



Meeting of the Board of Directors

January 27, 2025 - 1:30 p.m.

**THEA Headquarters
1104 E. Twiggs Street
First Floor Board Room
Tampa, FL 33602**

For any person who wishes to address the Board, a sign-up sheet is provided at the Board Room entrance. Presentations are limited to three (3) minutes. When addressing the Board, please state your name and address and speak clearly into the microphone. If distributing backup materials, please furnish ten (10) copies for the Authority Board members and staff. Any person who decides to appeal any decisions of the Authority concerning any matter considered at its meeting or public hearing will need a record of the proceedings and, for such purpose, may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which an appeal is to be based.

I. Call to Order and Pledge of Allegiance

II. Public Input/Public Presentations

III. Consent Agenda

1. Approval of Minutes from the December 16, 2024, Board Meeting

2. Approval of Board Member Travel

a. TEAMFL – January 30-31, 2025

b. ASECAP Road Safety Conference – March 11, 2025

IV. Discussion/Action Items

A. Planning & Innovation – John Weatherford, Committee Chair – *Bob Frey, Director*

1. CPMP System Maintenance – WSP – \$90,000

Purpose: This task is to maintain the Comprehensive Project Management Program (CPMP), the web-based tool. The CPMP is the database that maintains the work program, supports project planning for the 1, 6, 10 and 30-Year Work Program (planning, design, right-of-way, and construction phases), provides expenditures to date and project information. This system requires ongoing hosting, maintenance, and annual updates, which is performed by WSP.

Funding: Capital Budget - \$90,000

Action: Request the Board to approve a task order with WSP for the CPMP Maintenance in the amount not to exceed \$90,000.

2. FY26 Work Program Development Services – WSP – \$150,000

Purpose: To develop the FY 26 Work Program, the THEA Planning Department will facilitate work sessions with department heads. WSP will support THEA staff by conducting data updates and tracking, developing requested reports and the FY 2026 Annual Work Program documents for delivery to the Planning Director.

Funding: Capital Budget – \$150,000

Action: Request the Board to approve a task order with WSP to facilitate the FY26 Work Program development in the amount not to exceed \$150,000.

3. Greenway Enhancement Planning – WSP – \$130,000

Purpose: This task will allow THEA to further develop the concepts for the Greenway, including the following:

- Meridian Health Trail – Concept plans.
- General Greenway Support – This task will focus on ensuring resources are available if needed to address stakeholder project integration.

Under this task, WSP will provide landscape architect and traffic engineering support to complete concept plans, sketches (intersection and/or trail), 3D models, traffic engineering, identify considerations for design, and provide internal and external stakeholder coordination, as needed.

Funding: Capital Budget – \$130,000

Action: Request the Board to approve a task order with WSP for concept development of Greenway Enhancement Planning in the amount not to exceed \$130,000.

B. Operations & Engineering – Bennett Barrow – Committee Chair – *Brian Pickard, P.E., Director*

1. Bridge Striping Selmon Expressway Local Lanes from 26th Street to 78th Street – Webber Infrastructure Management

Purpose: Approval of a task order for Webber Infrastructure Management to install longitudinal striping on the local lanes of the expressway bridges from 26th Street to 78th Street. THEA solicited competitive bids for this bridge striping project and, at the public bid opening on October 30, 2024, none were received. As a result, THEA requested a quote from Webber for the same work. The present striping at these locations is at the end of life and needs replacement.

Funding: Capital – \$215,267

Action: Request the Board to authorize the Executive Director to sign a task order with Webber Infrastructure Management to install longitudinal bridge striping on the local lanes from 26th Street to 78th Street for \$215,267.

2. Design task to rebuild infrastructure east side of Lakewood Dr. in Brandon – Kisinger Campo & Associates (KCA) – \$155,754

Purpose: To execute a task order with KCA to develop a design and scope to procure a contractor to repair, remediate, and/or replace the drainage, sidewalk, and retaining wall that have deteriorated on the east side of Lakewood Drive in Brandon about 800 feet north of the Brandon Main Street intersection with Lakewood Drive.

Funding: Capital Budget – \$155,754

Action: Request the Board to authorize the Executive Director to sign a task order with KCA for \$155,754 to develop a design and scope to procure a contractor to repair/remediate/replace deteriorated infrastructure at Lakewood Drive in Brandon.

3. Construction Engineering and Inspection (CEI) Services for ITS Infrastructure for East Selmon and West Selmon and REL Grounding PDB Projects: Board Approval of Shortlist Ranking

Purpose: To approve the Evaluation Committee’s recommendation to shortlist the two firms (2) firms responding to THEA’s RFP to procure CEI Services for the upcoming ITS Infrastructure for East and West Selmon and REL Grounding Phased Design Build Project.

Action: Approval of the Evaluation Committee’s recommended shortlist of firms for CEI Services on the upcoming ITS Infrastructure for East and West Selmon and REL Grounding Phased Design Build Projects and direct staff to move forward with interviews of the shortlisted firms.

Firm Name
Rummel, Klepper, and Kahl, LLP (RK&K)
WSB, LLC

4. Design Consultant for Pedestrian Safety Upgrades at Brorein/Morgan Street Off-ramp – BCC Engineering – \$79,231

Purpose: To procure the services of a design consultant to develop plans and specifications for a construction contract and post-design services to complete the pedestrian safety upgrades at the Brorein/Morgan Street off-ramp.

Funding: Capital Budget – \$79,231

Action: Request the Board to authorize the Executive Director to execute a task order with BCC Engineering, LLC for \$79,231 to provide design and post-design services for constructing the recommended work to provide pedestrian safety improvements at the Brorein/Morgan Street off-ramp.

C. Toll Operations – Bennett Barrow – Committee Chair – *Gary Holland, Toll System Manager*

1. RTCS Spare Parts Inventory – TransCore - \$64,631

Purpose: To secure funding for the purchase of critical spare parts necessary to maintain THEA's tolling infrastructure to ensure uninterrupted operations of THEA's Toll Collection system.

Funding: Capital Budget - \$64,631

Action: Request the Board to authorize the Executive Director to execute a task order with TransCore for \$64,631 to purchase critical spare parts necessary to maintain THEA's tolling infrastructure.

D. Information Technology and Security – Bennett Barrow – Committee Chair – *Shari Callahan, Director*

1. Emerging Tech – I-4 FRAME Integration Support – Metric Engineering – \$54,539

Purpose: Approval of a task order for Metric Engineering to assist and provide services for network design, security design, configuration, and integration for all aspects of this project. Metric Engineering is THEA's Integration expert for ITS devices to securely connect to OPS and CV networks.

Funding: Capital \$54,539

Action: Request the Board to authorize the Executive Director to execute a task order with Metric Engineering, to install, configure, integrate, and secure RSUs for the I-4 FRAME project for \$54,539

E. Legal – *Amy Lettelleir, Chief Legal Officer*

1. Reimburse Coca-Cola for the Design and Construction of Upgrades at the Expressway Eastbound Exit at US 301 –\$229,954.

Purpose: On February 26, 2023, the Board of Director's approved \$552,800 for the design of additional turning movement capacity and safety upgrades at the US 301 eastbound exit of the Selmon Expressway. On April 22, 2024, the Board approved the construction cost in an amount not to exceed \$2,544,660. Due to an increase in mobilization costs the request is to approve an additional \$229,954 for the project.

Funding: Capital Budget – \$229,954

Action: Request the Board to authorize the Executive Director to add additional funds in the amount of \$229, 954 to a purchase order to reimburse Coca-Cola for the design and construction of capacity and safety improvements at the expressway eastbound exit to US 301.

2. Volusia County Tax Collector Interlocal Agreement

Purpose: To allow customers to pay THEA tolls to the Volusia County Tax Collector's office for the release of registration holds and to provide the procedures for remittance and reporting between the parties.

Action: Authorize THEA's Chairman to execute an Interlocal Agreement with the Volusia County Tax Collector's Office.

F. Executive Director – *Greg Slater, Executive Director*

1. Ernst & Young Real Estate RFI Presentation

Purpose: Update the board on the results of the Requests For Information and the proposals THEA received.

Action: Request the board to provide instruction to the Executive Director on next steps.

2. USF Graphic Studio Presentation

V. Executive Reports

A. Executive Director – *Greg Slater, Executive Director*

1. Contract Renewals and Expirations

2. Director's Report

B. Chief Legal Officer – *Amy Lettelleir, Esquire*

C. Chairman – *Vince Cassidy*

1. Upcoming Meetings

- Board Workshop – February 10, 2025
- Board Meeting – February 24, 2025
- Board Workshop – March 10, 2025
- Board Meeting – March 24, 2025

VI. Old Business

VII. New Business

VIII. Adjournment

Tampa-Hillsborough County Expressway Authority
Minutes of the December 16, 2024, Board Meeting
1104 E. Twiggs Street
Tampa, FL 33602

The Tampa-Hillsborough County Expressway Authority held a public meeting at 1:30 p.m. on December 16, 2024, at THEA Headquarters, 1104 E. Twiggs Street in Tampa, Florida. The following were present:

BOARD:

Vincent Cassidy, Chairman
Bennett Barrow, Vice Chairman
Mayor Jane Castor, Member
District Secretary David Gwynn, FDOT
Commissioner Donna Cameron Cepeda, Member

STAFF:

Greg Slater	Judith Villegas
Amy Lettelleir	Emma Antolinez
Tim Garrett	Pedro Leon
Keisha Boyd	Frederick Pekala
Brian Pickard	Brian McElroy
Bob Frey	Anna Quinones
Lisa Pessina	Szabina Szenassy
Gary Holland	Julie Aure
Charlene Varian	Toni Nhlapo
Chaketa Mister	

OTHERS:

Jim Drapp, HNTB	Ivan Rodriguez, Quest
Rick Herrington, HNTB	Sally Dee, Playbook
Julie Davis, Rivero Gordimer	Jonathan Tursky, TransCore
Sam Lazzara, Rivero Gordimer	Christina Matthews, WSP
Patrick Goodwin, Rivero Gordimer	Alex Bourne, RS&H
Nicole Dufva, WSP	David Franklin, Quest
Brent Wilder, PFM	Stefanie McQueen, HDR
Maddi Baptiste, Playbook	Sarah Lesch, Playbook

I. Call to Order and Pledge of Allegiance

Chairman Cassidy called the meeting to order at 1:30 pm, followed by the Pledge of Allegiance.

II. Public Input/Public Presentations

There was no public input.

III. Consent Agenda

A. Approval of Minutes from the November 18, 2024, Board Meeting

B. SWE Extended Inspection Support – HNTB - \$212,876

Chairman Cassidy requested a motion to approve the consent items. Mr. Barrow moved approval, seconded by Mayor Castor.

The motion passed unanimously.

IV. Discussion/Action Items

I-4 FRAME Yunex - \$755,205

Mr. Frey presented an item related to THEA’s participation in FDOT’s I-4 FRAME Project. He explained that Yunex will install fiber and ITS equipment along several routes connecting the Selmon Expressway to the I-4 corridor in accordance with the FDOT-D7 JPA with THEA. All work will be consistent with the approved plans and completed with CEI oversight. The connection will allow drivers to receive traveler information from Downtown Tampa to Orlando using connected technology, as well as increase the data sharing capabilities between THEA, FDOT, and the City of Tampa using roadside technology.

The requested action is for the Board to approve the execution of the task order with Yunex in the amount of \$755,205, reimbursable from FDOT funds, to perform the necessary installation of ITS equipment associated with the I-4 FRAME project.

Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by District 7 FDOT Secretary David Gwynn.

The motion passed unanimously.

Miscellaneous Planning, Traffic and Pedestrian Facilities – Contract Award

Mr. Frey presented information on the contract award to provide specialized services on an as-needed basis related to miscellaneous planning, traffic, and pedestrian facilities services.

Firm
WSP USA, Inc.
RS&H, Inc.
HDR Engineering, Inc.
Gannett Fleming, Inc.
Benesch

He requested the Board to authorize and direct staff to negotiate and execute task-driven contracts with all five ranked firms – WSP USA, Inc., RS&H, Inc., HDR Engineering, Inc., Gannett Fleming, Inc., and Benesch. The contracts are subject to review and approval by THEA’s Chief Legal Officer.

Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by District 7 FDOT Secretary David Gwynn.

The motion passed unanimously.

East Toll Plaza Roof Replacement – Contractor Selection

Purpose: To provide all the labor, materials, equipment, and incidentals necessary to replace the roofs on the two East Toll Plaza buildings.

Funding: Capital Budget - \$110,000

Action: Request the Board to:

- a. Approve the selection of the lowest bid from Jenkins Roofing Tampa, Inc., in the amount of \$110,000 for the roof removal and replacement at the two east toll plaza buildings.
- b. Authorize and direct staff to negotiate a contract with Jenkins Roofing Tampa, Inc. The contract is subject to review and approval by THEA’s Chief Legal Officer.

Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by District 7 FDOT Secretary David Gwynn.

The motion passed unanimously.

Repair of Gornto Lake Drainage Ditch – Webber Infrastructure Management

Mr. Pickard presented a request for approval of a task order for Webber Infrastructure Management to replace damaged drainage structures, reshape the drainage ditch, and riprap the ditch sides at the Gornto Lake drainage ditch located on THEA property adjacent to Gornto Lake Road. Damage to the drainage ditch occurred during recent major storms.

Funding: Operations and Maintenance - \$153,741

The requested action is for the Board to authorize the Executive Director to sign a task order with Webber Infrastructure Management in the amount of \$153,741 from the Operations & Maintenance budget, to replace damaged drainage infrastructure, reshape, and riprap the ditch at the Gornto Lake ditch.

Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by District 7 FDOT Secretary David Gwynn.

Mr. Barrow asked for the location of Gornto Lake. Mr. Pickard noted it was just east of 78th Street. Mr. Slater clarified that the ditch is off Gornto Lake Road in Brandon and is not part of Gornto Lake.

The motion passed unanimously.

Camera Upgrade Site 60 – TransCore Task Order - \$87,995

Mr. Holland presented a request to update the existing roadside toll collection system cameras at site 60, the westbound East Mainline Toll Plaza, from VISCAM500 to VISCAM1000 cameras. He noted that the project includes the upgrade of the LED illuminators for the cameras. This upgrade will improve performance and provide spare VISCAM500 cameras for use at other toll sites and is part of the ongoing work to maintain the existing roadside toll collection system until the new roadside toll collection system is contracted and deployed.

The requested action is for the Board to authorize the Executive Director to execute a task order with TransCore for \$87,995 from the capital budget to perform all work necessary to complete the camera unit replacements.

Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by District 7 FDOT Secretary David Gwynn.

The motion passed unanimously.

Mobile Gantries – TransCore - \$356,609

Mr. Holland presented a request to purchase two mobile gantries, which will give THEA the ability to temporarily toll and collect data for up to two lanes should THEA's permanent tolling infrastructure become disabled due to natural disasters, accidents, or construction activities. He provided an example of a scenario in Oklahoma where mobile gantries were deployed and noted that the purpose of portable gantries is to mitigate loss of revenue and traffic data collection at toll sites.

The requested action is for the Board to authorize the Executive Director to execute a task order with TransCore for \$356,609 from the capital budget to fabricate and equip two portable gantries.

Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by District 7 FDOT Secretary David Gwynn.

The motion passed unanimously.

FY2024 Financial Statements/Audit Presentation – Rivero, Gordimer & Company

Ms. Pessina presented a request to accept the FY2024 audited financial statements. She introduced Rivero, Gordimer & Company to present the FY2024 Audit results. Mr. Lazarra of Rivero, Gordimer & Company introduced Julie Davis and Patrick Goodwin, and he gave a brief summary of the audit process.

Ms. Davis noted that there were no disagreements with management during the audit and the audit provides assurances that THEA’s financial statements are free of material misstatement.

She also reported that THEA is in compliance with laws, regulations, contracts, and grants, and that no material weaknesses were noted.

Finally, Ms. Davis presented a high-level summary of the financial statements, reviewing total assets, liabilities, deferred inflows and outflows, and net position. She also provided a summary of the income statement.

Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by District 7 FDOT Secretary David Gwynn.

The motion passed unanimously.

Chairman Cassidy mentioned the two awards THEA’s Finance Department received this year and expressed his excitement to hear the agency is getting the attention it deserves. He thanked everyone and extended his wishes for Happy Holidays to all.

Bond Counsel Services

Ms. Lettelleir presented a request for approval to procure bond counsel services for all legal matters in connection with financing, refinancing, refunding, and other services related to the ongoing management of the Authority’s debt.

The requested action is for the Board to:

- a. Approve the ranking and recommendation of the Evaluation Selection Committee.

Firm	Rank
Nelson Mullins Riley & Scarborough, LLP	1
Bryant Miller Olive, P.A.	2

- b. Authorize and direct staff to negotiate and execute a contract with Nelson Mullins Riley & Scarborough, LLP. If negotiations are unsuccessful, staff

shall negotiate with the next highest ranked firm. The contract is subject to review and approval by THEA's Chief Legal Officer.

Chairman Cassidy requested a motion to approve. Mr. Barrow moved approval, seconded by District 7 FDOT Secretary David Gwynn.

The motion passed unanimously.

Team Reports

Planning & Innovation – Bob Frey, Director

Mr. Frey gave an update on the US 301 Community Engagement efforts. More than 7,200 residents responded to the survey as of December 9, 2024, with 94% in support of THEA exploring alternatives to ease congestion on US 301.

THEA recently held a series of public workshops, which were advertised in printed publications, on social media, and through direct mail postcards. A total of 76 registered guests attended the workshops.

Mr. Frey reviewed common themes and reactions, noting that citizens were engaged, and conversations were constructive.

He closed by explaining the next steps, which include a draft RFP for the PD&E; Board approval of PD&E firm; a 36-month PD&E process before Board approval and presenting findings to the Hillsborough County BOCC.

The Chairman asked if we need 36 months. Mr. Frey is hopeful it could take less, but he is planning for 36-48 to ensure due diligence.

Chairman Cassidy asked what businesses are saying. Mr. Fry noted they have concerns about how construction will affect their businesses.

Operations & Engineering – Brian Pickard, P.E., Director

Mr. Pickard presented an update on the THEA Headquarters office renovations. The project is at 23% of contract time. The first and second floors are near completion and the third floor is expected to be completed in mid-February.

Toll Operations – Gary Holland, Toll Systems Manager

Mr. Holland presented the weekly toll transactions for November noting a drop during the week of Thanksgiving. He reported a year-to-year increase in monthly transactions for November, and an overall year-to-year increase in average weekday transactions of 5.9%.

Finally, Mr. Holland reported on the number of SunPass customers vs. Toll-by-Plate customers, which remains at 67% and 33%, respectively.

Communications – Keisha Pickett Boyd, Director

Ms. Boyd provided an update on THEA's Communications and Community Engagement activities since last month.

She reported that THEA's East Slip Ramp Project has earned a spot on Roads & Bridges Top 10 Roads of 2024. She also noted that Mr. Slater will be a presenter for the ITS America Smart Roads Webinar #3: The Future is Smart Roads: The Next Evolution in Transportation. He was also interviewed for the Florida Business Minds Podcast where he discussed traffic management challenges in Florida.

Ms. Boyd also discussed publicity metrics, noting 15 mentions, an audience of more than 20 thousand, and nearly \$140,000 in earned media. Finally, she pointed out the continued increase in social media followers on all platforms, with a total audience of 37,201.

Executive Reports

Executive Director – *Greg Slater, Executive Director*

Contract Renewals and Expirations

Mr. Slater reported on two contract renewals. A second one-year renewal with Arthur J. Gallagher for Insurance Broker Services, and a first one-year renewal with Infotect for managed services.

Director's Report

Mr. Slater also reported that the OBOS (Operational Back-Office) project was successfully advertised on December 2. He also advised the board that after its authorization given at the October 28 Board meeting for inspection work on the Selmon extension by Burgess and Niple, additional needs arose that were unknown at the time, which required expansion of that task and the ability to approve in the field. This resulted in an additional cost of \$91,597. He reported that he authorized the additional work, and efforts taken to obtain the lowest cost due to the efficiency of the team already on site.

Mr. Slater noted that over the past few weeks, he has personally presented THEA's program and plans to the TPO and the Planning Commission and the progress and direction of our efforts has been well received.

He reported that on Tuesday, December 10, FDOT District 7 hosted and invited THEA to a networking event at Higgins Hall in Tampa, bringing together DBEs, small businesses, prime contractors, community partners, and government agencies. He thanked District 7 Secretary David Gwynn for his leadership in hosting this important event.

Mr. Slater announced that he will be in D.C. in early January to speak at the National Academy of Science Transportation Research Board on transportation system vulnerabilities and resilient systems.

Finally, he reported that THEA ended the year with two of the most important efforts on the street, financial health, a clean audit, and recognition for financial transparency. He thanked everyone for their support and wished everyone a Merry Christmas.

Chief Legal Officer – *Amy Lettelleir, Esquire*

No report.

Chairman – *Vince Cassidy*

Upcoming Meetings

- Board Meeting – January 27, 2025
- Board Workshop – February 10, 2025
- Board Meeting – February 24, 2025

Old Business

No old business.

New Business

No new business.

Adjournment

The meeting adjourned at 2:07 p.m.

APPROVED: _____ **ATTEST** _____

Chairman: Vince Cassidy

Vice-Chairman Bennett Barrow

DATED THIS 27TH DAY OF JANUARY 2025.



Tampa Hillsborough Expressway Authority
Task Work Order: CPMP Maintenance and Updates
Scope of Work
January 2025

OVERVIEW

WSP conducts a range of web-based tool maintenance and development activities to the Tampa Hillsborough Expressway Authority's (THEA's) Comprehensive Project Management Program (CPMP) System to support the maintenance and development of the THEA Capital Work Program. This includes web developer updates needed to maintain system functionality and includes customized capabilities for the system to manage ongoing project information updates that support decision-making for the Work Program projects. WSP will continue to host, maintain the system, provide necessary system updates to integrate the CPMP into other THEA systems, and develop necessary functions based on THEA needs and specifications.

SCOPE OF WORK

1. Comprehensive Project Management System (CPMP) System Maintenance

a. System Maintenance

WSP will continue web system maintenance needed to host and support the CPMP tool throughout the remainder of FY 25 (February 1, 2025, to June 30, 2025) and during the update of the FY 26 Work Program cycle. The system will be maintained throughout the update cycle to ensure user functionality. To provide development, integration and release support to THEA, this task will include the required resource support and integration needs for the KPI tool to function as part of the CPMP tool.

Deliverables:

- *CPMP Hosting and Maintenance*

b. System Updates to Support Maintenance

WSP will coordinate with THEA staff to identify system updates, system customizations and specialized reports needed to support the Work Program management and maintenance. Following identification of updates needed, WSP will establish a timeline for system upgrades that does not impact the existing system functionality and schedule appropriate update releases accordingly. WSP will work through regression testing and fixes required to finalize new feature builds within a staging site (demo site) before pushing enhancements to the live CPMP site. The team will utilize sprint cycles for efficiently managing system upgrades and schedules.

Deliverables:

- *THEA Coordination Meetings (up to five (5))*
- *CPMP Maintenance Upgrades to support Work Program (up to 5 mid-cycle system required maintenance upgrades)*
- *Up to three (3) customized report updates*

c. Improve System Workflows

Improve user friendly applications, revise the data input process and report processes for the current CPMP software release. During early FY25 Capital Plan cycle, WSP will arrange, meet and gather key feedback from Department Directors, COO and CEO to determine if specific tools, workflows efficiency, or easier input/system functionality for CPMP are required. WSP will document these updates and system workflow changes in our System Development Lifecycle (SDLC) portal, develop, track, manage and provide updates to THEA stakeholders quarterly.

WSP will integrate more customizations to align the CPMP user interface more closely to the style and functionality of the KPI tool, with dashboards and icons to relay data information.

Deliverables:

- *SDLC tracking, management, monitoring of new features, functions, fixes and updates (Software as a Service portal)*
- *CPMP Dashboard KPI graphs or dashboard feature (CPMP web feature/tool)*
- *CPMP workflow and user features (document)*
- *CPMP Development updates (CPMP web tool changes)*

d. Data Systems Coordination

WSP will coordinate with THEA and identify recommended data strategies to align the CPMP with other data management systems within THEA and migrate CPMP data to other data systems identified. This will include up to three (3) facilitated meetings with THEA staff to identify data needs, reporting needs, outlining remainder of FY25 and FY26 support needs, and daily functionality needs to maintain system data inquiry with agency strategies. WSP will also participate in necessary data systems coordination meetings to coordinate interface between THEA systems (up to ten (10) meetings).

2. General Management Services

The Consultant will manage appropriate project administrative, financial coordination, progress reports, and invoicing. WSP will conduct update meetings with the finance department throughout document development.

WSP will coordinate with THEA Planning staff on ongoing work efforts and status updates. This will include up to 10 (10) bi-weekly meetings.

SCHEDULE AND ESTIMATE OF WORK

The anticipated Period of Performance start date is expected to begin February 1, 2025, ending June 30, 2025.

This effort estimate of work is not to exceed \$90,000. Attachment A provides the estimate of work.



Tampa Hillsborough Expressway Authority
Task Work Order: Fiscal Year Work Program Development
Scope of Work
January 2025

OVERVIEW

THEA develops and maintains a Capital Work Program that provides the anticipated capital expenditures and needs for projects and programs for a 6-year commitment as well as 10-year and 30-year needs for Major Capital, Enhancement and Replacement and Renewal (Preservation) projects. This includes forecasts for planning, design, right-of-way, and construction phases across all projects. The Capital Work Program is maintained throughout the year and updated on an annual basis during from January through May to be provided to the THEA Board from May to June for approval, prior to the new Fiscal Year which begins July 1st. The annual update provides an annual snapshot of budgeting needs and finances for the upcoming fiscal year and requires significant coordination with each Department and Finance to establish, update and finalize the programmatic expenditures anticipated and to finalize required documentation and reports.

WSP will conduct a range of activities to provide necessary project updates for the Fiscal Year 2026 Work Program, develop required reports and document the next FY Work Program, as outlined within this scope of work.

SCOPE OF WORK

1. Fiscal Year 26 Capital Work Program Development

a. Work Program Annual Development and Project Updates

THEA's 6-year Work Program is developed using the Comprehensive Project Management Program (CPMP) tool and is updated and approved annually by THEA's Board of Directors. The Consultant will facilitate the development and completion of the annual update, in coordination with THEA's Executive Team and staff. The Consultant will be responsible for gathering and tracking project information from THEA staff to be reflected in 6-year, 10-year and 30-year report options for Enhancement and Preservation projects across the THEA departments. The Consultant will be responsible for making any required updates to projects in the CPMP. A change log will be developed and maintained by the consultant to track any changes made during Project Manager meetings. The change log will reflect any reasoning and justifications for project changes. These meetings are viewed as an iterative process which will require multiple meetings with individual Project Managers and require the development of multiple versions of Work Program reports as the development process continues.

Deliverables:

- *FY 26 Work Program Update Annual Change Log*
- *Work Program (CPMP) System Updates*
- *Work Program Reports (CPMP Snapshots) to Executive Team*

b. Work Program Interdepartmental Coordination

WSP will facilitate work sessions with each department (up to three per department between February to June 2025). This will include leading the work sessions using the CPMP tool, tracking changes to existing projects or identification of new projects, following up with departments on necessary data on projects, budgets, schedules, and Project Information Form (PIF) project data. WSP will provide prints and virtual reports to department staff in advance of work sessions and provide updates to the Work Program reports following facilitated work sessions. WSP will utilize the Change Log mentioned in Section 1.a to facilitate data needed on existing and new projects identified during the work sessions.

Deliverables:

- *Facilitated Work Program Meetings (up to 3 per Department/Staff Group)*
- *Departmental Work Program Reports*

c. Work Program Document Development

As part of this scope, WSP is responsible for producing the FY 26 Annual Work Program Document and materials for review by THEA Executive Staff. The Consultant will be responsible for developing the new document layout, integrating FY 26 Work Program data and project summaries, developing graphics, and providing web and physical versions of the document. The Consultant will be responsible for updating the layout, text, infographics, financials, and images to reflect updates to the Work Program documents from the previous year. WSP will coordinate with Finance to incorporate necessary financial data summaries.

Additionally, the consultant will make updates to Project Investment Forms (PIFs) through coordination with departments to provide project details such as project locations, limits, status, purpose and need. The Consultant will provide THEA with drafts and will incorporate any additional updates identified by THEA.

Upon approval by THEA of the draft documents, the Consultant will finalize the documents and provide to THEA electronically and for THEA in high resolution and web resolution format, and in hard copy format for distribution.

The Consultant will also provide additional materials needed throughout the Capital Work Program update process including CPMP generated reports, graphics and PowerPoint presentations.

Deliverables:

- *FY 26 Work Program Summary Document (Draft and Final)*
- *FY 26 PowerPoint Presentation and Graphics/Charts (Draft and Final)*

2. General Management Services

The Consultant will manage appropriate project administrative, financial coordination, progress reports, and invoicing. WSP will conduct update meetings with the finance department throughout document development.

WSP will coordinate with THEA Planning staff on ongoing work efforts and status updates. This will include up to 10 (10) bi-weekly meetings.

SCHEDULE AND ESTIMATE OF WORK

The anticipated Period of Performance start date is expected to begin February 1, 2025, ending June 30, 2025.

This effort estimate of work is not to exceed \$150,000. Attachment A provides the estimate of work.



Tampa Hillsborough Expressway Authority
Task Work Order: Greenway Master
Planning Scope of Work
January 2025

OVERVIEW

The Selmon Greenway is a multiuse trail owned and operated by the Tampa Hillsborough Expressway Authority (THEA). THEA has been focused on enhancing the multimodal connectivity, safety, and sense of place throughout the Selmon Greenway and in the development of parks along the trail. THEA has also been actively evaluating opportunities to extend and create new spaces along the greenway in conjunction and coordination with projects and community partners.

WSP supported THEA to develop a Selmon Greenway Master Plan in 2023 to establish a cohesive vision and program for the Selmon Greenway improvements, parks and activity nodes, and overall integration and seamless multimodal connectivity. This includes programmatic elements, segment enhancements and extensions, multimodal interconnectivity, placemaking and coordination of potential activity spaces, the integration of technology, and health/wellness. Ongoing trail planning will evaluate key activity and development connections identified in the Master Plan, continued concept development at key spaces, coordination support and refinement of programmatic funding and implementation efforts.

SCOPE OF WORK

1. Master Planning

Meridian Health Trail

THEA owns and operates the Meridian Avenue Greenway, a 10-foot-wide trail that travels just over half a mile along Meridian Avenue in Downtown Tampa. This trail is a critical multimodal facility that provides a connection north towards 12th Street and south to the Water Street development. Following early coordination with partner stakeholders, THEA intends to develop early concepts to enhance the existing trail with facilities to improve mind, body and mobility, and promote an overall resiliency and community health for users. This may include, but not be limited to exercise areas, meditation spaces, and playgrounds.

WSP will continue to refine early concept development along the Meridian Health Trail, identify connections to other local trails, and support stakeholder engagement with local partners, businesses, landowners, and health and medical alliances to encourage opportunities for health-oriented trail enhancements.

Key activities associated with the Meridian Health Trail Concept Development includes sketch conceptualizations, model visualization development to support early coordination and work program development, and stakeholder coordination support.

1.1 Sketch Conceptualization

WSP will conduct early analysis and assessment of existing conditions along the Meridian Trail to identify opportunities and concepts for nodes along key spaces and amenities to encourage human-centered health and resiliency along the Meridian Greenway. Conceptual sketches will include imagery of nodes and placement areas based on surrounding development context and THEA property. These sketches will illustrate character, design intent, and highlight various design options. WSP will evaluate key connection spaces to the Selmon Greenway, and connectivity to surrounding community spaces and developments; including an identification of areas of opportunity/keystone projects for further design based on prioritization and cost feasibility.

WSP will support THEA with necessary internal and external stakeholder coordination to identify appropriate amenities and viable options for partnership opportunities. This will include the development of supporting materials such that may include fact sheets, PowerPoint files and graphics/visualization to support collaboration and elicit feedback from stakeholders.

Deliverables:

- *Sketch concepts (up to 12 hand sketches or model views – plan, section, axon)*
- *PowerPoint (4; 1 to support each outreach meeting in scope)*
- *Supporting materials (info sheets, graphic boards – within reason, to be discussed with THEA)*

1.2 Model Visualization Development

Similar to the Selmon Greenway, WSP will develop a 3D model of the conceptual Meridian Health Trail to help with internal/stakeholder coordination and visualization of spatial areas and supporting nodes. This model will help illustrate scale, proportions, and overall design intent. It is a framework for future diagrams, illustrative renderings, sections, fly-throughs, and allows for updates to the design so our team can respond to decision making. This will assist the team with understanding the size and proximity of facilities to other key resources to produce more realistic conceptual development renderings and details for future conceptual design efforts.

Deliverables:

- *Fly-through (1)*
- *Flat graphic renders (up to 12)*

1.3 Stakeholder Coordination Support

WSP will support THEA with necessary stakeholder coordination to identify appropriate amenities, viable options, and partnership opportunities for further development. This will

include the development supporting materials such that may include fact sheets, PowerPoint files and graphics/visualization to support collaboration and elicit feedback from stakeholders.

WSP will work with THEA's Planning Department to internally coordinate with Executive Staff, and Engineering and Operations Department to ensure concepts meet THEA's goals and objectives; and are achievable within THEA's maintenance and operations capabilities. WSP will also provide necessary materials to facilitate continued stakeholder engagement with external stakeholders that may include partners (including but not limited to, medical institutions such as Tampa General Hospital, USF Health/CAMLS, and USF Morsani), landowner and developer stakeholders; and business and community stakeholders (which may include gyms and sports complexes, schools and community health organizations). This will include attendance to up to three (3) internal or external stakeholder meetings.

Deliverables:

- *PowerPoint (4; 1 to support each outreach meeting in scope)*
- *Supporting materials (info sheets, graphic boards – within reason, to be discussed with THEA)*
- *Stakeholder Meetings (up to three (3) meetings, including internal staff or external staff)*

1.4 Master Plan Documentation

WSP will develop and document the design rationale and conceptual narrative for the Meridian Health Trail. This will be a record of analysis, goals and framework, concept development, and final concept design. The plan will be described and illustrated in text narration and graphics (plans, sections and axons).

Deliverables:

- *Draft Meridian Health Trail Plan*
- *Final Meridian Health Trail Plan*

2 General Greenway Support

WSP will continue concept development of greenway enhancements, extensions and parks through landscape design and urban design services. The Consultant will further the development of Master Plan priorities as requested by evaluating connectivity to specified areas of opportunity in the Master Plan, and developing concepts, sketches and integrated system visualizations with potential enhancements as needed.

Concept development efforts may include identification of alignment opportunities and parks for high level sketch concepts, draft concept master plan drawings and activity node/location

enlargement plans. Sketches of key improvement areas will be developed to help visualize areas of improvement on new alignments or activity nodes along the greenway. The Consultant will work with THEA staff and stakeholders to refine preliminary concepts to develop concepts. The Consultant will identify strategies to improve safety, enhancements to user experience, expand landscaping and technology integration. This will include areas of emphasis for enhanced multimodal connectivity and integration.

The Consultant will also support THEA with outreach design efforts in coordination with partner agencies and adjacent developments to support the development of contiguous corridor and activity spaces.

Deliverables:

- *PowerPoint (1 to support each outreach meeting in scope)*
- *Supporting materials (info sheets, graphic boards – within reason, to be discussed with THEA)*

3 General Management Services

The Consultant will attend staff and Board meetings as needed to support the project work and dissemination of project information and updates. This will include bi-weekly planning staff meetings to share updates and status reports on work to date. It is estimated that staff will prepare for and attend up to ten (10) progress meetings with planning department staff and up to five (5) Board Meetings.

The Consultant will manage appropriate project administrative, financial coordination, progress reports, and invoicing. WSP will conduct update meetings with the finance department throughout document development.

SCHEDULE AND ESTIMATE OF WORK

The anticipated Period of Performance start date is expected to begin February 1, 2025, ending June 30, 2025.

This effort estimate of work is not to exceed \$130,000. Attachment A provides the estimate of work.

January 2, 2025

Tampa-Hillsborough Expressway Authority

ATTN: Brian W. Pickard, Director of Expressway Operations

1104 East Twiggs Street, Suite 300

Tampa, Florida 33602

RE: C/O Proposal – East Selmon Bridge Pavement Striping.

Brian:

Please accept this proposal for East Selmon Bridge Pavement Striping.

Work will consist of services for bridge striping on Selmon Expressway from 26th street to 78th Street. Remove existing pavement markings and raised pavement markers, F/I new raised pavement markers and permanent reflective pavement markings to the Selmon Expressway (SR 618) eastbound and westbound local lane designated bridges and associated concrete surfaces listed from 26th Street to east of 78th Street. Estimated material quantities and locations along with Scope of work provided by Expressway Authority.

Locations and Design pre-determined by the Expressway Authority. Work will be done by sub-contractor. Does not include getting any permits if required to perform the work.

The work will be accomplished per THEA request at a F/I lump sum cost of \$ 215,266.70

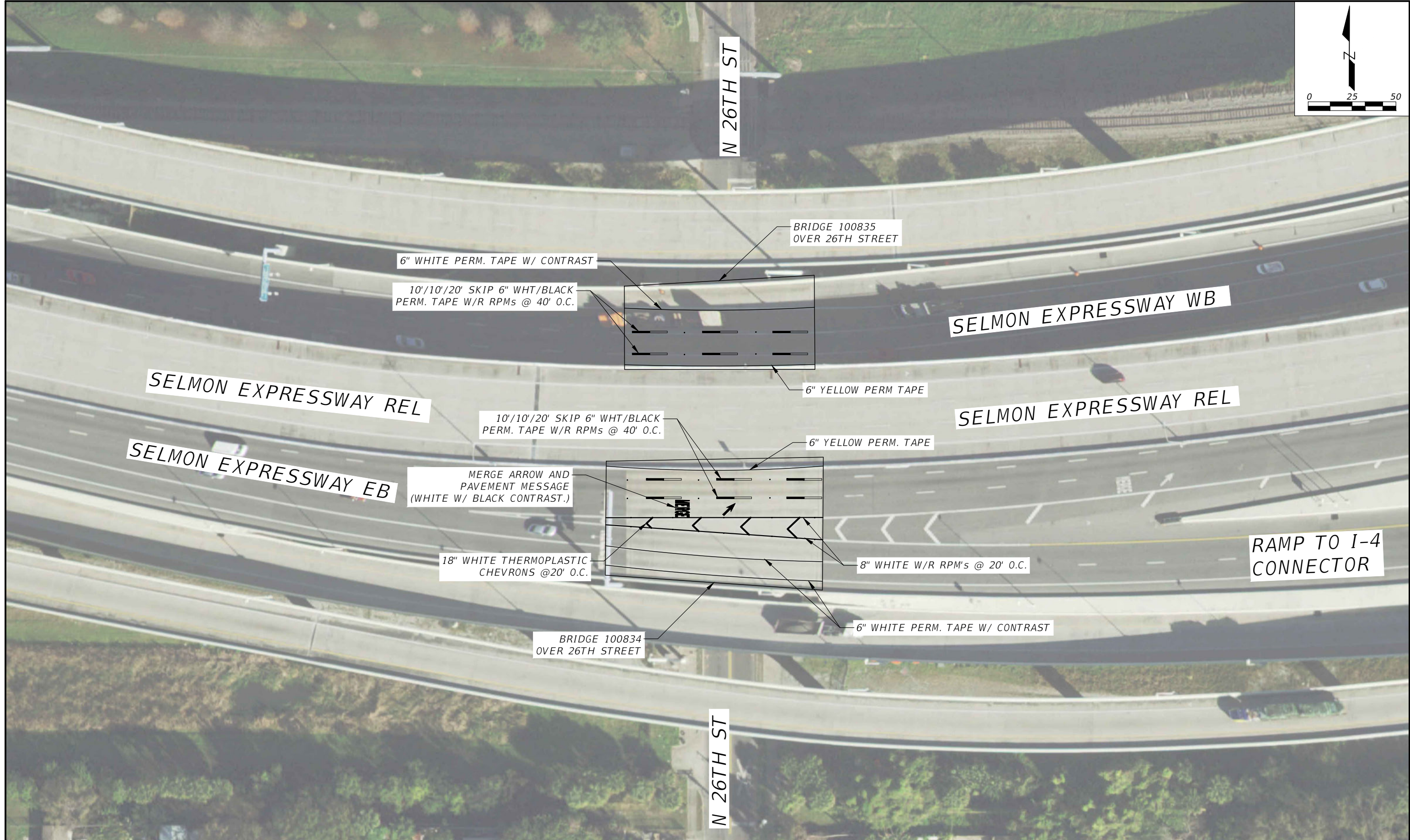
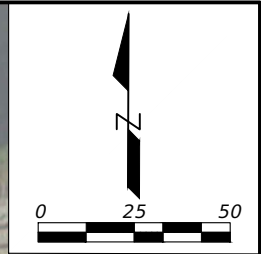
Please call me at 813-250-3616 with any questions or concerns.

Thanks,



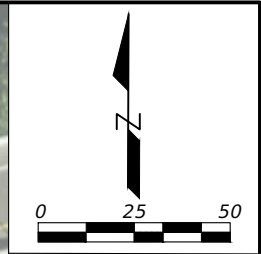
Scott Chase

Project Manager



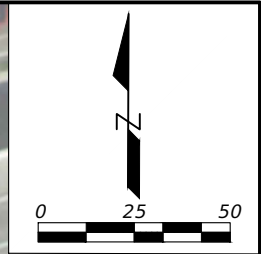
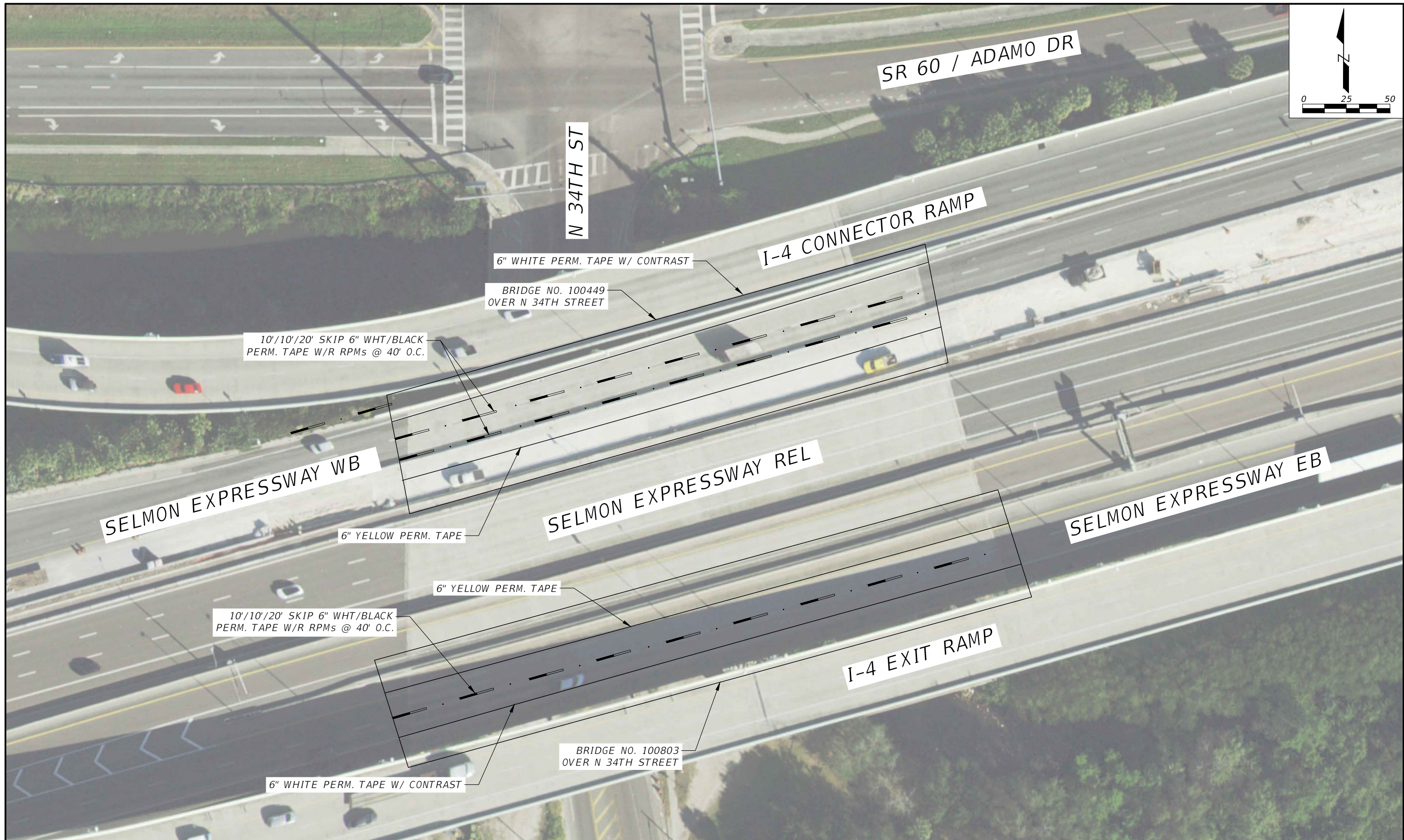
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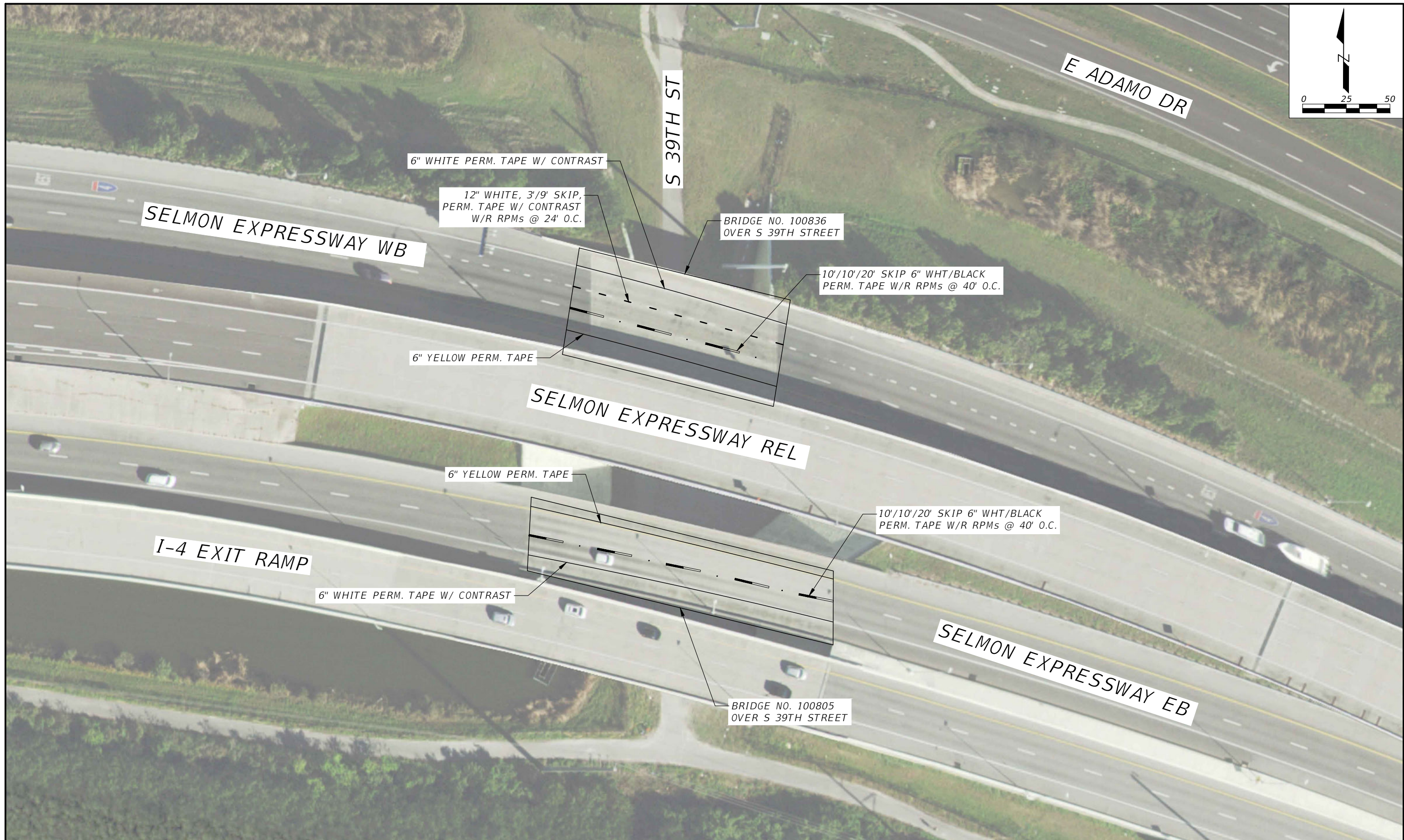
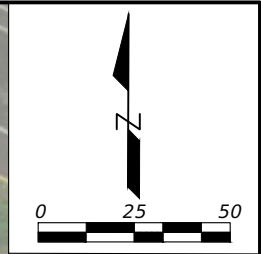
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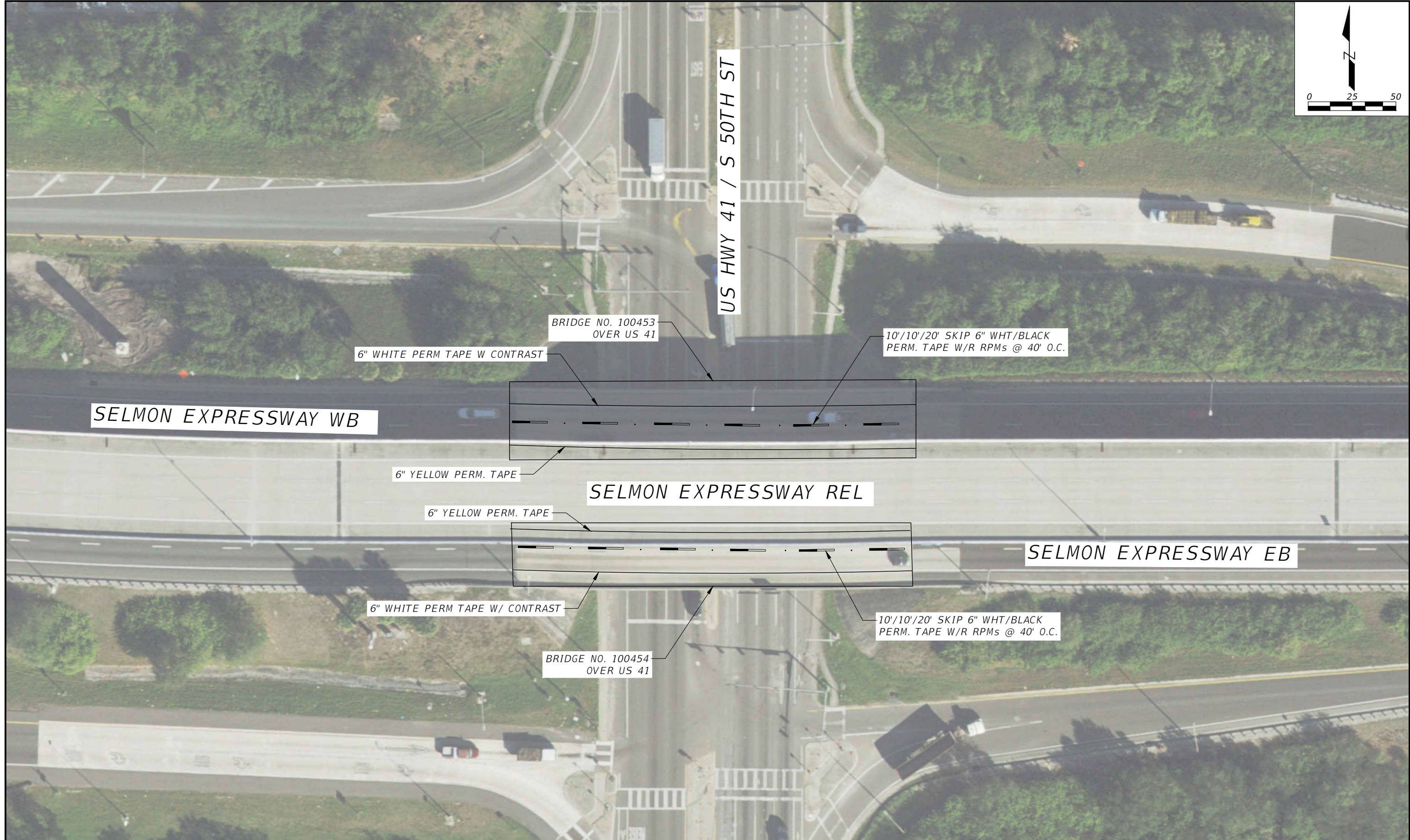
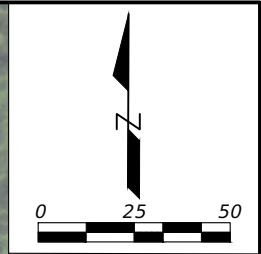
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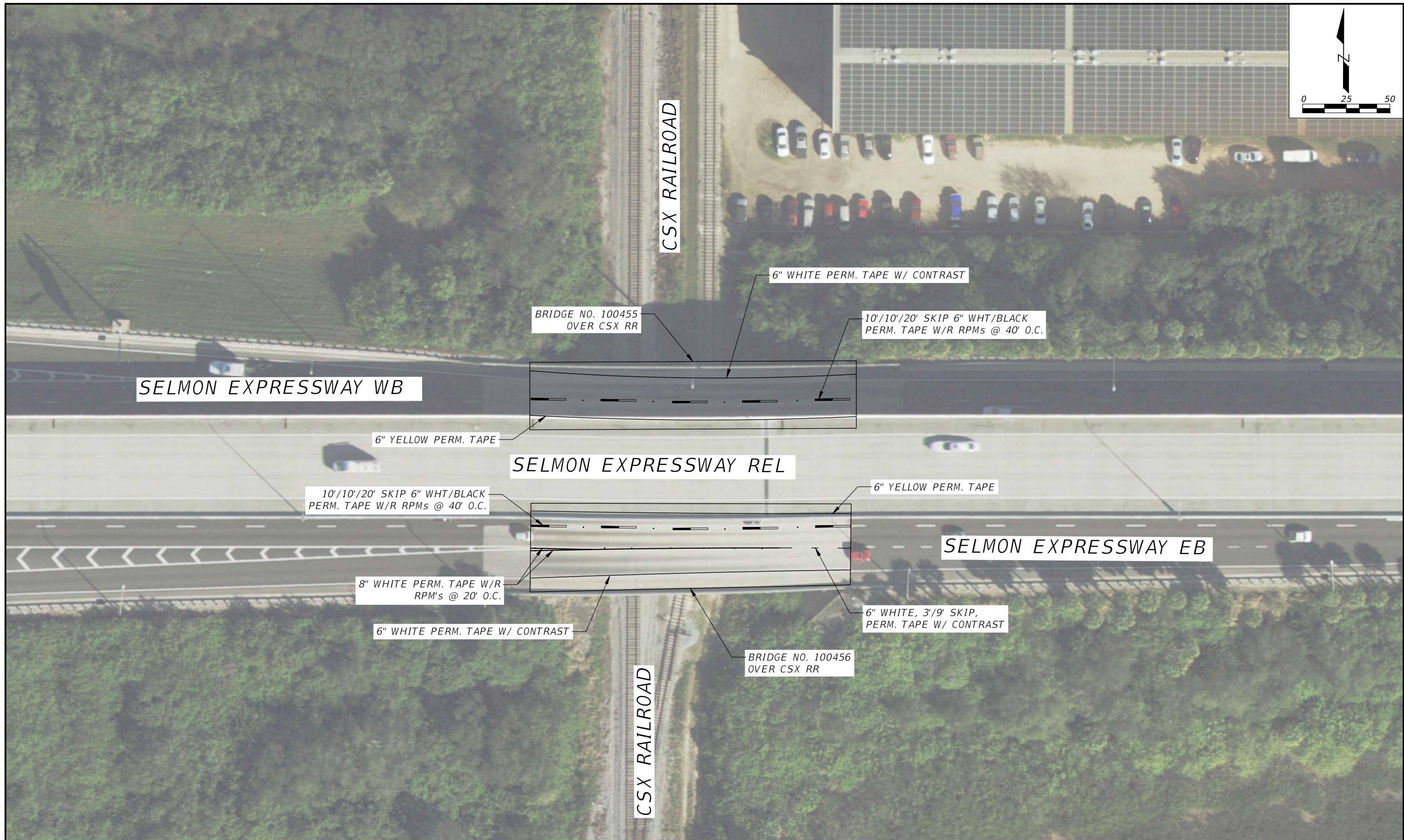
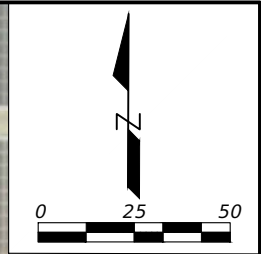
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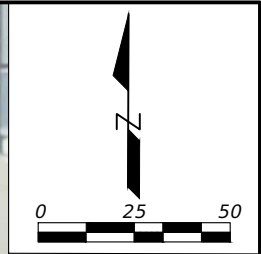
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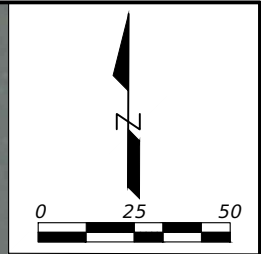
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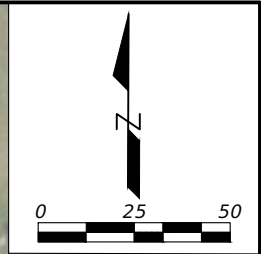
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MATCHLINE A

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SCOPE OF SERVICES
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
Lakewood Drive Retaining Wall and Sidewalk Repairs
THEA No. x-xxx

I. OBJECTIVES

The purpose of the Lakewood Drive Retaining Wall and Sidewalk Repair task work order is to provide the Tampa Hillsborough Expressway Authority (THEA) with professional services associated with the repair and remediation of the damage retaining walls, sidewalks and other appurtenances associated with the damage along the east side of Lakewood Drive approximately 800 feet north of the Brandon Main Street intersection. The CONSULTANT shall develop design documents, contract plans, specifications and detailed cost estimates for the work. These Contract documents will be used by the contractor to build the project. These Contract documents will be used by THEA or its Construction Engineering Inspection (CEI) representatives for inspection and final acceptance of the project.

II. PROJECT DESCRIPTION

Along the east side of Lakewood Drive there is a section of damaged sidewalk and retaining walls. The damaged sidewalk includes broken, settled and shifted sidewalk panels. The intent of the work is to replace the damaged length of the sidewalk. The damage also includes approximately 46 feet of settled and rotated gravity wall retaining wall. The damage appears to be from off-site drainage entering THEA right-of-way, flowing along and adjacent to the existing retaining walls thus eroding and undermining the soil adjacent to the retaining walls. The intent of the work is to repair or replace the damaged sections of retaining wall. The retaining wall investigation is to include designs and stability analysis of the existing and proposed retaining wall repair/remediations.

The off-site drainage flows along the retaining walls and into an existing ditch bottom inlet. The work is to include investigating the off-site flow to determine if drainage adjustments are necessary to preclude future damage to the retaining walls and sidewalk. The work includes drainage investigations and recommendations for drainage modifications.

Other items included in the work are replacing the damaged aluminum handrail and other appurtenances associated with the repairs/remediations.

Prepare roadway plan sheets, typical sections, retaining wall designs, temporary traffic control plans, drainage plans and cross sections, structural designs and detail sheets, utility coordination, survey, and geotechnical investigations and specification package.

III. ANALYSIS AND PLANS

Perform a field visit to the project site and evaluate the existing conditions. Include the field observations in a Remediation Report with the Remediation Report also including explanations of the anticipated repair/remediation/replacement procedures for the project. Submit the report to THEA for review and approval. The report shall be submitted in digital format.

Submit Phase II (60%) and Phase IV (100%) and Final plans. The CONSULTANT shall deliver final contract plans and documents in digital format. The final contract plans and documents shall be digitally signed and sealed files delivered to THEA on acceptable electronic media, as determined by the THEA.

Prepare construction cost estimates when scope changes occur and/or at milestones of the project.

Prepare the Specification Package and provide Technical Special Provisions for all items of work not covered by the Standard Specifications for Road and Bridge Construction and the workbook of implemented modifications.

Design a safe and effective temporary traffic control design and prepare temporary traffic control plans. Investigate the need for temporary traffic signals, temporary lighting, alternate detour roads.

Prepare Roadway, Traffic Control, Utility Adjustment Sheets, Structure, Drainage plan sheets, notes, and details. The plans shall include the following sheets necessary to convey the intent and scope of the project for the purposes of construction:

- Key Sheet
- Typical Section Sheets
- General Notes
- Summary of Quantities
- Plan/Profile Sheets
- Special Details
- Drainage Structure Sheets
- Miscellaneous Drainage Detail Sheets
- Cross Sections
- Erosion Control Plan Sheets

SWPPP Sheets
Temporary Traffic Control Plan Sheets
Utility Adjustment Sheets
Utility Verification Sheets
Signing and Pavement Marking Sheets
Structural Designs and Detail Sheets

Evaluate and address drainage to adequately drain the site and maintain existing offsite drainage during all construction phases. Provide documentation.

Identify utility facilities and secure agreements, utility work schedules, and plans from the Utility Agency Owners (UAO) ensuring all conflicts that exist between utility facilities and THEA's construction project are addressed.

Perform survey tasks in accordance with all applicable statutes, manuals, guidelines, standards, handbooks, procedures, and current design memoranda. Include project control, topography, underground utilities and right of way. Survey shall be as required to collect the information necessary to complete the proposed repairs and remediations.

Prepare structural designs and evaluations of the existing retaining walls and proposed retaining wall structural repair/remediation/replacement details. Perform a geotechnical investigation of the proposed retaining wall designs, investigations and remediations.

All work performed by the CONSULTANT shall be in accordance with FDOT standards.

IV. PROJECT SCHEDULE

Within ten (10) days after the Notice-To-Proceed, and prior to the CONSULTANT beginning work, provide a detailed project activity/event schedule for THEA and CONSULTANT scheduled activities.

V. QUALITY CONTROL

The CONSULTANT shall be responsible for insuring that all work products conform to FDOT standards and criteria. This shall be accomplished through an internal Quality Control (QC) process performed by the CONSULTANT. This QC process shall insure that quality is achieved through checking, reviewing, and

surveillance of work activities by objective and qualified individuals who were not directly responsible for performing the initial work.

VI. PROGRESS MEETINGS

Progress Meetings will be held monthly and any unscheduled meetings as necessary. Within ten (10) days after the Notice to Proceed, the CONSULTANT shall provide a schedule of calendar deadlines in a format prescribed by the THEA.

FIELD INVESTIGATION SUMMARY
TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
Lakewood Drive Sidewalk Settlement
12/31/2024

1.0 DESCRIPTION

A field visit was held on December 30, 2024 to review the field condition of the sidewalk settlement along Lakewood Drive. The deteriorate sidewalk is located on the east side of S. Lakewood Drive approximately 800 feet north of the Brandon Main Street intersection (approximately Sta 2208+10 to 2208+90 along the existing roadway plans) and south of Oakfield Drive. The project area includes approximately 80 feet of affected sidewalk and approximately 60 feet of gravity-wall retaining wall. The project site also includes affected pipe rail handrail, drainage ditch, drainage inlets, and an existing powerline backstay within the affected area.

Within this section there are three gravity wall sections. The two northern sections are affected (each approximately 23 feet long) and one 12-foot section. The southern 12-foot section appears to be in acceptable condition. The two northern 23-foot sections have settled and rotated.

There is an existing 15-inch corrugated metal drainage pipe (approximate Station 2208+60) discharging off-site flow into the THEA right-of-way.

The affected sidewalk area has been cordoned off with orange cones and yellow tape.

See **Appendix A** for existing condition photographs.

2.0 OBSERVATIONS

The two 23-foot sections of gravity-wall retaining wall have settled and rotated creating disrepair to the existing sidewalk. It was observed that the soil at the wall base and adjacent to these retaining wall sections has been eroded away. Additionally, much of the soil under these retaining wall sections has been eroded from underneath the retaining walls (See **Photo B-5**). The erosion of the soil in front of the wall toe has allowed these walls to rotate. **Photo B-2** shows a level indicating the wall section has rotated. The wall rotation is approximately 1 inch. Each of the 23-foot wall sections has also settled at the midpoint joint. The southern section has settled approximately 3 inches more than the north section. The maximum settlement is approximately 2 inches for the north section and 5 inches for the southern section (See **Photo B-3**).

Additionally, the joint between the two 23-foot wall sections has opened up due to the wall settlement. **Photo B-7** shows the gap between the two wall sections with the gap being wider at the bottom. The gap width has allowed soil to migrate from behind the wall.

Approximately 80 feet of sidewalk is broken and in disrepair. The broken sidewalk extends from Approximately Sta 2208+10 to Sta 2208+90. Along this length the sidewalk is broken and has subsided below the top of the retaining walls (See **Photo B-1**). The fractures and gaps between the wall have

allowed water to infiltrate behind the wall and appears to have further exacerbated the soil erosion behind and below the walls. Additionally, the sidewalk has separated from the back of the roadway curb.

There is an existing 15-inch corrugated metal drainage pipe (approximate Station 2208+40) discharging flow into the THEA right-of-way (See **Photo B-8**). It appears the flow from this 15-inch CMP originally flowed north into Structure S-125. It appears that construction at 313 S. Lakewood Drive blocked drainage structure S-125 and altered the flow from the 15-inch CMP, redirecting the flow southward into drainage structure S-121. The redirected off-site flow appears to have increased flow turbulence within this ditch and contributed to the increased erosion. This is apparent from the subsurface hole that was present at the water flow curve location (See **Photo B-9**). The drainage flow southward along and adjacent to the existing retaining walls has led to complete erosion of the soil in front of the walls and soil erosion under the walls (See **Photo B-5**). The remediation within this area should consider drainage modifications to prevent future erosion from adversely affecting the retaining walls.

Additionally, Drainage Structure S-121 has minimal concrete pavement as the side slope reinforcement (See **Photo B-6**).

All of the handrail along the gravity walls is aluminum pipe rail (Index 515-070). The aluminum handrail is bent and damaged from the retaining wall settlement and should be replaced (See **Photo B-4**). The drop-off distances along these walls should be investigated to determine the appropriate rail type to use after the remediation is complete.

3.0 RECOMMENDATIONS

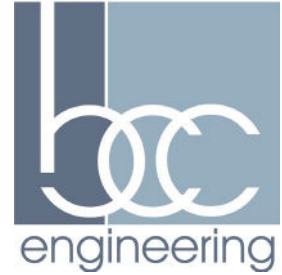
The gravity wall retaining walls along this section and the sidewalks should be remediated or replaced. The design engineer of record (DEOR) selected to enact these repairs should develop a report/white paper to outline the proposed types of remediations. After completion and approval of the report/white paper the proposed plan should be enacted in the form of plans, details, specifications, etc. Items to consider are:

1. Remove and replace approximately 80 feet of sidewalk.
2. Replace or repair two sections of gravity wall retaining wall (approximately 23 feet each).
3. Investigate the retaining wall stability.
4. Develop details to prevent soil migration from behind and in front of the retaining walls.
5. Develop details to place the proper soil depth in front of the retaining walls.
6. Replace approximately 80 feet of aluminum handrail with aluminum handrail.
7. Review and remediate the drainage flow from the off-site 15-inch CMP into the THEA drainage system.
8. Investigate modifying the ditch bottom inlet (S-121) to increase the soil embedment depth above the retaining wall bottoms.
9. Develop maintenance of traffic plans.
10. Coordinate with the affected utilities.

Coordination with adjacent property owners may be necessary.

December 16, 2024

Brian W. Pickard, P.E,
Director of Operations and Engineering
Tampa Hillsborough County Expressway Authority
1104 E. Twiggs Street, Suite 300
Tampa, Florida 33602
Phone: 813-272-5987



Attn: Brian Pickard

Reference: Contract O-00121B – Task - Tampa Hillsborough Expressway Authority Brorein Exit Ramp Pedestrian Intersection Detection and Warning Project 2024

Thank you for inviting BBC Engineering, LLC. (CONSULTANT) to offer our scope and fee for professional consulting services relating to the design of a queue and pedestrian detection system at the Selmon Expressway Brorein Exit Ramp and at its terminus.

Scope of work will include the design and optionally post design for construction activities to be completed by THEA's contractor. We appreciate the opportunity to serve THEA.

Objectives

Improving safety at exit ramps on the Selmon Expressway is paramount and a central component of the Tampa Hillsborough Expressway Authority's (THEA) and the Tampa region's vision zero initiatives. There are two specific areas of concern: building queues on the exit ramp itself and the safety of vulnerable road users, especially pedestrians, at intersections at/near the end of an exit-ramps. At these exit ramps, especially during peak periods, queues can build to the point where the queue spills onto the expressway main lanes. At the terminus, where the intersection of the exit ramp with a local street is located, pedestrians are vulnerable, given that some off-ramp configurations can limit driver visibility of the approaching intersection/crosswalk and the potentially higher exiting traffic speeds. There is a need to utilize technology to warn drivers on the Selmon of the building queue and to adjust signal timing to relieve the queue and warn exiting drivers of the presence of pedestrians at certain ramp termini intersections.

The Tampa Hillsborough Expressway Authority (THEA) requires Professional Services to perform preliminary and final design and prepare plans, specifications, and engineer's cost estimate for the installation, and integration of a queue and pedestrian detection system at the Selmon Expressway Brorein Exit Ramp and at its terminus. This project will deploy a combination of traditional Intelligent Transportation Systems (ITS) and Vehicle to Everything (V2X) devices. The implementation of this project will aim to improve vehicle and pedestrian safety along the Brorein Exit Ramp and at the Brorein Intersection at the terminus of the ramp. In addition, the scope of work includes the integration of the infrastructure with the THEA Master Computer (Yunex Concert software) and the University of South Florida (USF) Center for Urban Transportation Research (CUTR). The data generated and received such as Signal Phasing and Timing and Basic Safety Messages, by the RSUs must be transmitted to the THEA

Master Computer in real time. This same data must be transmitted from the THEA Master Computer to the USF CUTR data system.

The CONSULTANT shall develop design documents, contract plans, specifications, Pay Item Bid documents and detailed cost estimates for the work. These contract documents will be used by THEA to issue bid requests to qualified contractors to construct the system. Documents generated will also be used by THEA and their Construction Engineering & Inspection (CEI) service providers for inspection and final acceptance of the system.

Project Description

The CONSULTANT shall provide services as defined in this Scope of Services, the referenced Tampa-Hillsborough County Expressway Authority (THEA) and Florida Department of Transportation (Department or FDOT) manuals, and procedures.

Services provided by the CONSULTANT shall comply with Department manuals, procedures, and memorandums in effect as of the date of execution of a contract unless otherwise directed in writing by the Authority.

The CONSULTANT shall prepare construction plans and specifications for all activities associated with the deployment of the queue and pedestrian detection system on the Selmon Expressway Brorein Exit Ramp (Exit 7).

The CONSULTANT shall prepare plan and profile sheets, typical sections, temporary traffic control plans, summary of pay items, quantities, construction cost estimates, perform local and state agency permitting, environmental permitting, and specification package.

Analysis and Plans

Submit Phase II (60%) and Phase IV (100%) and Final plans. The CONSULTANT shall deliver final contract plans and documents in digital format. The final contract plans and documents shall be digitally signed and sealed files delivered to THEA on acceptable electronic media, as determined by the THEA.

The CONSULTANT shall provide an Engineers Estimate of Probable Cost with each submittal.

The CONSULTANT shall prepare a minimal set of plans showing the project layout and how the work is to progress. The CONSULTANT shall develop and prepare a Temporary Traffic Control Plan (TTCP) signed and sealed by a Florida registered professional engineer for maintenance of traffic during construction.

The CONSULTANT shall prepare the specification package.

The CONSULTANT shall coordinate as applicable with FDOT District 7, City of Tampa (COT), and Hillsborough County in advance for permits and approvals for work or detours that impact their respective roadways.

Work depicted in the project plans prepared by the CONSULTANT shall include the deployment of

infrastructure starting near the Selmon Expressway Brorein Exit, down the exit ramp, and at its terminus in accordance with the Technical Provision to be prepared by the CONSULTANT.

The CONSULTANT shall design the project to include all the infrastructure, ITS and V2X devices and associated components, needed to successfully complete the project.

For the queue detection cameras, the CONSULTANT shall perform the following:

1. Field visit to determine the optimal installation locations for the queue detection cameras. This includes defining power requirements and communication between the cameras and the RSU.
2. Locate 2 Queue Detection cameras on the exit ramp such that the appropriate queues can be detected.
3. Identify all necessary accessories to connect and power the cameras.
4. The queue detection cameras must communicate with the Roadside Unit (RSU).
5. See Exhibit 1 for a planning level illustration of approximate device locations. Final locations will be determined by the CONSULTANT.

For pedestrian detection and monitoring cameras, the CONSULTANT shall perform the following:

1. Field visit to determine the optimal installation locations for the pedestrian detection cameras. This includes defining power requirements and communication between the cameras and the RSU.
2. Locate 2 Pedestrian Cameras (Bosch) with 90-degree field of view to cover all existing crosswalks, curbs, and approaches,
3. Locate a 3rd camera for general intersection video monitoring. The camera shall have full pan, tilt, zoom (PTZ) functionality such that the entire intersection can be viewed as well as a view up the exit ramp.
4. Identify all necessary ancillary elements/devices to connect, communicate with, and power the cameras. The design shall take advantage of existing (COT) Traffic Signal Cabinet using (to the extent possible) signal pull boxes and conduit pathways to traffic signal cabinet.
5. The Pedestrian cameras shall utilize a Network Switch (existing or new) to connect to the RSU.
6. The PTZ monitoring camera shall utilize a Network Switch to communicate/transmit video to the THEA Traffic Management Center (TMC) and USF CUTR.
7. See Exhibit 1 for a planning level illustration of approximate device locations. Final locations will be determined by the CONSULTANT.

For the RSU, the CONSULTANT shall perform the following:

1. Field visit to determine the optimal installation location for the RSU. This includes locating a pole, if needed, defining power requirements and communication between the cameras and the RSU. The RSU must provide coverage of the entire exit ramp from the Selmon mainline to the terminus intersection.
2. Identify all necessary ancillary elements/devices to connect, communicate with, and power the RSU. The design shall take advantage of existing COT Traffic Signal Cabinet using (to the extent possible) signal pull boxes and conduit pathways to traffic signal cabinet.
3. The RSU must communicate with the queue detection cameras and the pedestrian detection cameras.
4. See Exhibit 1 for a planning level illustration of approximate device locations. Final locations will be determined by the CONSULTANT.
5. The RSU shall utilize a Network Switch (existing or new) to connect to the Pedestrian cameras.
6. The RSU shall connect to the signal controller.

7. The RSU shall have firmware applications to perform the following functionality:
 - a. The RSU shall receive pedestrian movement and determine if the pedestrian is in a crosswalk.
 - b. The RSU shall receive a pedestrian call from the signal controller.
 - c. The RSU shall create and broadcast a Pedestrian Warning Traveler Information Message (TIM) using Cellular Vehicle to Everything (C-V2X) over the 5.9 GHz band.
 - d. The RSU shall activate a pedestrian warning beacon/flasher while the pedestrian is in the crosswalk.
 - e. The RSU shall terminate the Pedestrian Warning TIM, once the pedestrian exits the crosswalk.
 - f. The RSU shall deactivate the pedestrian warning beacon/flasher, once the pedestrian exits the crosswalk.
 - g. The RSU shall be capable of handling multiple pedestrians in the crosswalks. The Pedestrian Warning TIM and pedestrian warning beacon/flasher continue until all pedestrians have cleared the crosswalk.
 - h. The RSU shall receive queue detection and determine if there is a queue.
 - i. The RSU shall determine if the queue is a short or long queue.
 - j. For a short queue, the RSU will create and broadcast a queue on ramp TIM using C-V2X over the 5.9 GHz band, activate the queue warning beacon/flasher, and send a request to the signal controller for priority for the ramp.
 - k. For a long queue, the RSU will create and broadcast a queue on ramp TIM using C-V2X over the 5.9 GHz band, activate the queue warning beacon/flasher, and send a request to the signal controller to flush the ramp.
 - l. The RSU shall send all data it receives and generates to THEA Master Server (Yunex Concert) at the THEA TMC.

For the pedestrian warning beacons/flashers, the CONSULTANT shall perform the following:

1. Field visit to determine the optimal installation location for the pedestrian warning beacons/flashers. This includes defining power requirements and communication between the beacons/flashers and the RSU.
2. Locate the pedestrian warning beacons/flashers on the exit ramp such that there is adequate warning to drivers.
3. Identify all necessary ancillary elements/devices to connect and power the pedestrian warning beacons/flashers.
4. The pedestrian warning beacons/flashers must communicate with the RSU.
5. Warning beacons/flashers must conform to Manual on Uniform Traffic Control Devices (MUTCD) requirements.
6. See Exhibit 1 for a planning level illustration of approximate device locations. Final locations will be determined by the CONSULTANT.

For the queue warning beacons/flashers, the CONSULTANT shall perform the following:

1. Field visit to determine the optimal installation location for the queue warning beacons/flashers. This includes defining power requirements and communication between the beacons/flashers and the RSU.
2. Locate beacons/flashers such that there is adequate warning to drivers.
3. Identify all necessary ancillary elements/devices to connect and power the queue warning beacons/flashers.
4. The queue warning beacons/flashers must communicate with the RSU.
5. Warning beacons/flashers must conform to Manual on Uniform Traffic Control Devices (MUTCD) requirements.

6. See Exhibit 1 for a planning level illustration of approximate device locations. Final locations will be determined by the CONSULTANT.

The CONSULTANT shall design the integration of the RSU with the THEA Master Computer and the USF CUTR system. The RSU shall send all the data it receives to the Master Computer. The Master Computer shall send the data it receives to the USF CUTR system. The surveillance video shall be available to the USF CUTR system.

The project plans shall clearly direct the contractor to take any and all precautions to protect the pedestrian and vehicular traffic and any appurtenances during all phases of the work.

Coordinate as necessary with the Florida FDOT District 7, City of Tampa, and Hillsborough County. Prepare and submit applicable permit applications as required.

The Plans will be developed in accordance with MUTCD, FDOT Standard Plans, and FDOT Standard Specifications for Road and Bridge Construction, and THEA standards. No survey, baselines or topography will be provided. The CONSULTANT will provide a plan set with the following (but not limited to) sheets:

- Key Sheet
- Pay Item Summary Sheet
- Tabulation of Quantities Sheets
- General Notes
- Network Diagram
- 1"=50' ITS plan sheets with aerial background reference, with communications and power
- Detection mounting details
- Cabinet, Wiring, RFB and miscellaneous details
- Splicing Details
- Special Service Point Details for Power
- Traffic Control Plans

Included in this Task will be field visits to identify existing visible (above-ground) features and meetings with applicable THEA staff.

Included in the plan set will be a lane closure analysis, temporary traffic control plan (TCP), including pedestrian TCP, detours, applicable notes and details for the site.

Detection and Warning Equipment will be mounted on existing mast arms and single post sign supports per FDOT standard indexes 700-010, 700-011, 700-012, 700-013, and 700-120.

Task 2 (Optional): Construction Phase (Post Design) Services

As an optional task, The CONSULTANT will perform the following construction phase services:

- Attendance at one (1) construction meeting
- Review four (4) sets of shop drawings and submittals required for the site improvements controlled by our design documents
- Review and reply to two (2) Contractor's requests for information

- Review two (2) 'as-built' documents provided by the Contractor.

The CONSULTANT shall have no responsibility for any contractor's means, methods, techniques, equipment choice and usage, sequence, schedule, safety programs, or safety practices, nor shall The CONSULTANT have any authority or responsibility to stop or direct the work of any contractor. The CONSULTANT's visits shall be for the purpose of endeavoring to provide the Client a greater degree of confidence that the completed work of its contractors will generally conform to the construction documents prepared by The CONSULTANT. The CONSULTANT neither guarantees the performance of contractors, nor assumes responsibility for any contractor's failure to perform their work in accordance with the contract documents.

Additional Services

Any services not specifically provided for in the above scope, as well as any changes in the scope the Client requests, will be considered additional services. The CONSULTANT will provide Additional Services after receipt of written authorization by THEA and the establishment of a new amount. Additional services we can provide include, but are not limited to, the following:

- Providing representation at meetings beyond those described above
- Legal descriptions and parcel sketches
- Minor Roadway and Drainage Design
- Civil Engineering Inspection Service

Project Schedule

Within ten (10) days after the Notice-To-Proceed, and prior to the CONSULTANT beginning work, provide a detailed project activity/event schedule for THEA and CONSULTANT scheduled activities.

Quality Control

The CONSULTANT shall be responsible for ensuring that all work products conform to THEA and FDOT standards and criteria. This shall be accomplished through an internal Quality Control (QC) process performed by the CONSULTANT. This QC process shall insure that quality is achieved through checking, reviewing, and surveillance of work activities by objective and qualified individuals who were not directly responsible for performing the initial work.

Progress Meeting

Progress Meetings will be held monthly and any unscheduled meetings as necessary. Within ten (10) days after the Notice to Proceed, the CONSULTANT shall provide a schedule of calendar deadlines in a format prescribed by the THEA.

Exhibit

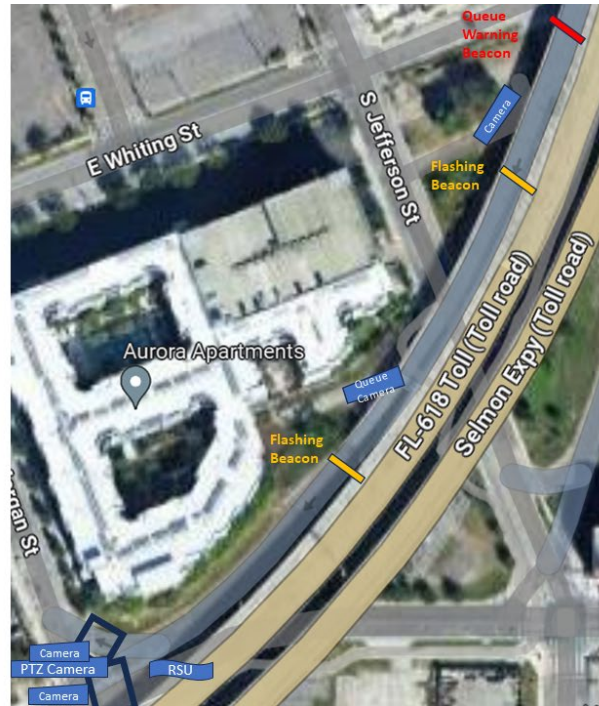


Exhibit 1 - Planning Level Illustration of Brorein Exit Ramp Pedestrian Intersection Detection and Warning System Device Locations

Fee and Billing

The CONSULTANT will perform the services in Tasks 1 and 2 for the lump sum fee below. Individual task amounts are informational only. All permitting, application, and similar project fees will be paid directly by the Client.

Schedule of Values

Exhibit C - Design Schedule of Values			
Task	Firm	Unit	Unit Fee
Engineering Services			
Design Services	BCC	LS	\$71,769.88
Construction Phase Services	BCC	LS	\$7,461.00

Lump sum fees will be invoiced monthly based upon the overall percentage of services performed. Reimbursable expenses will be invoiced based upon expenses incurred.

Closure

If you concur in all the foregoing and wish to direct us to proceed with the services, please issue the appropriate work authorization / purchase order. Please contact Erik Spillmann at 407-951-6444 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Erik Spillmann', with a long horizontal flourish extending to the right.

Erik Spillmann, P.E.
BCC Engineering, LLC.

ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: Ped Detection and Warning
 County: Hillsborough
 FPN: 0
 FAP No.: 1/0/1900

Consultant Name: BCC Engineering, LLC
 Consultant No.:
 Date: 12/16/2024
 Estimator:

Staff Classification	Total Staff Hours From "SH Summary -	Project Manager	Chief Engineer 1	Senior Engineer 1	Chief Designer	Engineer 2	Engineer 1	Engineer Intern	Staff Classification 8	Staff Classification 9	Staff Classification 10	Staff Classification 11	Staff Classification 12	SH By Activity	Salary Cost By Activity	Average Rate Per Task
	1/0/1900	\$215.92	\$187.85	\$196.61	\$187.79	\$152.25	\$98.10	\$98.10	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			
3. Project General and Project Common Tasks	36	14	0	0	0	7	7	7	0	0	0	0	0	35	\$5,462	\$156.06
4. Roadway Analysis	47	0	5	7	7	7	7	14	0	0	0	0	0	47	\$6,756	\$143.74
5. Roadway Plans	20	0	2	2	2	4	4	6	0	0	0	0	0	20	\$2,735	\$136.73
6a. Drainage Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
6b. Drainage Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
7. Utilities	22	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
8. Environmental Permits, and Env. Clearances	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
9. Structures - Misc. Tasks, Dwgs, Non-Tech.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
10. Structures - Bridge Development Report	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
11. Structures - Temporary Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
12. Structures - Short Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
13. Structures - Medium Span Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
14. Structures - Structural Steel Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
15. Structures - Segmental Concrete Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
16. Structures - Movable Span	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
17. Structures - Retaining Walls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
18. Structures - Miscellaneous	16	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
19. Signing & Pavement Marking Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
20. Signing & Pavement Marking Plans	30	0	0	6	6	6	0	12	0	0	0	0	0	30	\$4,397	\$146.57
21. Signalization Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
22. Signalization Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
23. Lighting Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
24. Lighting Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
25. Landscape Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
26. Landscape Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
27. Survey (Field & Office Support)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
28. Photogrammetry	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
29. Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
30. Terrestrial Mobile LiDAR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
31. Architecture Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
32. Noise Barriers Impact Design Assessment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
33. Intelligent Transportation Systems Analysis	239	36	0	48	36	48	0	72	0	0	0	0	0	240	\$38,342	\$159.76
34. Intelligent Transportation Systems Plans	88	13	0	18	13	18	0	26	0	0	0	0	0	88	\$14,078	\$159.98
35. Geotechnical	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
36. 3D Modeling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	#DIV/0!
Total Staff Hours	498	63	7	81	64	90	18	137	0	0	0	0	0	460		
Total Staff Cost		\$13,602.96	\$1,314.85	\$15,925.41	\$12,018.56	\$13,702.50	\$1,765.80	\$13,439.70	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$71,769.88	\$156.02

Survey Field Days by Subconsultant
 4 - Person Crew:

Notes:

- This sheet to be used by Prime Consultant to calculate the Grand Total fee.
- Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

SALARY RELATED COSTS:			Check =	\$71,769.88
OVERHEAD:		0.00%		\$0.00
OPERATING MARGIN:		0.00%		\$0.00
FCCM (Facilities Capital Cost Money):		0.00%		\$0.00
EXPENSES:		0.00%		\$0.00
Survey (Field - if by Prime)	0	4-person crew days @	\$ - / day	\$0.00
SUBTOTAL ESTIMATED FEE:				\$71,769.88
Subconsultant:	Enter Name Sub 1			\$0.00
Subconsultant:	Sub 2			\$0.00
Subconsultant:	Sub 3			\$0.00
Subconsultant:	Sub 4			\$0.00
Subconsultant:	Sub 5			\$0.00
Subconsultant:	Sub 6			\$0.00
Subconsultant:	Sub 7			\$0.00
Subconsultant:	Sub 8			\$0.00
Subconsultant:	Sub 9			\$0.00
Subconsultant:	Sub 10			\$0.00
Subconsultant:	Sub 11			\$0.00
Subconsultant:	Sub 12			\$0.00
SUBTOTAL ESTIMATED FEE:				\$71,769.88
Geotechnical Field and Lab Testing				\$0.00
SUBTOTAL ESTIMATED FEE:				\$71,769.88
Optional Services				\$0.00
GRAND TOTAL ESTIMATED FEE:				\$71,769.88



Proposal for Spare Parts Refresh 2025

Prepared for:

Tampa Hillsborough
Expressway Authority

Prepared by:

Michael Valdes
305-684-4720
Michael.Valdes@TransCore.com

Contents:

Scope of Services



Scope of Services
Procurement of Spare Parts for Tolling Infrastructure Maintenance
Tampa Hillsborough Expressway Authority

OBJECTIVE

The objective of this proposal is to secure funding for the procurement of critical spare parts necessary to maintain THEA's tolling infrastructure. These items are essential to ensure uninterrupted operations, timely repairs, and the ongoing maintenance of the system.

SCOPE OF WORK

DELIVERABLES

- Procurement of all listed spare parts.
- Regular updates to THEA regarding procurement progress and any variances in estimated costs.

RESPONSIBILITIES

- THEA: Provide timely approval for procurement and funding allocation.
- Vendors: Ensure timely delivery of all equipment and provide detailed shipping cost breakdowns.
- TransCore:
 - Oversee the procurement process.
 - Monitor shipping costs.
 - Notify THEA of any required change orders.
 - Update MOMs upon receipt of new items.

SCHEDULE

The procurement process will commence upon approval and allocation of funds by THEA. Delivery times will vary based on vendor timelines and will be communicated to THEA promptly.

CHANGE ORDER PROVISION

If unforeseen shipping expenses arise beyond the estimated amount, a change order (CO) request will be submitted to secure additional funding.

REIMBURSEMENT METHOD

The compensation method for this Task Work Order will be based on **Lump Sum**.

Equipment					
Part	Qty	Cost	Subtotal	Markup (15%)	Total
Traco Power TSP 360-124 Camera Power Supply	2	\$ 252.03	\$ 504.06	\$ 75.61	\$ 579.67
CISCO C9300-24T-E Refurbished	1	\$ 3,860.00	\$ 3,860.00	\$ 579.00	\$ 4,439.00
E6 Power Supply MDR-60-24	2	\$ 25.22	\$ 50.44	\$ 7.57	\$ 58.01
Eaton ZB24580 24DC Surge Protection	10	\$ 173.00	\$ 1,730.00	\$ 259.50	\$ 1,989.50
IDR212A RACK (Nortech)	1	\$ 15,940.00	\$ 15,940.00	\$ 2,391.00	\$ 18,331.00
TNL 100 White LED Flash	2	\$ 1,795.00	\$ 3,590.00	\$ 538.50	\$ 4,128.50
I/O Board (viscam 500)	5	\$ 750.00	\$ 3,750.00	\$ 562.50	\$ 4,312.50
VIS-CAM 1000 AIO(31016496-Color)	2	\$ 5,695.00	\$ 11,390.00	\$ 1,708.50	\$ 13,098.50
TD724ID3 Detector Card PN: 75030252680	5	\$ 1,230.00	\$ 6,150.00	\$ 922.50	\$ 7,072.50
Eaton 9PXPDM1	2	\$ 951.00	\$ 1,902.00	\$ 285.30	\$ 2,187.30
Mclean AC Air Filters 4 Pack	6	\$ 304.00	\$ 1,824.00	\$ 273.60	\$ 2,097.60
Equipment Subtotal			\$ 50,690.50	\$ 7,603.58	\$ 58,294.08
Tax			\$ 3,801.79		
Shipping			\$ 2,534.53		
Equipment Total Cost			\$ 57,026.81	\$ 7,603.58	\$ 64,630.39
				Total Cost	\$ 64,630.39

PAYMENT MILESTONES

- 50% Mobilization
- 50% Upon receipt of equipment and final approval from THEA



December 11th, 2024

**Tampa Hillsborough Expressway Authority
Miscellaneous Emerging Technology Services
Contract No. P-2324**

I-4 FRAME Project Support

SCOPE OF SERVICES

Metric Engineering (Metric) provides support on the Miscellaneous Emerging Technology Services Contract for the Tampa Hillsborough Expressway Authority (THEA). Items include support for Intelligent Transportation System (ITS), Network Management, Network Design, Network Monitoring, Integration and Support, and Testing Initiatives.

PROJECT MANAGEMENT

Metric will provide adequate project management that will consist of coordinating the overall TWO, attending meetings as required, and ensuring the work product meets THEA's expectations. The THEA Project Manager will be responsible for approving activities related to the TWO and will serve as the liaison between Metric and THEA.

MEETINGS/COORDINATION

Metric Engineering will attend coordination meetings to provide input as needed and keep abreast of the project and schedule. Metric will handle the coordination and facilitation of technical meetings with local agencies and FDOT on behalf of THEA to discuss project issues.

ACTIVITIES

Plan Submittal Review – Metric will review project plan submittals provided by the project designer and provide comments back to the project CEI. Metric will review plan elements and proposed technologies to ensure compliance and compatibility with the THEA network. Metric will provide recommendations for planning, and testing of new emerging technologies, devices, and software to support THEA initiatives as it pertains to the project. This includes Connected Vehicle (CV) technologies, Roadside Units (RSU), and On-Board Units (OBU). Metric will also review any studies to support ITS smart traffic management, cybersecurity, and IT datacenter communications submitted as part of the project.

Concept of Operations Development – Metric will provide language to support the development of a Concept of Operations (ConOps) document to guide the direction and expectations of the project objectives. Metric will coordinate with all parties to determine the necessary tasks that are needed to ensure all components of the ConOps are discussed, drafted and finalized.



Technology Integration Support – Metric will provide technical staff and support to integrate the project, which will entail configuring switches, developing IP schemes, developing the network architecture design and security elements for this project. Integration support also includes pre-deployment activities such as device inventory control, bench testing, configuration, and operational testing of the devices.

SCHEDULE

Metric will assist and attend meetings, as required, throughout the duration of the project up to the maximum amount of the TWO.

Miscellaneous Emerging Technology Services
Contract: P-2324
THEA I4 FRAME Project Support

Project No. TBD
 Task Work Order Description: I-4 FRAME Project Support
 Task Work Order #: TBD
 Date Estimated: December 11, 2024

Prepared By: Kevin Boston
 Metric Engineering, Inc.
 525 Technology Park, Suite 153
 Lake Mary, Florida 32746

Prime Activity	Project Manager 2		Senior ITS Inspector		Senior Computer Programmer		Sr. Engineering Technician		Total	
	Rate/Hr.:	Cost by Pos. & Act	Rate/Hr.:	Cost by Pos. & Act	Rate/Hr.:	Cost by Pos. & Act	Rate/Hr.:	Cost by Pos. & Act	Manhours By Activity	Salary Cost By Activity
	Man Hours		Man Hours		Man Hours		Man Hours			
Plan Submittal Review	40.00	\$11,266.40	20.00	\$3,840.80	-	\$0.00	-	\$0.00	60.00	\$15,107.20
Concept of Operations Development	40.00	\$11,266.40	20.00	\$3,840.80	15.00	\$2,557.95	-	\$0.00	75.00	\$17,665.15
Technology Integration Support	40.00	\$11,266.40	20.00	\$3,840.80	10.00	\$1,705.30	40.00	\$4,954.00	110.00	\$21,766.50
Total	120.00	\$33,799.20	60.00	\$11,522.40	25.00	\$4,263.25	40.00	\$4,954.00	245.00	\$54,538.85

Total Basic Activity Costs (Prime) \$54,538.85

Total Subconsultant Activity Costs _____

Prime Consultant: Metric Engineering \$54,538.85

Grand Total Amount **\$54,538.85**

INFRASTRUCTURE AGREEMENT

THIS INFRASTRUCTURE AGREEMENT (“**Agreement**”) is made and entered by and between COCA-COLA BEVERAGES FLORIDA, LLC, a Delaware limited liability company (“**Developer**”); and TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY, a political subdivision of the State of Florida (“**THEA**”).

WITNESSETH:

WHEREAS, THEA is the owner of certain real property located in Tampa, Florida, as more particularly described on Exhibit “A” attached hereto and incorporated herein by reference (“**THEA Property**”); and

WHEREAS, THEA desires to improve and extend US 301 to add an additional off ramp lane connecting US 301 to the Selmon Expressway, to widen US 301, and to modify the lighting, signalization and signing and pavement markings as more particularly depicted on Exhibit “B” attached hereto and incorporated herein by reference (“**Road Work**”); and

WHEREAS, Developer is willing to design, engineer, permit and construct the Road Work; and

WHEREAS, the cost estimate for the design, engineering, permitting and construction of the Road Work is reflected in Exhibit “C” attached hereto and incorporated herein by reference (“**Cost Estimate**”); and

WHEREAS, THEA has agreed to reimburse the Developer for the actual costs incurred for the design, engineering, permitting and construction of the Road Work (the “**Reimbursement Amount**”), which reimbursement amount is equal to the Cost Estimate; and

WHEREAS, the Developer and THEA desire to set forth in writing the terms and conditions of their understanding and agreement related to Developer’s design, engineering, permitting and construction of the Road Work and THEA’s obligation to reimburse Developer for the Reimbursement Amount.

NOW, THEREFORE, in consideration of the mutual covenants, premises and promises hereinafter set forth, the receipt, adequacy and sufficiency of which are hereby acknowledged, Developer and THEA hereby agree as follows:

1. **Recitals.** The foregoing recitals are true and correct in all respects and are expressly incorporated herein by reference.

2. **Effective Date.** The “Effective Date” shall be the date that the last of Developer and THEA execute this Agreement.

3. **Road Work Plans, Specifications, and Permits.** Developer shall undertake the design, engineering, permitting and construction of Road Work, as further set forth below:

A. From and after the Effective Date, Developer, through such design and engineering professionals as Developer shall reasonably select, shall prepare such plans, sections, construction details and drawings (collectively, “**Plans and Specifications**”) as necessary to complete the Road Work. Developer shall provide the Plans and Specifications to THEA for review and approval at least fourteen (14) days prior to submitting such Plans and Specifications to the applicable federal, state, county,

municipality or other governmental or quasi-governmental agency or authority having jurisdiction over the Road Work (collectively, “**Governmental Authorities**”). THEA shall in writing, within the foregoing 14-day period, accept or notify Developer of its objections to the Plans and Specifications in sufficient detail to enable Developer to modify the Plans and Specifications as requested by THEA. In the event THEA fails to respond within such 14-day period, Developer will provide a second notice to THEA advising THEA of their obligation to review and approve or provide comments to the Plans and Specifications. Should THEA fail to respond within fourteen (14) days following receipt of such second notice, Developer may terminate this Agreement upon five (5) days’ written notice and THEA agrees to reimburse Developer for all Road Work completed as of the date of termination and thereafter this Agreement shall terminate and neither party shall have any rights or obligations hereunder. Provided that THEA timely provides written comments to the Plans and Specifications, Developer shall use commercially reasonable efforts to cause its design and engineering professionals to incorporate such comments into the Plans and Specifications and resubmit such Plans and Specifications to THEA for further review in accordance with the provisions hereof. The foregoing process will continue using the above reference time frames until the Plans and Specifications are approved in writing by THEA; provided, however, in the event THEA and Developer are unable to agree on approved Plans and Specifications within forty-five (45) days following the date that Developer first submitted the Plans and Specifications to THEA, then Developer may terminate this Agreement upon five (5) days’ written notice and THEA agrees to reimburse Developer for all Road Work completed as of the date of termination and thereafter this Agreement shall terminate and neither party shall have any rights or obligations hereunder. Upon approval of the Plans and Specifications by THEA, Developer shall be responsible for submitting the Plans and Specifications to THEA and all applicable Governmental Authorities.

B. Any resubmittals of the Plans and Specifications as a result of changes required by the applicable Governmental Authorities shall be reviewed and approved by THEA in accordance with the provisions set forth in Section 3(A) hereof. For the avoidance of doubt, upon approval of the Plans and Specifications by THEA, Developer shall be responsible for resubmitting the Plans and Specifications to all applicable Government Authorities and the Plans and Specifications shall not be final until such Plans and Specifications have been approved in writing by both THEA and all applicable Governmental Authorities, which approval may be in the form of receipt of the permits necessary to commence the Road Work. Once approved by all applicable Governmental Authorities and THEA, the final Plans and Specifications shall become a material part of this Agreement and shall be used by Developer to perform the Road Work.

C. The Plans and Specifications for the Road Work may be modified through the mutual agreement of Developer and THEA through the permitting processes, or by change order as actual construction of the Road Work progresses. Proposed modifications will be provided by Developer to THEA for review. THEA will review the proposed modifications within fourteen (14) days following receipt of such proposed modification from Developer or its agent. In the event THEA does not object to a proposed modification within the foregoing 14-day period, THEA shall be deemed to have consented to the modification. Notwithstanding the foregoing, proposed modifications that increase the Cost Estimate by more than ten percent (10%) shall require a written change order executed by the Developer and THEA. In the absence of an objection from THEA to a proposed modification within the foregoing 14-day period, Developer shall have the right to sign a change order that increases the Cost Estimate by ten percent (10%) or less. All modifications that result in an increase in the Cost Estimate in accordance with a change order will increase the Reimbursement Amount by a corresponding amount without the need for Developer or THEA to modify this Agreement or any portion hereof. Any increase in the Reimbursement Amount shall be payable by THEA to the Developer as contemplated by Paragraph 5(A) of this Agreement.

D. Developer shall design and construct the Road Work in a manner sufficient to satisfy the permitting requirements of all applicable Governmental Authorities. It will be the responsibility of Developer to obtain any permits from all Governmental Authorities required for the construction of the Road Work.

E. THEA shall serve as the applicant on and sign the permit applications related to the Road Work if requested to do so by Developer. Notwithstanding the foregoing, Developer shall prepare all permit applications, including all related designs and analyses; submit any application and pay any necessary fees; respond to all permitting agency inquiries; provide full access to the property as requested by permitting agencies; and take such other reasonable steps within its power to obtain such permits.

4. Construction Requirements.

A. The parties believe the schedule set forth in Table 1 below is reasonable for the design and construction of the Road Work, assuming timely receipt of all applicable permits and subject to force majeure events. Notwithstanding the foregoing, neither Developer nor THEA shall be obligated to construct or fund any portion of the Road Work unless and until all permits have been issued by all applicable Governmental Authorities.

Table 1

Improvement	Design/Permitted Completion Date	Construction Start Date	Construction Completion Date
Modify existing off ramp lanes and signalization on THEA expressway off ramp to 301	From Effective Date	8 <u>10.5</u> months from Effective Date	16 <u>19</u> months from Effective Date
	3.5 months design	1 month procurement	
	3.5 <u>6</u> months permitting and initial pricing	Mobilize/Construction Start	
	1 month final lump sum pricing	4 months road work	
		3.5 months modify existing signalization	

C. THEA may periodically inspect and monitor the work site during construction of the Road Work. If, during construction, THEA finds the work, materials, or equipment fail to comply with the Plans and Specifications (i.e., are “Defective” or have a “Defect”), THEA will give Developer written notice of the Defect, and Developer agrees to correct the Defective condition, if commercially reasonable, within thirty (30) days of Developer’s receipt of such notice. If Developer fails to commence work to correct the Defect within the foregoing 30-day period, then upon thirty (30) days prior written notice THEA may take any action reasonably necessary on Developer’s behalf to correct the Defect, including removing deficiencies or utilizing THEA’s contractor to complete the Defective work.

D. Upon completion of the Road Work in accordance with the Plans and Specifications, Developer shall furnish a set of record drawings certified by the engineer of record confirming that the Road Work has been completed in general conformance with the Plans and Specifications, as the same may be modified in accordance with the terms of this Agreement. This certification shall include a statement that necessary inspections, tests, and physical measurements have been made, and that to the best of engineer of record’s knowledge, information and belief all materials used in connection with the

Road Work are in general conformance with the Plans and Specifications, or otherwise conform to or meet generally accepted professional practices. Developer shall also prepare and submit, at its cost, any required certifications to permitting agencies. In addition, Developer shall, at such time, provide THEA with copies of records from the Road Work, including, but not limited to, engineer of record sealed Record Drawings.

E. Developer shall provide THEA with a monthly construction management status report during the construction. Upon completion of the Road Work, Developer shall notify THEA, in writing, of the completed construction and the same will be deemed acceptance by THEA unless THEA objects in writing within the later of (a) thirty (30) days following notice that construction of the Road Work is completed, or (b) the date all permits related to the Road Work are closed.

5. Procedures for Reimbursement.

A. In exchange for Developer's completion of the Road Work, THEA shall pay in cash to the Developer the Reimbursement Amount, as same may be modified in accordance with Paragraph 3(C) (the "**Reimbursements**"). Commencing as of the Effective Date of this Agreement, and on a monthly basis thereafter, Developer may submit to THEA an invoice related to the design, engineering, permitting and construction costs of the Road Work. All submitted invoices shall include backup documentation consisting of detailed construction costs, a description of the work completed, lien releases, and an affidavit from the general contractor that all subcontractors, suppliers or other providers of goods or services for the portion of the Road Work reflected in the invoice have been paid in full (collectively, "**Distribution Documentation**") substantiating the request for the payment of the invoice. THEA shall have twenty-one (21) days to review the invoice and the Distribution Documentation, request additional documentation that is reasonably necessary to substantiate the invoice, and conduct inspections. The failure of THEA to request additional documentation in accordance with the immediately preceding sentence shall be deemed approval of the invoice and Distribution Documentation. Within five (5) business days after the expiration of the foregoing 21-day period, THEA shall issue payment to Developer in the amount of the invoice submitted with the Distribution Documentation.

i. Upon completion of the Road Work, Developer shall submit to THEA a final invoice for the construction of the Road Work ("**Final Invoice**"), which submission shall include an engineer's certificate of completion that confirms the Road Work has been properly constructed in accordance with applicable standards and the Plans and Specifications, and construction and financial information necessary to confirm that contractors and subcontractors have been paid in full (collectively, the "**Final Documentation**"). The Final Documentation shall include, without limitation, all Distribution Documentation, detailed construction costs and invoices, receipts, copies of payments to the contractor, release of liens, and any required certification to permitting agencies. Upon receipt of all Final Documentation, THEA shall have thirty (30) days to review the Final Invoice and Final Documentation, request additional documentation that is reasonably necessary to substantiate the Final Invoice, and conduct inspections of the Road Work ("**Final Review Period**"); provided, however, if the Road Work is constructed in accordance with the Plans and Specifications, THEA shall have no right to object to such Road Work. The failure of THEA to request additional documentation in accordance with the immediately preceding sentence shall be deemed approval of the Final Documentation. Within thirty (30) days after THEA concludes its Final Review Period, THEA shall pay the Final Invoice and shall issue a letter to Developer indicating that the Road Work complies with the approved Plans and Specifications (the "**Approval Letter**"). Developer shall, at its sole cost and expense, convey all interests that it may have in the Road Work to THEA, free and clear of all liens and encumbrances, within ten (10) business days after the issuance of the Approval Letter and receipt of payment of the Final Invoice. Developer will pass through any warranties on the Road Work that it obtains from its contractors or subcontractors that

it has the legal right to pass through. THEA is required to notify Developer of any Defects prior to expiration of any relevant warranty period.

6. **Approvals.** In those instances, in which a party's approval, consent or satisfaction is required under this Agreement, and a time period is not specified, then it shall be implied that such action shall be exercised in a reasonable manner and within a reasonable time frame. Time is hereby declared of the essence as to the lawful performance of all duties and obligations set forth in this Agreement.

7. **Indemnification.** Developer, its successors and assigns, shall protect, defend, indemnify, and hold harmless, THEA, its officers, commissioners, council members, employees and agents from and against any and all losses, penalties, damages, settlements, costs, charges, professional fees, including a reasonable, actually incurred, attorney's fee, expenses or liabilities, incurred by THEA to the extent such was caused by the negligent act or omission of Developer itself, its agents, contractors, subcontractors, employees, or representatives in the performance of its obligations under this Agreement. The foregoing indemnification obligation shall not apply to the extent of the negligence of THEA or any other third party not listed above.

8. **Insurance.**

A. Notwithstanding anything to the contrary in this Agreement, Developer shall maintain, or cause its agents and contractors to maintain, Professional Liability Insurance in the amount of \$2,000,000.00 per occurrence, and the Commercial General Liability, Comprehensive Auto Liability, and Workers Compensation coverages stated in Paragraph 8(B) below.

B. Developer shall maintain, or cause its agents and contractors to maintain, the following types of insurance with at least the following minimum limits of liability:

Commercial General Liability:	\$2,000,000.00 per occurrence
Comprehensive Automobile Liability	\$1,000,000.00 per occurrence
Workers Compensation	Statutory Limits
Employers Liability	\$1,000,000.00

C. All insurance must be provided by a carrier licensed to do business in the State of Florida having an A.M. Best rating of at least the "A" category and size category of VIII. THEA shall be named as additional insured on all General Liability and Automobile Liability policies on a primary and non-contributory basis. The General Liability, Automobile Liability and Workers' Compensation policies shall contain a waiver of subrogation in favor of THEA.

D. Developer shall provide THEA with Certificates of Insurance to evidence such coverage before any work commences on the Road Work.

9. **Term and Nature of Agreement.** This Agreement shall terminate upon satisfaction by the parties hereto of their respective obligations contained herein. If Developer is unable to obtain all necessary approvals for the construction of the Road Work from any applicable Governmental Authorities, or if Developer is unable to enter into an agreement with a contractor for the Road Work, the Developer or THEA may terminate this Agreement by providing written notice to the other party. If this Agreement is terminated, Developer shall not be liable for, and THEA shall not seek from Developer, either damages or specific performance of this Agreement. If Developer fails to begin construction of the Road Work on or before two (2) years from the Effective Date of this Agreement, this Agreement shall be null and void. Notwithstanding the foregoing, the Road Work shall be completed within two (2) years

of receipt of the first permit for Road Work, unless a later date is mutually agreed to by the parties, which agreement shall not be unreasonably withheld.

10. **Notices.** Any notices which may be permitted or required hereunder shall be in writing and shall be deemed to have been duly given as of the date and time the same are personally delivered, transmitted electronically (i.e. electronic mail) or within three (3) days after depositing the United States Postal Services, postage prepaid by registered or certified mail, return receipt requested, or within one (1) day after depositing with Federal Express or other overnight delivery service from which a receipt may be obtained, and addressed as follows:

THEA: General Counsel
1104 East Twiggs Street, Suite 300
Tampa, FL 33602
Attn: Amy E. Lettelleir
Email: amy.lettelleir@tampa-xway.com

Copy to: Director of Operations and Engineering
1104 East Twiggs Street, Suite 300
Tampa, FL 33602
Attn: Brian Pickard
Email: brian.pickard@tampa-xway.com

Developer: Coca-Cola Beverages Florida, LLC
10117 Princess Palm Avenue, Suite 100
Tampa, FL 33610
Attention: Thomas Benford, President and Chief Operating Officer
Email: tbenford@cocacolaflorida.com

Copy to: Coca-Cola Beverages Florida, LLC
10117 Princess Palm Avenue, Suite 100
Tampa, FL 33610
Attention: Deborah Pond, Senior Vice President, General Counsel
Email: dpond@cocacolaflorida.com

11. **Employment Eligibility Verification (E-Verify).** Developer will comply with the requirements of Section 448.095, Florida Statutes, to the extent applicable to Developer, including verifying the work authorization of its employees through the federal E-Verify system (www.uscis.gov).

12. **Amendment.** Except as otherwise set forth therein, this Agreement may only be amended and modified by an instrument in writing executed by the parties hereto or their successors or assigns in interest.

13. **Severability.** If any part of this Agreement is found invalid or unenforceable by any court, such invalidity or unenforceability shall not affect the other parts of this Agreement if the rights and obligations of the parties contained therein are not materially prejudiced and if the intentions of the parties can continue to be effectuated. To that end, this Agreement is declared severable.

14. **Assignment and Successors.** This Agreement shall be binding upon and the benefits and obligations of this Agreement shall inure to all successors and assigns of the parties to this Agreement, regardless of the name of the successors or assigns. In the event that Developer assigns this Agreement

and its rights, obligations and responsibilities hereunder to a third party, Developer shall provide written notice to THEA.

15. **Disclaimer of Third Party Beneficiaries.** No right or cause of action shall accrue upon or by reason of this Agreement, to or for the benefit of any third party, except any successors in interest of the Developer, affiliates of Developer or THEA.

16. **Counterparts.** This Agreement may be executed in any number of counterparts each of which when executed and delivered, shall be an original, but all counterparts shall together constitute one and the same instrument.

17. **Entire Agreement.** This Agreement constitutes the entire agreement of the parties with respect to the subject matter hereof, and may not be modified or amended except by a written instrument equal in dignity herewith and executed by the parties to be bound thereby.

18. **Non-Waiver.** No consent or waiver, expressed or implied, by either party, to or of any breach or default of the other party, with regard to the performance by said other party of its obligations under this Agreement shall be deemed or construed to constitute consent or waiver, to or of, any other breach or default in the performance of that party, of the same or of any other objection of performance incumbent upon that party. Failure on the part of either party to complain of any act or failure to act on the part of the other party in default, irrespective of how long the failure continues, shall not constitute a waiver by that party of its rights and any remedies that exist under this Agreement, at law, or in equity.

19. **Construction of Agreement.** This Agreement shall not be construed against either party on the basis of it being the drafter of this Agreement. The parties agree that both herein played an equal part in negotiating the terms and conditions of this Agreement. Captions and Paragraph headings in this Agreement are provided for convenience only and shall not be deemed to explain, modify, amplify or aid in the interpretation, construction or meaning of this Agreement.

20. **Release.** For and in consideration of the mutual agreements set forth herein, Developer agrees the terms and conditions of this Agreement are reasonable under the totality of the circumstances, and Developer for itself, and on behalf of its successors, assigns or trustees, and anyone claiming by, through, or under any of them, does hereby fully waive, release and forever discharge THEA from and against any claims for inverse condemnation, regulatory takings, U.S.C. Section 1983, or claims under Chapter 70, Florida Statutes, arising out of or resulting from the terms and conditions hereof. Developer acknowledges and agrees that its agreement to this release is a material inducement to THEA to enter into this Agreement. The parties agree that this release is to the specific causes of action listed and not be deemed a release of any non-listed causes of action to which Developer may be entitled.

21. **Force Majeure.** Should the performance of this Agreement by Developer be prevented or delayed by any Act of God or other cause beyond the reasonable control of Developer, including but not limited to, floods, storm, fire, war, pandemic, total or partial failure of transportation or delivery facilities, interruption of power, or by any law, regulation or order of any federal, state or local authority, Developer's performance shall be excused to the extent it is thus prevented or delayed. Neither the lack of financial resources or budgetary requirements, shall constitute a force majeure event sufficient to excuse nonperformance hereunder.

22. **Default and Opportunity to Cure.** If either party materially defaults in its obligations under this Agreement and fails to cure the same within thirty (30) days after the date that the non-defaulting party delivers notice of the default to the other party, then the non-defaulting party shall

have the right to (i) immediately terminate this Agreement by delivering written notice to the defaulting party, and (ii) pursue any and all remedies available in law, equity, and under this Agreement.

23. **Limitation of Liability.** IN NO EVENT SHALL THEA BE LIABLE TO THE DEVELOPER, NOR SHALL DEVELOPER BE LIABLE TO THEA, FOR INDIRECT, INCIDENTAL, CONSEQUENTIAL, SPECIAL, EXEMPLARY, OR PUNITIVE DAMAGES OF ANY KIND OR NATURE, INCLUDING LOSS OF PROFIT, WHETHER FORESEEABLE OR NOT, ARISING OUT OF OR RESULTING FROM THE NONPERFORMANCE OR BREACH OF THIS AGREEMENT WHETHER BASED IN CONTRACT, COMMON LAW, WARRANTY, TORT, STRICT LIABILITY, CONTRIBUTION, INDEMNITY OR OTHERWISE.

24. **Days.** The term “days” in this Agreement shall mean calendar days unless otherwise so noted. If a date for performance falls on a Saturday, Sunday, legal State of Florida, or federal holiday, the date for performance shall be extended until the next calendar day that is not a Saturday, Sunday or legal holiday.

25. **Applicable Law, Enforcement, Jurisdiction and Venue.** This Agreement shall be subject to the following provisions:

A. This Agreement and the rights and obligations of THEA and Developer hereunder shall be interpreted, governed by, construed under, and enforced in accordance with the applicable laws of the State of Florida.

B. Venue for any litigation pertaining to the subject matter hereof shall be exclusively in the state courts in and for Hillsborough County, Florida, or Federal Court in the Middle District of Florida, located in Tampa, Florida.

C. Each party shall bear its own expense for any litigation resulting from this Agreement, which shall include but not be limited to attorney fees and applicable courts costs, including appellate proceedings.

D. If any section, phrase, sentence or portion of this Agreement is, for any reason, held to be invalid by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions hereof.

E. The fact that this Agreement does not detail all laws, rules, regulations, permits, conditions, terms and restrictions that must be satisfied to develop the Developer’s Property shall not relieve the Developer, THEA, or their respective successors in interest, of the obligation to comply with the laws governing such permit requirements, conditions, terms and regulations, except as otherwise provided herein.

[Remainder of page intentionally blank]

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the respective dates under each signature.

DEVELOPER

COCA-COLA BEVERAGES FLORIDA, LLC
a Delaware limited liability company

By: _____

Name: _____

Title: _____

Date: _____

THEA

TAMPA HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY
a political subdivision of the State of Florida

By: _____

Name: Greg Slater

Title: Executive Director

Date: _____

Approved as to form and legality:

By: _____

Name: Amy E. Lettelleir, Esq.

Title: Chief Legal Officer

Exhibit "B" – Road Work Plans



Exhibit “C” – Cost Estimate

~~RESERVED~~

DESCRIPTION					
THEA Expressway Turning Lane Scope (without signalization)					
Remarks Clarifications & Exclusions					
This is a conceptual/rough order of magnitude (ROM) estimate pending completion of Design by Lincks. To be used for budgetary and decision making purposes. Firm pricing to be submitted based on final design and permitting requirements of the project. Scope and duration could vary greatly based on design, permitting, construction, requirements from THEA and FDOT.					
3.5 month design approximate duration, Permitting duration - 6 months 1 month finalizing construction budget, 1 month mobilizing 7.5 month approximate construction duration					
Conceptual Project Pricing					
DESCRIPTION	QTY	UM	UNIT COST	TOTAL	COMMENTS
THEA Turning Lane Scope	1	LS	\$ 839,500.00	\$ 839,500	
Existing Utility Adjustments	1	LS	\$ 250,000.00	\$ 250,000	
Regrading existing swale	1	LS	\$ 25,000.00	\$ 25,000	
Night time work allowance	1	LS	\$ 40,000.00	\$ 40,000	
Haskell General Conditions	1	LS	\$ 450,000.00	\$ 450,000	
SUBTOTAL				\$ 1,604,500	
Design Pricing					
DESCRIPTION	QTY	UM	UNIT COST	TOTAL	COMMENTS
Lincks Design	1.0	LS	\$ 325,000	\$ 325,000	
Haskell Civil Engineering	1.0	LS	\$ 125,000	\$ 125,000	
Design Pricing				\$ 450,000	
Other Expenses					
DESCRIPTION	QTY	UM	UNIT COST	TOTAL	COMMENTS
Other Expenses				\$ -	
Reimbursable Expenses and Fee					
DESCRIPTION	QTY	UM	UNIT COST	TOTAL	COMMENTS
Builder's Risk	1	%	\$ 2,054,500	\$ 20,545	
Subguard	1	%	\$ 2,054,500	\$ 20,545	
Overhead & Profit	10.0	%	\$ 2,075,045	\$ 207,505	
General Liability	1.2	%	\$ 2,303,095	\$ 27,960	
Technology Fee	0.25	%	\$ 2,331,054	\$ 5,828	
Reimbursable Expenses and Fee				\$ 282,382	
TOTAL Contractor Price				\$ 2,336,882	
Owner Contingency and Management					
DESCRIPTION	QTY	UM	UNIT COST	TOTAL	COMMENTS
Contingency	15	%	\$ 2,336,882	\$ 350,532	
Owner Fee	1		\$ 280,000	\$ 280,000	
Owner Supervision	1		\$ 300,000	\$ 300,000	
Contracting	1.0		\$ 60,000	\$ 60,000	
	0.0	%	\$ -	\$ -	
Technology Fee	0.00	%	\$ -	\$ -	
Owner Contingency and Management				\$ 990,532	
TOTAL Price				\$ 3,327,414	

**INTERLOCAL AGREEMENT
BETWEEN**

TAX COLLECTOR FOR VOLUSIA COUNTY, FLORIDA AND

**THE TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY, A
PUBLIC BODY CORPORATE AND POLITIC CREATED AND EXISTING
PURSUANT TO FLORIDA STATUTES CHAPTER 348, PART II ("THEA"),**

**ALL OF WHICH ARE PUBLIC AGENCIES AUTHORIZED TO ENTER
INTO THIS AGREEMENT PURSUANT TO CHAPTER 163 PART I, FLORIDA
STATUTES.**

This Interlocal Agreement ("Agreement") for collection and remittance of Tampa-Hillsborough County Expressway Authority toll revenue and Tax Collector service charges is made and entered into as of _____ (the "Effective Date"), by and between Will Roberts, as Volusia County Tax Collector ("VCTC" or "Tax Collector"), and the Tampa-Hillsborough County Expressway Authority ("THEA"), hereinafter referred to as the "Parties".

WITNESSETH:

WHEREAS, THEA is entitled to collect tolls from motor vehicles pursuant to Florida Statutes §348.54(6), (the "Tolls"); and

WHEREAS, pursuant to Chapter 320, Florida Statutes, Florida County Tax Collectors are designated agents of the Department of Highway Safety and Motor Vehicles for the purpose of issuing tag renewals, tag replacements and tag transfers and collecting the fees associated with such transactions (the "Transaction" or "Transactions"); and

WHEREAS, the VCTC cannot complete a Transaction if the related motor vehicle has outstanding Tolls owed to THEA; and

WHEREAS, the VCTC and THEA have determined that it would be in the best interest of the public to allow customers to pay the Tolls associated with THEA at the Tax Collector tag agencies, so that Transactions can be completed without delay to the public; and

WHEREAS, the VCTC and THEA have determined that for the purposes of economies of scale, and furthering practical, efficient, and accountable service to the public, together the parties will derive mutually beneficial results by entering into this Agreement.

NOW, THEREFORE, in consideration of the mutual benefits and the terms, conditions, promises, covenants, and payments hereinafter set forth, the Parties agree as follows:

TERMS OF AGREEMENT:

1. **Recitals:** The Recitals set forth above are true and correct and are incorporated herein.

2. **Scope of Agreement:** The terms of this Agreement shall apply to all Transactions processed in Volusia County, Florida, by the VCTC for the collection and payment of Tolls owed to THEA. This Agreement sets forth the process for the Tax Collector's collection of such Tolls, completion of the Transactions and reporting between the parties.

3. **Tolls and Documentation:** At the time of processing a Transaction, the VCTC will collect all Tolls owed to THEA for the applicable motor vehicle, prior to issuing a motor vehicle tag to a customer. In the event a customer chooses not to pay the Tolls, then that customer will be directed to THEA for payment or handling of the Tolls directly and will not be issued a motor vehicle tag. On a weekly basis, the Tax Collector will transfer to THEA the Tolls collected on behalf of THEA. In the event of technical or other reasonable complications with the Tax Collector's automated payment of Tolls to THEA, the Tax Collector will transfer the Tolls to THEA manually, no later than 30 calendar days after the date of collection.

4. **Tax Collector Service Charges:** The Tax Collector may collect a service charge of Two Dollars and Fifty Cents (\$2.50) per Transaction from each customer (the "Service Charge"), which shall be earned and kept by the Tax Collector upon collection. The Service Charge will be in addition to the cost to the customer for each Transaction and will not be deducted from the Tolls due to THEA.

5. **Release of Holds:** Upon collecting the Tolls from a given customer for a Transaction pursuant to Section 3, THEA authorizes the Tax Collector to release motor vehicle tag holds for that customer. If for any reason the Transaction cannot be completed and is voided by the Tax Collector (the "Voided Transaction"), THEA will be automatically notified through the cashiering interface software shared by the Parties and THEA will in turn notify the Department of Highway Safety and Motor Vehicles to reapply the hold on that customer's motor vehicle tag. The Tax Collector is not responsible for reapplying any motor vehicle tag holds for Voided Transactions, nor will the Tax Collector be held liable for any incidental, consequential, punitive, exemplary or indirect damages, lost profits, revenue or other business interruption damages resulting from the temporary removal of said hold pursuant to this Agreement. In the event the Tax Collector becomes aware of any technological malfunction preventing notifications of Voided Transactions being

automatically sent to THEA through the cashiering interface software, the Tax Collector will manually notify THEA of such Voided Transactions until the cashiering interface software notifications can be restored. THEA shall supply weekly reports to the Tax Collector with sufficient information to verify the customers for whom THEA has submitted tag holds to the Department of Highway Safety and Motor Vehicles due to Voided Transactions. The Tax Collector will supply monthly reports to THEA indicating the number of Transactions, the Tolls collected on the behalf of THEA, the Tolls transferred to THEA, and the identity of the customers having Voided Transactions. The Tax Collector will have no liability for holds released in error.

6. Not a Purchase Agreement: This Agreement does not involve the purchase of goods or services by either Party. Rather, the Parties are simply allocating the Service Charge and Tolls collected hereunder in a fair and equitable manner.

7. Term of Agreement: The term of this Agreement shall be for a period of one (1) year from the Effective Date and shall renew automatically on each anniversary of the Effective Date, unless either Party gives written notice of its intent to terminate the Agreement pursuant to Section 8 at least sixty (60) days prior to the end of the then-current annual term.

8. Early Termination: This agreement may be terminated for any reason and without cause by either Party upon sixty (60) days prior written notice to the other Party. Further, the Parties reserve the right to terminate this Agreement immediately if the Parties mutually determine that any part of this Agreement has become illegal or contrary to any applicable law, rule, regulation, or public policy, or if the Agreement is declared to be illegal by a court of competent jurisdiction.

9. Severability. If any provision of this Agreement is held in whole or in part to be unenforceable for any reason, the remainder of that provision and/or the entire Agreement shall be severable and remain in effect unless, within seven (7) calendar days after such a finding of illegality, one or both of the Parties elects to terminate this Agreement in its entirety.

10. Notices: All notices, demands, requests, or other instruments shall be given by depositing the same in the pre-paid, certified U.S. mail, facsimile, or overnight mail.

Notices to the Tax Collector:

Will Roberts
Volusia County Tax Collector
123 W. Indiana Ave., Room 103
DeLand, Florida 32720

Notices to THEA:

Amy Lettelleir, General Counsel
Tampa-Hillsborough Expressway Authority
1104 E Twiggs Street, Suite 300
Tampa, Florida 33602
amy.lettelleir@tampa-xway.com
813.272.6740

11. Delegations: The Parties agree that either of them may contract for its work to be delegated to a non-public entity, provided, however, that any delegation of the work shall not abrogate the duties, powers, and authority of the Tax Collector or THEA to see to it that the terms of this Agreement are complied with fully and carried out as contemplated herein.

12. Audits: The Tax Collector and THEA shall maintain, in accordance with generally accepted accounting principles and procedures, records of all Transactions, Tolls, and Service Charges collected or pertaining to this Agreement. The Parties shall ensure that such records are available for examination and inspection by the other party during normal business hours.

13. Liability; No Third-Party Beneficiary: Each Party agrees that it shall be solely responsible for the negligent acts or omissions of its officers, employees, contractors, and agents. Nothing contained herein shall constitute a waiver or expansion by either Party of its sovereign immunity or the limitations set forth in §768.28, Florida Statutes. Neither THEA nor the Tax Collector intends to directly or substantially benefit a third party by this Agreement. Therefore, the Parties acknowledge that there are no third-party beneficiaries to this Agreement and that no third party shall be entitled to assert a right or claim against either of them based upon this Agreement.

14. Force Majeure: Neither Party shall be liable for any damages, costs, expenses, or other consequences incurred by the other Party or by any other person, company, firm, or entity as a result of delay in or inability to deliver any product or service due to circumstances or events beyond the reasonable control of that Party, including, without limitation, (1) acts of God or nature (including, without limitation, public health emergencies, epidemics or pandemic; (2) change in, additions to; or the interpretation of any applicable law, rule, regulation, or ordinance; (3) strikes, lockouts, or other labor actions or labor problems; (4) transportation delays, whether physical or electronic; (5) unavailability of supplies, equipment or materials; (6) fire or explosion; (7) riot, terrorism, military action, usurpation of power, or any attempt to usurp power, or (8) actions or failures to act on the part of any governmental agency or authority other than those that are Party to this Agreement.

15. Miscellaneous:

- a. Neither Party may assign its rights or obligations under this Agreement in whole or in part without the prior written consent of the other Party.
- b. This Agreement may not be modified, amended, changed, or altered, and no rights or responsibilities hereunder may be waived except through a written instrument signed by the Tax Collector and THEA.
- c. The Agreement constitutes the entire Agreement between the Parties with respect to the subject matter hereof. Each Party acknowledges that it is entering into this Agreement for its own purposes and not for the benefit of any third party.
- d. The laws of the State of Florida shall govern the validity of this Agreement, its interpretation and performance, and any other claims related to it. In the event of any litigation arising under or construing this Agreement, venue shall lie only in Hillsborough County, FL.
- e. In the event that any dispute should arise between the Tax Collector and THEA with respect to this Agreement, each Party shall be responsible for the payment of its own attorney's fees, whether incurred pre-trial, at trial, or upon appeal.
- f. For civil proceedings, the Parties waive the right to a jury trial.

16. Pursuant to §163 .01(11), Florida Statutes, this Agreement shall be recorded in the official records of Hillsborough County, Florida. THEA shall be responsible for the recordation in Hillsborough County and shall furnish the Tax Collector with a recorded copy.

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IN WITNESS WHEREOF, the parties have caused this instrument to be signed and witnessed by their respective duly authorized officials all as the dates set forth below.

TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY

Signature: _____
Vincent Cassidy, Chairman

Date: _____

Approved as to form, content, and legality:

Amy Lettelleir, Esq., General Counsel

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me this ____ day of _____ 20 __,
by _____ on behalf of the Tampa-Hillsborough County Expressway Authority.

Notary Public State of Florida

(Notary Seal)

Personally known: _____ OR Produced Identification: _____ Type of Identification
Produced: _____

VOLUSIA COUNTY TAX COLLECTOR

Signature: Will Roberts
Will Roberts
Volusia County Tax Collector

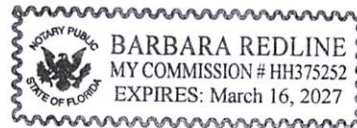
Date: 23 JAN 2025

Approved as to form, content, and legality:

Brandon Pownall
Brandon Pownall, Esq.

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this 23rd day of January 2025,
by WILL ROBERTS on behalf of the Volusia County Tax Collector.



Barbara Redline
Notary Public State of Florida

(Notary Seal)

Personally known: OR Produced Identification: _____ Type of Identification
Produced: _____



Project Manager	Firm	Description of Services	Contract Effective Date	Contract Expiration Date	Term of Contract (Years)	Bid / Renew / End
Brian P.	KCI Technologies	Professional Engineering Services	7/7/2021	7/7/2024	3-yr, 2 Optional 1 yr Renewals	Renew (2nd one-year renewal ~ 7/7/25 - 7/7/26)
Brian P.	HNTB	Professional Engineering Services	7/1/2021	6/30/2024	3-yr, 2 Optional 1 yr Renewals	Renew (2nd one-year renewal ~ 6/30/25 - 6/30/26)
Emma	Infotect	Managed Services	6/30/2022	6/30/2025	3-yr, 2 Optional 1 yr Renewals	Renew (1st one-year renewal ~ 6/30/25 - 6/30/26)