign located by DB Firm

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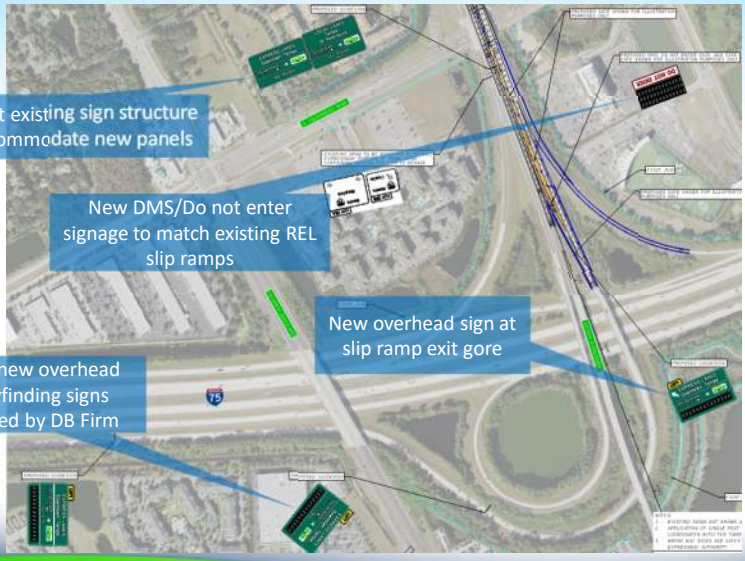
Master Signing – Ramp 3



Retrofit existing sign structure to accommodate new panels

New DMS/Do not enter signage to match existing REL slip ramps

New overhead sign at slip ramp exit gore

Two new overhead wayfinding signs located by DB Firm

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Project Goals

- Reduce congestion on the Local Lanes and increase usage of the REL during the AM Peak Hours by providing direct access to the REL from I-75 and egress onto the Westbound Local Lanes.
- Provide slip ramp improvements that are compatible with the ultimate East Selmon Expressway widening.
- Minimize the inconvenience to the travelling public.
- Improve existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
- Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
- Coordinate with adjacent construction projects, CSX Transportation, environmental resource/permitting agencies, and maintaining agencies.

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Upcoming Addendum Items

- Pavement Design
  - PCC Pavement Widening will be required at Ramp 3.
- Schedule of Values (SOV)
  - Schedule of Values will require estimated quantities and unit prices similar to FDOT standard lump sum SOV.
- PD&E Documents
  - Will be provided once necessary documents are signed.

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PD&E Updates

- Ramp 2
  - Project Environmental Impact Report (PEIR) final revisions currently being implemented.
  - Final approval by THEA expected mid February.
- Ramp 3
  - Cultural Resources Assessment Survey (CRAS) submitted to the Florida State Highway Preservation Officer (SHPO) on 1/21/2021 (30 day response required).
  - Draft Type 1 Categorical Exclusion to be completed once CRAS is approved.
  - Final approval by FDOT expected mid February.

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Roadway

- Provide Typical Section Package, Pavement Design Package, and Design Variations/Exceptions.
- Pavement Design
  - If cross slope correction is required, the minimum milling depth shall replace at least 1.5" of structural course, and the cross slope correction is achieved through overbuild.
  - If cross slope correction is NOT required, the min. milling shall completely remove the existing friction course and replace.
  - Structural evaluation is still required in the pavement design package, and actual milling depth could be deeper than the minimum.
- Mill and resurface when temporary or permanent realignment requires new permanent striping.
- Match adjacent pavement type for PCC section, then switch to ramp pavement at the gore.

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TTCP/Work Hours

- Lanes Closures **NOT** allowed Monday thru Friday between the hours of:
  - 5:00 AM to 9:00 AM
  - 3:00 PM to 7:00 PM
  - No Lane Closures allowed during non-work periods.
- Current known special event days include the Florida State Fair and Tampa Bay Lightning home games.
- Public Involvement support
- DB Team is responsible for obtaining any required railroad permits and scheduling and paying for railroad flagging if required
- Avoid activities on FTE maintained facilities and minimize activities on FDOT facilities.
- Any lane closures, temporary construction, or permanent construction on FDOT ROW will require FDOT approval, including facilities maintained by FTE.

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Structures

- Intermediate bridge widening anticipated
- Ramp 2 – Bridges potentially impacted:
  - N. 34th Street
    - Bridge No. 100450 Reversible Lee Roy Selmon Exwy. (LRSE)
    - Bridge No. 100449 WB LRSE
  - CSX Railroad
    - Bridge No. 100802 Reversible LRSE
    - Bridge No. 100447 WB LRSE
- Ramp 3 – Bridges potentially impacted:
  - Falkenburg Rd
    - Bridge No. 100490 Reversible LRSE
    - Bridge No. 100489 WB LRSE

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Signing and Pavement Markings

- Seven overhead miscellaneous structures identified including one retrofit.
- No permanent changes to FTE maintained facilities at the Selmon Connector ramp merge.
- Utilize black contrast markings for temporary/permanent applications.
  - Permanent tape is required on bridge and concrete pavement surfaces.
- Provide a minimum of one advanced guide sign for Ramp 2
- Provide a minimum of two advanced guide signs for Ramp 3 (left exit) with embedded DMS boards.

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ITS and Lighting

- Must include Wrong-Way detection and gates
  - Advance warning signage
  - Prevent EB REL traffic from entering I-75 NB Loop Ramp
- Provide Communication with TMC
- Interoperability with existing system required
  - Identical products to minimize impacts to THEA maintenance and operations
- Evaluate existing lighting and provide lighting to meet required Lighting Initial Values for both ramps.

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Drainage

- Pipe video inspections are completed for existing structures at Ramp 3.
- Cured in place pipe liners required at the locations identified in the RFP attachments.
- Spread to be confined within shoulders.
- 34th Street Canal below bridge.
- Utilize/modify THEA-maintained facilities.

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Utilities

- Utility coordination is underway (First Contact) by GEC.
- Design-Build Firms will finalize coordination efforts based on their design approach.
- Identify the Utility Coordination Manager in the Technical Proposal.
- Details on utility coordination efforts to be provided during utility pre-proposal meeting.

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Utilities

UAOs Identified Within the Project Limits

AT&T	Hillsborough County Clerk of Court
Central Florida Pipeline/Kinder Morgan	Hillsborough County Public Utilities
CenturyLink Core Network (Lvl 3) aka Lumen	Hillsborough County Sheriff
City of Tampa Transportation	Hillsborough County Traffic
City of Tampa Wastewater Dept	MCI/Verizon Business
City of Tampa Water Dept	Spectrum/Bright House Networks
Crown Castle	Sprint/Nextel
FiberLight, LLC	Tampa Bay Water
Florida Gas Transmission	Tampa Electric Company
Frontier Communications	TECO Peoples Gas
	Zayo Group

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Design Variations and/or Exceptions

- Design-Build Firm shall prepare and submit applicable Design Variations and/or Exceptions
- Known Variations/Exceptions to be prepared by the DB Firm (submit with Typical Section Package):
  - Design Variations:
    - Selmon WB Local Lanes:
      - Shoulder Width
      - Horizontal Curve Length
    - REL / WB REL egress (Ramp 2)
      - Shoulder Width
      - Horizontal Curve Length

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Design Variations and/or Exceptions

- Known Variations/Exceptions
  - Design Exceptions
    - Selmon WB Local Lanes
      - Shoulder Width
    - REL / WB egress (Ramp 2)
      - Shoulder Width
- Clearly identify deviations from Concept Plans during ATCs and in signed/sealed reports.
- Approvals required for identified variations/exceptions
  - Brian Pickard (THEA Director of Operations and Engineering)
  - Jim Drapp (GEC Program Manager)

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Public Involvement

- THEA Public Information Officer (PIO) will-
  - Send Out Weekly Lane Closure Notifications
  - Send Out Bi-weekly Project Status Emails
  - Maintain and Update Project Website
  - Post Updates on Social Media
- Design Build Team will Coordinate with PIO
- Design Build Team may Attend Meetings with the Public to Provide Quick Response to the PIO to Address Construction Issues
- Design Build Team will Proactively Report any Interaction with the Public to the PIO
- Design Build Team will Provide Support as needed by PIO

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Innovative Aspects & ATC's

- **ATC's (One Round only) will follow standard FDOT process**

The following will not be considered:

- Reduction in the number of lanes and lane widths as depicted in the Conceptual Typical Sections and Concept Plans;
- Reduction in permanent Design Speeds on all State or local roads;
- Reduction in the Access Classification and Control, or changes to the access management or property access requirements;

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Innovative Aspects & ATC's

The following will not be considered (cont.):

- Significant changes to any alignments that may jeopardize the cost feasibility of the proposed multi-laning of the East Selmon Expressway;
- Elimination of tolling point locations;
- Elimination of tolling site and equipment
- Failure to reconstruct overhead sign span assemblies.
- Failure to install wrong-way driving security features including gates and other features used on the REL.

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Written Technical Proposal

- Submit 1 Original, seven (7) Flash Drives containing the Letter of Interest in PDF format and seven (7) collated, complete sets of hard copies
- Times New Roman type font, minimum font size ten (10)
- Maximum of ten (10) pages
  - 8 ½" x 11" sheets
  - Schedule Narrative for Design & Construction with Bar Charts showing Critical Path Duration w/no WAR (Work at Risk)
- Plans
  - 11" x17" sheets
- TSP's

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Q & A Session

- Four (4) DB Teams are Shortlisted
- 60 minutes Q&A with Shortlisted DB Teams
- No other handouts, electronic presentations, etc. other than copies of the submitted Written Technical Proposal
- No questions other than clarifications allowed by the DB Team
- Some questions, but not necessarily all, will be provided to each DB Team approximately 24 hours prior to their Q& A Session

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Evaluation Criteria

Element:	Points:
Design	25
Construction	25
Compatibility with ultimate	20
Value Added	10
Proposal Score:	80
Letter of Interest:	20
Maximum Technical Score:	**100**

Price Proposal scoring:

BPP/TS = Adjusted Score

Where:

BPP = Bid Price Proposal
TS = Technical Score (Combined Scores from LOI and TP)

Selected D-B firm will be team with the Lowest Adjusted Score

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Procurement Schedule

January 29, 2021	**Mandatory Pre-Proposal Meeting & Mandatory Utilities Pre-Proposal Meeting**
	Form 700-011-14 Due for Stipend Disbursement
February 10, 2021	Deadline to request participation in ATC Mtg. No.1
February 17, 2021	Deadline to submit Preliminary List of ATC's prior to ATC Meeting
February 24, 2021	**One-on-One ATC Meetings**
March 3, 2021	**Deadline to submit ATC Concept Proposals**
March 10, 2021	Deadline to submit Design Exception or Variations & Questions prior to Technical Proposal
March 24, 2021	Deadline for Authority to post Responses to Questions
March 29, 2021	**Technical Proposals Due by 2 PM**

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Procurement Schedule

April 1, 2021	**Tech. Proposal Page-Turn Meeting**
April 6, 2021	**Question & Answer Sessions**
April 9, 2021	Deadline to submit Written Clarification Letter following Q & A Sessions
April 13, 2021	Deadline to submit Questions prior to submission of Price Proposal
April 20, 2021	Deadline for Authority to post Responses to Questions
April 27, 2021	**Price Proposals Due, announcing of Technical Scores**
April 28, 2021	**Posting of Final Scores and Bid Prices**
May 24, 2021	THEA Board Meeting
May 25, 2021	Posting of Award

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SBE

THEA's Small Business Enterprise (SBE) Policy requires nondiscrimination on the basis of race, color, national origin, and gender in its employment and contracting practices and encourages the solicitation and utilization of SBE's. This means that the Authority's goal is to spend a portion of the highway dollars with Certified SBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Authority believes that the overall goal can be achieved through the normal competitive procurement process. THEA has exceeded 15% SBE participation on its program for the last several years.

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DB Stipend

- $40,000 per non-selected shortlisted Design-Build Firm that meets the stipend eligibility requirements including submittals of written technical proposal and price proposal
- Design-Build Firm must fully execute with original signatures and have delivered to the Authority within one (1) week after the Short-List protest period, four (4) originals of the Design-Build Stipend Agreement.
  - 1/19/2021 - Intended Shortlist Decisions Posted
  - 1/22/2021 - End of 72-hour Protest Period
  - **1/29/2021 (today)** – Form 700-011-14 Due

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TRC Members and Technical Advisors

- **TRC Members:**
  - Judith Villegas, EI – THEA
  - Brian Pickard, PE – THEA
  - Anna Quinones, AICP – THEA
- **Technical Advisors:**
  - Sue Chrzan – THEA
  - Jim Drapp, PE – THEA GEC
  - Al Stewart, PE – THEA GEC
  - Ed Ponce, PE – THEA GEC
  - David Hubbard, PE – THEA GEC
  - Julian Gutierrez, PE – THEA GEC
  - CEI – To be determined

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Project Documents

http://www.tampa-xway.com/procurement/#

The **cone of silence** remains in place for all THEA, HNTB, Tierra, Element, Kimley-Horn and Omni staff. The cone of silence begins on date of advertisement and ends upon Board Approval.

All questions should be emailed to Man Le, THEA Contracts & Procurement Manager: man.le@tampa-xway.com

Answers will be posted on the THEA website and Demandstar

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

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All questions should be emailed to Man Le, THEA Contracts & Procurement Manager: man.le@tampa-xway.com

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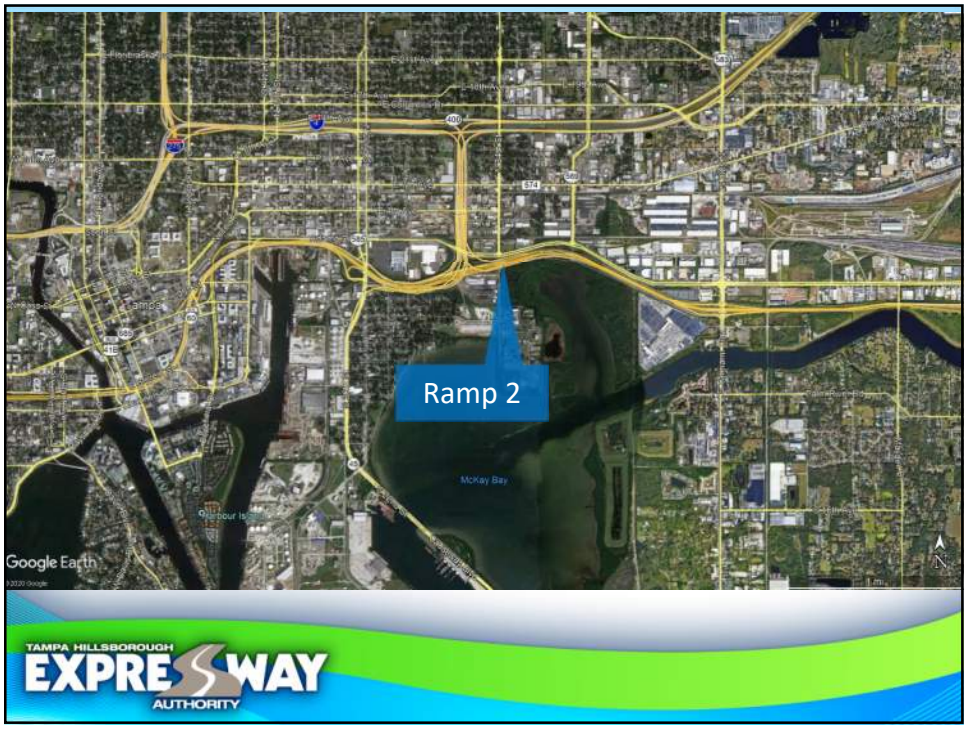
Ramp 2
McKay Bay
Google Earth
TAMPA HILLSBOROUGH
EXPRESSWAY
AUTHORITY

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TAMPA HILLSBOROUGH
EXPRESSWAY
AUTHORITY

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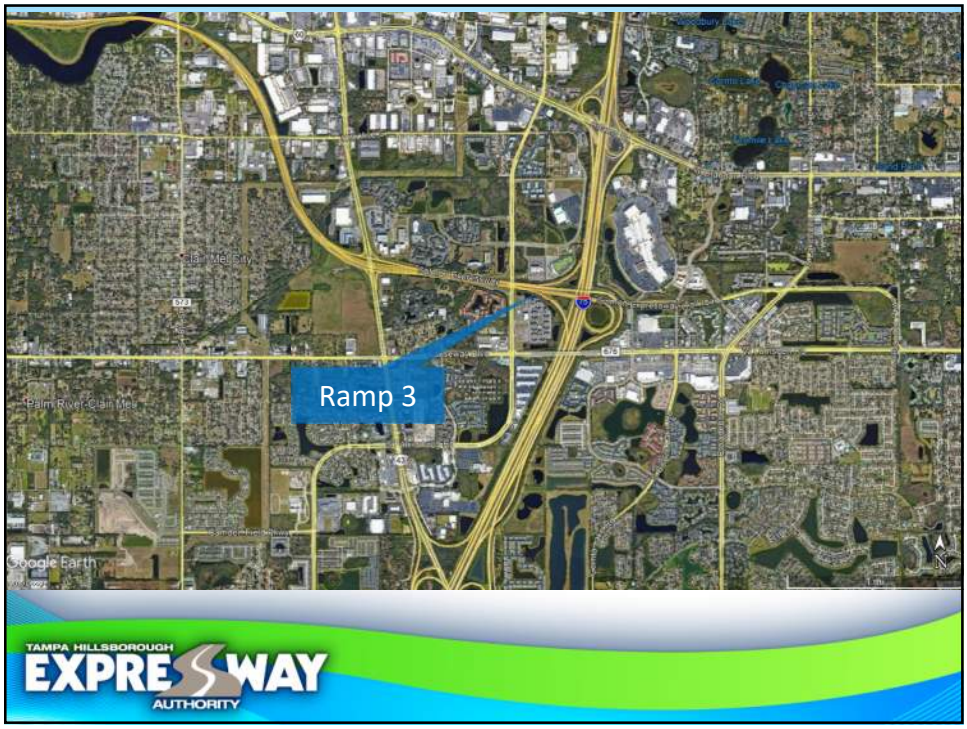
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AUTHORITY

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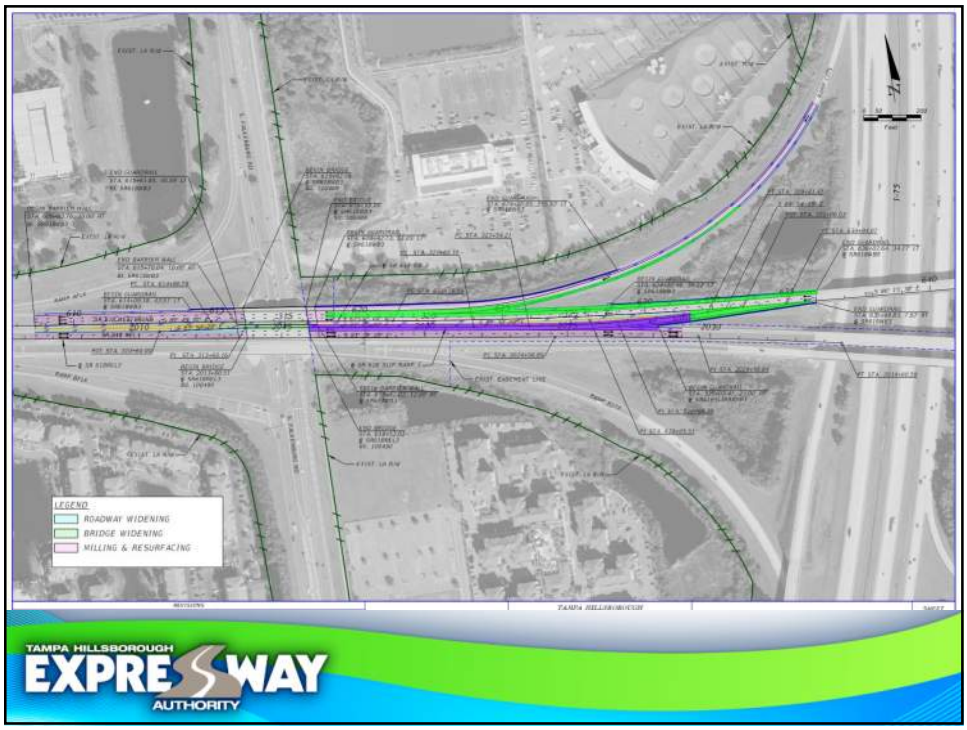
LEGEND
ROADWAY WIDENING
BRIDGE WIDENING
MILLING & RESURFACING
TAMPA HILLSBOROUGH
EXPRESSWAY
AUTHORITY

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DEPARTMENT OF TRANSPORTATION/
TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

FOURTH AMENDMENT TO THE
REASSIGNMENT OF OPERATIONS & MAINTENANCE AGREEMENT

THIS AMENDMENT, made and entered into this 5th day of January 2008, by and between the **FLORIDA DEPARTMENT OF TRANSPORTATION**, an agency of the State of Florida, hereinafter called the **"DEPARTMENT"** and the **TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY**, a body politic and corporate, an agency of the State of Florida, created pursuant to Section 348.52, Florida Statutes, hereinafter called the **"AUTHORITY"**.

WITNESSETH

WHEREAS, the Department and Authority entered into a Lease Purchase Agreement covering the Tampa-Hillsborough County Expressway Authority System, dated November 18, 1997, and

WHEREAS, the Authority, the Division of Bond Finance, State of Florida and the Department entered into a Supplement to the Lease Purchase Agreement dated February 7, 2002, and

WHEREAS, the Authority and the Department entered into a Reassignment of Operations and Maintenance Agreement, dated June 24, 2004, and

WHEREAS, the Authority and the Department entered into an Amendment to the Reassignment of Operations and Maintenance Agreement, dated May 31, 2005, and

WHEREAS, the Authority and the Department entered into a Second Amendment to the Reassignment of Operations and Maintenance Agreement, dated March 6, 2006, and

WHEREAS, the Authority and the Department entered into a Third Amendment to the Reassignment of Operations and Maintenance Agreement, dated November 5, 2007, and

WHEREAS, pursuant to the Lease Purchase Agreement, the Department has been and is operating and maintaining the Tampa-Hillsborough County Expressway Authority System, hereinafter called the **"SYSTEM"**, and

WHEREAS, pursuant to the Lease Purchase Agreement, the Department shall at all times operate, or cause to be operated, the System properly and in a sound and economic manner, and

WHEREAS, pursuant to the Lease Purchase Agreement, the Department has the obligation to pay the Cost of Operations and Maintenance of the System, and to be subsequently reimbursed by SYSTEM toll revenues in accordance with the Master Resolution, and

WHEREAS, the Lease Purchase Agreement provides, in part, that the Department, with the approval of the Authority, may reassign to the Authority a portion of the duties and responsibilities arising therefrom, and

WHEREAS, the Authority has prepared an RFP for asset maintenance, so that routine maintenance for roadway and structures will be performed through the Authority instead of by the Department. Currently, routine and periodic maintenance are budgeted annually by the Department, and actual costs for these activities are paid monthly from Department funds and the Department is subsequently reimbursed from SYSTEM toll revenues per the Lease Purchase Agreement and Master Resolution.

NOW, THEREFORE, for and in consideration of the mutual covenants herein contained and other good and valuable consideration, the parties hereto agree as follows:

1. The above recitations are true and correct and form a material part of this Amendment.

2. The terms used in this Amendment shall have the meaning and be defined as set forth in the Lease Purchase Agreement.

3. Nothing in this Amendment shall be deemed or construed to revoke or terminate the Lease Purchase Agreement or to modify or amend the same and this Amendment is made pursuant to the Lease Purchase Agreement that shall remain in full force and effect. All covenants and provisions of the Bond Indenture and Lease Purchase Agreement are hereby incorporated by reference and shall also be included by reference in the contract(s). The Department hereby agrees to reassign to the Authority and the Authority agrees to accept the duties and responsibilities of routine maintenance for roadway and structures.

4. Prior to execution of the asset maintenance contract between the Authority and its contractor, Department authorization shall be evidenced by this fourth amendment between the Authority and the Department.

5. The Department agrees to reimburse the Authority for the actual cost of routine maintenance, subject to any spending caps placed upon the work program by the Department and based upon annual legislative appropriation, for the applicable responsibilities as outlined in this amendment and in compliance with the Master Resolution and Lease Purchase Agreement.

6. Advance Funding:

   (a) The Department agrees to advance an amount of Three Hundred Seventy-One Thousand Seven Hundred Fifty Dollars ($371,750) to the Authority in order to facilitate the reassignment of expressway routine maintenance to the Authority from the Department.

   (b) The advanced amount is to be used as start-up funds to pay the initial first and second month's routine and periodic maintenance expenses of the Authority which will be subsequently invoiced to and reimbursed by the Department.

   (c) The Authority must submit an invoice for the advance.

   (d) The advanced amount, including interest earnings (if applicable), must be

accounted for separately from other funds of the Authority.

(e) It is understood that the advance amount is a loan to the Authority and the Authority will repay the loan plus any applicable interest to the Department as soon as it is able to do so. If not repaid within five years of the execution of this amendment, the Authority will be required to repay the loan within 90 days of the five year anniversary of this amendment unless the Department contractually agrees to extend the repayment term.

7. All utility bills will be paid directly by the Authority following execution of a reassignment agreement, and all accounts, particularly with TECO, that are currently linked to the Department will be transferred to the Authority. The Department will reimburse the Authority for the actual utility costs.

8. All permitting currently performed by the Department for the Authority will continue to be performed by the Department and are considered to be incidental and no reimbursements or permitting fees will be charged.

9. The responsibility for inspections performed in alternating years for bridges and overhead signs, periodic maintenance, and major repairs for structures will remain with the Department, will continue to be in FDOT's budget and will continue to be paid for with Department funds to be subsequently reimbursed by SYSTEM toll revenues. The costs applied against the Authority's toll revenues by the Department for structural inspections shall be the actual contract cost between the Department and its consultant to inspect the expressway's structural facilities plus actual Department costs to manage these inspection contracts based on internal labor rates.

10. Asset maintenance activities currently budgeted and contracted separately by the Department which will be performed instead by the Authority's asset maintenance contractor include guardrail repair, mowing and litter control, street sweeping, lighting and pavement markings.

11. Maintenance limits for the Authority will be the mainline roadway and bridges, adjacent storm water ponds and wetland mitigation areas and ramps that are within the Authority's right-of-way. The maintenance limits on expressway ramps is further defined as the extended edge of the nearest through or turn lane from the side street that is immediately adjacent to the end or beginning end or beginning of a ramp.

12. The future I-4 Connector facilities and the existing I-75 interchange area will require an additional description of maintenance limits. An aerial based image (two pages) is attached to this Amendment that displays the maintenance limits within the I-75 interchange area which ends at the gore areas of the I-75 ramps and proceed along the outside edges of the Reversible Expressway Lane (REL) structure. The maintenance limits for the I-4 Connector will be established by the Authority and the Department before construction of the facility is completed and will be similar to those shown for the I-75 interchange by utilizing the gore areas of the new ramps.

13. The Authority's asset maintenance contractor will perform the following types of structural maintenance:

(a) Preventative Maintenance. This includes any activity intended to maintain an existing condition or to prevent deterioration, such as, but not limited to, cleaning, sweeping, herbicide and vegetation removal, installation of "no trespassing" signs, spot painting and application of protective systems. Preventative maintenance is planned routine maintenance that does not require work orders to accomplish.

(b) Minor Maintenance and Repair. This includes any activity intended to correct the effects of minor material deterioration by restoring a damaged member. Minor repairs are generally for bridge elements that are structurally sound (e.g. no loss of strength) but may have minor section loss, cracking, spalling or scour. Minor repairs are unanticipated routine maintenance, usually identified by bridge inspections and requiring a work order to schedule and accomplish. This shall include, but not be limited to, localized material restoration of deck expansion joints, deck surfaces and headers, drainage system, bridge railing systems, superstructure members and bearing devices, substructure members and waterway channels, repair or sealing of slope protection, sealing of substructure component expansion joints, installation of grout pads, replacement of missing or corroded hardware and stenciling of structure numbers.

14. Incident Response and Catastrophic Damage: for repair of all impact or incident damage to structures within the caps of the asset maintenance contract, which are proposed to be $750,000.00 per incident and $1,500,000.00 per year. If the required repair appears to be beyond the capabilities of the asset maintenance contractor or exceeds these caps, then the Authority will coordinate with the Department for conducting the repairs and funding the repair work. The Department shall assist in preparation of claims for insurance reimbursement.

15. The Authority's asset maintenance contractor will add the Department as an additional named insured under their policies of insurance.

16. The following are the types of structural maintenance to be performed by the Department and funded through the Department's Work Program:

    (a) Periodic maintenance and major repair. This includes painting or coating of an entire structure, system wide joint replacement and loss of section, deterioration, spalling or scour that affects the strength of a member. Loss of strength due to impact damage shall be considered an incident response.
    (b) Rehabilitation includes, but this is not limited to vertical face retrofits, widening a bridge to meet lane and shoulder width requirements, replacement of substandard bridge rails, raising a bridge to meet clearance requirements and strengthening a bridge to increase load carrying capacity to accepted limits.

17. The Department has advised the Authority that an overlap (or gap) in responsibilities is not anticipated between the separate contractors for minor and major bridge repairs except for the decks of the downtown viaduct between Florida Avenue and 12th Street and on the following bridges: 22nd Street and 26th Street in both directions, and westbound CSX, 34th Street and 39th Street bridges. This segment of the viaduct and the bridges identified above utilized the construction method of concrete

stay-in-place forms that have experienced accelerated deterioration around the state and the viaduct is scheduled for a deck replacement by the Department beginning in the Spring of 2010. A concern is that prior to the Department's deck replacements at these locations, spalls will need to be repaired quickly by the Authority's asset maintenance contractor and may lead to punch-throughs, which should be repaired by replacing entire deck panels (actual repairs to be performed will be coordinated with the Department on a case-by-case basis). The Department has advised that instead of considering deck punch-throughs as a major repair to be performed by the Department, they should be considered as an incident response for the Authority's asset maintenance contractor. The Authority agrees with this approach and will add these specific requirements to its asset maintenance RFP.

IN WITNESS THEREOF, the parties hereto have caused these presents to be executed the day and year first written.

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY

By: _____
Joseph Waggoner, Executive Director

Approved as to form and sufficiency:

_____ for
Authority General Counsel

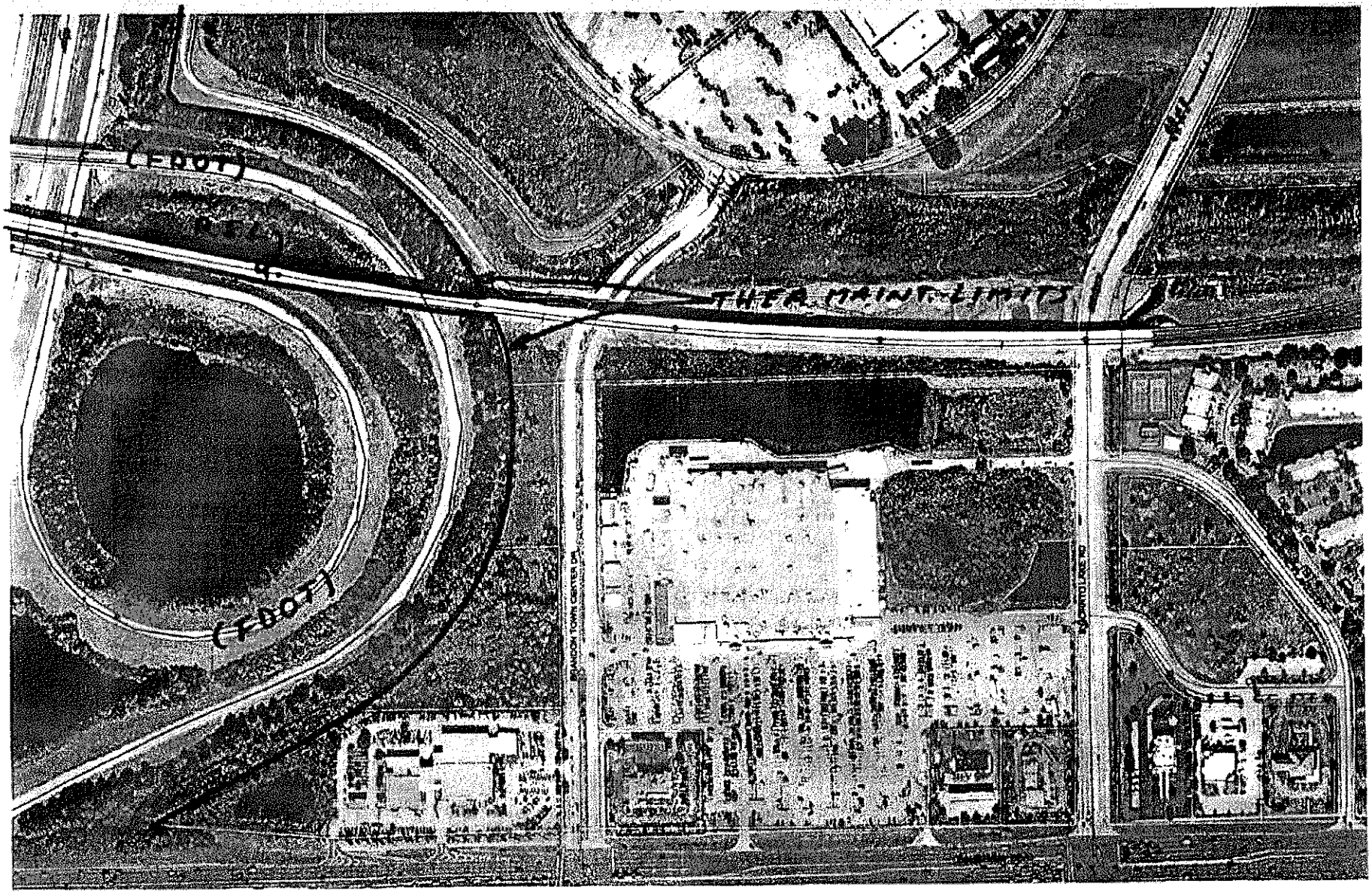
FLORIDA DEPARTMENT OF TRANSPORTATION

By: _____

Legal Review:

By: _____
Office of the General Counsel
FDOT


(FDOT)
ROW
THE
MUNI.
LIMITS
(FDOT)


(FDOT)
(FDOT)
THEA MAINT. LIMITS

PROJECT SCHEDULE OF VALUES

THEA Project No. O-02520 Date Submitted_____
Design Build Team:_____
Estimator Signature:_____

	Item Description	Quantity	Unit	Unit Price	% of Contract	Amount
A	**Engineering Service –Plans**					
	a. Roadway	_____	LS	_____	_____ %	$_____
	b. Structure	_____	LS	_____	_____ %	$_____
	c. Lighting	_____	LS	_____	_____ %	$_____
	d. ITS	_____	LS	_____	_____ %	$_____
	e. Signing/Pavement Markings	_____	LS	_____	_____ %	$_____
	f. As-Builts	_____	LS	_____	_____ %	$_____
	g. Typical Section Package	_____	LS	_____	_____ %	$_____
	h. Pavement Design Package	_____	LS	_____	_____ %	$_____
	i. Mobilization (*Contractor Preconstruction Services not to exceed 50% of Mobilization item shown in Section D.)*	_____	LS	_____	_____ %	$_____
	Subtotal for section A				%	$
B	**Geotechnical Services**					
	a. Field Work	_____	LS	_____	_____ %	$_____
	b. Roadway Report	_____	LS	_____	_____ %	$_____
	c. Bridge Report	_____	LS	_____	_____ %	$_____
	Subtotal for section B				%	$
C	**Survey Services**					
	a. Design Field Investigation	_____	LS	_____	_____ %	$_____
	b. Design Data Submittal	_____	LS	_____	_____ %	$_____
	Subtotal for section C				%	$
D	**Construction Mobilization**		LS		%	$
E	**Maintenance of Traffic**		LS		%	$
F	**Erosion Control**		LS		%	$
G	**Roadway**					

	Item Description	Quantity	Unit	Unit Price	% of Contract	Amount
	a. Commercial Material		CY		%	$
	b. Milling		SY		%	$
	c. Stabilization		SY		%	$
	d. Optional Base		SY		%	$
	e. Structural Course		TN		%	$
	f. Friction Course		TN		%	$
	g. Misc. Asphalt		TN		%	$
	h. Embankment		CY		%	$
	i. Regular Excavation		CY		%	$
	j. Grassing/Sod		SY		%	$
	k. Conc. Pavement		SY		%	$
	l. Conc. (Class I)		CY		%	$
	m. Conc. (Class II)		CY		%	$
	n. Conc. (Class III)		CY		%	$
	o. Conc. (Class IV)		CY		%	$
	p. Conc. (Class V)		CY		%	$
	q. Curb & Gutter		LF		%	$
	r. Sidewalk		SY		%	$
	s. Guardrail		LF		%	$
	t. Removal of existing Conc.		SY		%	$
	u. Riprap		SY		%	$
	v. Rumble Strips		PM		%	$
	w. Clearing & Grubbing		LS		%	$
	x. Finish Soil Layer		SY		%	$
	y. Reinf. Steel		LB		%	$
	z. Traffic Separator		SY		%	$
	aa. Barrier Wall		LF		%	$
	bb. Ditch Pavement		SY		%	$
	cc. Fencing		LF		%	$
	Subtotal for section G				%	$
H	**Drainage**					
	a. Pipe		LF		%	$
	b. Structures		EA		%	$
	c. End Treatments		EA		%	$
	d. Box Culverts		LF		%	$
	e. Underdrains/French		LF		%	$
	Subtotal for section H				%	$
I	**Bridge**					

	Item Description	Quantity	Unit	Unit Price	% of Contract	Amount
	a. Bridge Demolition		LS		%	$
	b. Retaining Wall		LF		%	$
	c. Sheeting		LF		%	$
	d. Foundation		LS		%	$
	e. Substructure		CY		%	$
	f. Superstructure		CY		%	$
	g. Expansion Joint		LF		%	$
	h. Beams		LF		%	$
	i. Approach Slabs		EA		%	$
	j. Traffic Rail		LF		%	$
	k. Slope Pav't		SY		%	$
	l. Piling		LF		%	$
	m. Prest Anchors		EA		%	$
	n. Drilled Shaft		LF		%	$
	o. Test Piles		LF		%	$
	p. Pile Jackets		LF		%	$
	q. Spalled Areas		CF		%	$
	r. Struct Steel		LS		%	$
	s. Fender System		LS		%	$
	t. Post Tensioning		LS		%	$
	u. Treated Timber		LF		%	$
	Subtotal for section I				%	$
J	**Signing and Pavement Markings**		LS		%	$
K	**Signalization**		LS		%	$
L	**Lighting**		LS		%	$
M	**ITS System**		LS		%	$
N	**Landscaping**		LS		%	$
O	**Building (Toll Booths, etc.)**		LS		%	$
P	**Contingency Amount**		LS			$
PROJECT TOTAL (CONTRACTOR'S BID AMOUNT) (SECTIONS A-O)					%	$