



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Blvd.
DeLand, FL 32720

ANANTH PRASAD, P.E.
SECRETARY

February 19, 2014

ADDENDUM NO. 2

To: PROSPECTIVE BIDDERS

FINANCIAL PROJECT NUMBER: 4821315201

CONTRACT NUMBER: E5W27

COUNTY: District-Wide

DESCRIPTION: I-75 ITS

RFP PAGE REPLACEMENTS AND APPENDIX A & B

Pages 34, 38, 40, 44 and 50 in the Request for Proposal (RFP) are hereby replaced with the attached updated pages. All references to “SMASH” are hereby replaced with “SMIT”, as an abbreviation for Sumter/Marion Intelligent Transportation Systems (SMIT).

Page 34 – Section C New Conduit- Fiber is 96 Strands not 72.

Page 38- Removed the generic termination method and inserted the exist termination at the MH. Left an example of a local hub Patch Panel as well for more detail.

Page 40- Removed the sentence about the existing DMS which insinuated there was an existing DMS within the project limits.

Page 44- Minor changes to the parameters. The original document stated west of SR 44 but need it to say south of SR 44.

Page 50 – Added Staff and Responsible Office

Appendices A & B attached hereto are hereby incorporated into this RFP. Appendix A is referenced in the RFP replacement pages 38 and 44. Appendix B is referenced on page 45 of the original RFP. These Appendices were inadvertently left out of the original RFP.

Please go to the online ordering website,
<https://www3.dot.state.fl.us/ContractProposalProcessingOnlineOrdering/> to download the documentations titled E5W27Addendum2.

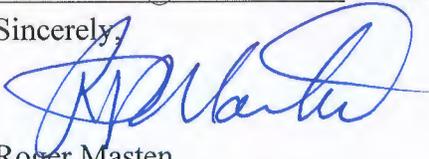
AMENDMENT NOTIFICATION

If you are a BID DOCUMENT HOLDER for the subject project, please go to the Online Ordering Web Site at <https://www3.dot.state.fl.us/ContractProposalProcessingOnlineOrdering/> to download E5W27Amendment002 for this Bid Document from your Order History.

If you are a BID DOCUMENT HOLDER, please acknowledge receipt of this Addendum in Expedite Bid by opening the Acceptance of Bidding Acknowledgements folder and confirming your acknowledgement of Amendment and Addenda files. Failure to load all amendment files will cause the bid to be rejected.

Please sign the Addendum in the space provided and email, mail or fax back verifying receipt. If you have any further questions please contact Jamie Carter at (386) 943-5525 or by email at jamie.carter@dot.state.fl.us. Fax to: (850) 412-8092.

Sincerely,



Roger Masten
District Contracts Administrator
District Five

Received by: _____

Company: _____

Date: _____

Build Firm shall be required to investigate, identify and include their fiber needs for this project in connecting all the required devices. No dark fibers shall be allowed unless approved by FDOT.

No bridge mount conduit shall be allowed unless FDOT Project Manager concurs. If FDOT manager does not concur conduit shall be directional bored at no additional cost. The installation of the fiber optic cable shall be located within existing conduit or between 10 and 20 feet of the right of way line outside of the Interchange Ramp Areas, this includes clearing and grubbing if required, unless otherwise approved by the DOT PM. Interchange Ramp Area is defined as starting 500 prior to the painted gore for the deceleration lane of the interchange and ending 500 after the painted gore for the acceleration lane of the interchange for a given interchange in a given direction of travel. Within Interchange Ramp Areas the fiber optic cable should be located to minimize future impacts.

Splice loss for Single Mode Fiber fusion splice shall not exceed a maximum bidirectional average of .10 decibel for any splice. The core diameter for Single Mode Fiber shall be 8.3 μm . In the design phase, the Design-Build Firm shall measure the link loss and summarize losses in a table. The table shall have splice loss for each direction on each fiber. The table shall be certified as matching the OTDR readings. Both the OTDR and table shall be submitted to the Department. The ODTR can be submitted in paper or electronic format. The table shall be submitted in electronic format only. It shall be compatible with Microsoft Excel.

b. Splice Enclosures

Water penetration within the compartment containing the splices constitutes a failure and replacement of the enclosure shall be at the Design-Build Firm's expense.

c. New Conduit

The new conduit installed along the Interstate to hold the fiber run shall be a minimum of 4 – 1 1/4 inch conduit, or inner ducts of equivalent size. The separate conduits shall be colored white, orange, red and yellow. The 96 strand fiber run shall be placed in the orange conduit. The conduit/inner ducts shall be HDPE SR 11 along Interstate roadways. The new conduits shall be individually proofed by the use of a mandrel of 1/4" inch smaller in diameter than the conduit. Any obstruction or other defect preventing the passage of the mandrel shall constitute a failure. Once the mandrel test has been passed the new conduit shall also pass a pressurization test. Conduit shall be plugged and pressurized to 100 psi. The conduit shall maintain this pressure for 10 minutes. If the pressure falls by more than 2 psi shall constitute a failure. Conduit not meeting this standard shall be fixed and the test shall be repeated starting with the mandrel test until the conduit passes the mandrel and pressurization tests. Fiber and tone wire may not be placed inside the conduit until the conduit passes both tests. Conduit shall be run straight through pull boxes at a depth of 30 inches. There shall be a minimum of 6 inches between the conduit and the bottom of the pull box.

The Design-Build Firm shall be allowed to connect conduit/inner duct (Interstate) from plow portions or underground conduit to bore portions if the connection method is concurred with by the FDOT Project Manager. The connection conduit method and material shall be submitted for concurrence to the FDOT Project Manager.

d. Splice Boxes

44. The switch shall be capable of handling a minimum of 1200 multicast streams. Any existing switch shall be returned to the department

iii. Patch Panel

All fibers strands shall be terminated in the patch panel of a Master Hub. Only one buffer tube shall connect to each connector panel and the color of the buffer tube that connects to the connector panel is shown in Appendix A. The connector panels shall be increment from left to right, 1 to 12. All strands of one fiber shall terminate on the patch before another fiber's strands are terminated. Color coded buffer tube fan out kits are accepted. The Design Build Firm shall follow the terminate schematic provided in Appendix A.

The fibers shall connect to the connector panel as shown in the table below as viewed from the jumper side of the patch panel. All pigtails shall match the color of the fiber strand that they are spliced to. Pigtails shall be used for all fiber terminations.

n. Field Devices

The field devices shall consist of CCTV, MVDS, and DMS.

The CCTV locations shall have approximately 1 mile spacing or shall meet the 100% coverage requirement. The MVDS locations shall be approximately ½ mile spacing to ensure a more accurate travel times system. There will be a total of 3 DMS's within this project. DMS locations will be placed northbound just south of the I-75/Fl. Turnpike interchange. Two other southbound DMS's will be required; approaching the US 27 interchange and SR 44. Any existing local hubs, to include but not limited to the cabinet components can be relocated to meet the RFP spacing requirements.

I-75 NB at MM 329	I-75 NB at MM 335.3	I-75 NB at MM 342.7	I-75 NB at MM 351
I-75 NB at MM 330.3	I-75 SB at MM336.4	I-75 SB at MM 344.7	I-75 NB at MM 352
I-75 NB at MM 331.1	I-75 SB at MM 337.2	I-75 SB at MM 346.2	I-75 NB at MM 352.7
I-75 SB at MM 332.1	I-75 NB at MM 337.4	I-75 NB at MM 347.5	I-75 SB at MM 354
I-75 SB at MM 333.1	I-75 SB at MM 340.3	I-75 SB at MM 348.3	I-75 NB at MM 355
I-75 NB at MM 333.9	I-75 NB at MM 342.1	I-75 SB at MM 349.2	I-75 SB at MM 355.7

iv. Dynamic Message Sign (DMS)

The work in this section specifies the type of Dynamic Message Signs that the Design-Build Firm shall be responsible for furnishing and installing. These items of work shall consist of furnishing and installing Dynamic Message Signs using Light Emitting Diode (LED) technology in accordance with these requirements and their respective structures and mounting hardware. The DMS shall be equipped with two (2) controllers; one located in the DMS pole mounted maintenance cabinet and one to be located inside the ground mount cabinet (local hub).

The Design Build Firm will be responsible for placing the DMS's within the required locations. The proposed DMS structure shall have a line of sight distance of at least 1000 ft. The DMS shall provide a minimum vertical clearance as per the latest FDOT Plans and Preparation Manual. If the minimum vertical clearance cannot be obtained, the Design-Build Firm shall submit an alternative design within their Technical Proposal.

v. DMS Enclosure:

The sign shall be a full LED matrix of 54 X 210 pixels, full color, walk-in type display enclosure. The display technology shall be composed of multiple red, green, and blue high resolution LEDs and shall not rely on any mechanical components or other pixel technologies, such as fiber optic, flip disk, combination flip disk-fiber optic, combination flip disk-LED, liquid crystal, LED Lenses or incandescent lamp. The display panel shall be 100% solid state with no moving parts except for the environmental control fans and thermostats. The DMS shall be able to display messages composed of graphic images across multiple frames.

No field hardware modifications or programming modifications shall be required to exchange or replace individual display panels. The DMS shall contain LED display modules that include an LED pixel array and LED driver circuitry. These modules shall be mounted adjacently in a two-dimensional array to form a continuous LED pixel matrix. The failure of one LED shall not affect the operation of the other LED's in that string. The display enclosure shall contain the LED Display Modules, Dynamic Message Sign (DMS) Driver, electronics, electrical and mechanical devices required.

Sign enclosures placed on cantilever structures shall be mounted on a fifty foot arm and shall not require the placement of additional guardrail or other protective device. The DMS structure shall not be located within clear zone. If in some cases the mounting requirements cannot be achieved, then the Design-Build Firm shall submit an alternative solution within their Technical Proposal.

Once the test is completed the Design-Build Firm shall start placing all protocols on the switch, but only while under the supervision of District 5 ITS. Under no circumstance shall the Design-Build place anything greater than a Layer 2 protocol on the switch without District 5 ITS supervision. Once all protocols are in place the Design-Build Firm shall verify their functionality under District 5 ITS supervision.

7. Testing and Acceptance:

ITS elements such as Dynamic Message Signs (DMS), Close Circuit Television Cameras (CCTV Cameras) and Microwave Vehicle Detector Stations (MVDS) shall be installed on I-75 from approximately 1 mile south of SR 44 to ½ mile north of US 27.

New fiber optic cable tying into existing Fiber Optic Cable shall be used for the communication network to all devices. A depiction of the approximate locations of the existing conduit system and a splicing diagram may be found in Appendix B. These drawings are for estimating and clarification of desired splicing purposed only. The designer shall design the optimum system as described by this RFP. The Department shall hold a conduit demonstration at which time the existing Master Hub at SR 44, tower site, shall be unlocked for all Design-Build Firms to review. The Conduit Demonstration shall also include the Department or the Department's contractor to attempt to blow a mandrel to demonstrate the existing conditions of the conduit.

The project shall consist of a new interstate DMS installed approximately ½ west of Florida Turnpike's interchange northbound I-75. New backbone fiber shall be installed throughout the length of the project while utilizing the existing ITS sites. The fiber tie-in point shall remain the same with the Turnpike. Another tie-in point with the City of Ocala shall take place within the project with the city's recommendation.

These devices shall be incorporated into the existing network for control through the Regional Traffic Management Center (RTMC) in Orlando. All field devices shall communicate directly to the RTMC, which already controls and operators the District 5 ITS network. The Design-Build Firm shall be responsible for the integration to the existing network and communication scheme of the District 5 Central Software (SunGuide); however the Department retains the right shall be permitted to perform any maintenance activities on the central software, including but not limited to updated versions. The Design-Build Firm shall also be responsible for communicating with FL Turnpike and the City of Ocala with any technical coordination.

The Design-Build Firm shall perform all testing requirements specified in the ITS Statewide Specifications specified in Section VI, ITS Statewide Specifications, of this document unless otherwise stated in this document. The testing includes, but is not limited to Pre-installation Testing, FOC Installation Testing, and Camera Observation Testing. In the event of a conflict between this document and the ITS Statewide Specifications documents referenced herein the contents of this document will be considered the superseding requirement.

a. Post-Installation Testing

The Design-Build Firm shall perform post-installation testing on each ITS component. The purpose of the post-installation testing is to verify that each ITS component has been properly installed, that all wires, cables and connectors have been attached correctly, and that the ITS component has not been damaged during installation.

- **Staffing:**
 - Contractor Name & Applicable Prequalification Work Classes:
 - Construction Project Manager:
 - Construction Superintendent:
 - Consulting Engineer Name and Applicable Prequalified Work Types:
 - Sub-consultant Name(s) and Applicable Prequalified Work Types:
 - Design project Manager”
 - Design Engineer of Record:
 - MOT Certified Designer:
 - Specification Package Technician

- **Responsible Office**

Design-Build Firms being considered for this Project may have more than one office location. The office assigned responsibility for the work shall be identified in the Technical Proposal. If different elements of the work will be done at different locations, those locations shall be listed.

Paper size: 8½" x 11". The maximum number of pages shall be 2 single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. Larger sheets are prohibited.

C. Evaluation Criteria:

The Department shall open all Bids received at a public Bid opening on the date found in Section II of this RFP. The Technical Review Committee will review the Technical Proposal of the Lowest Bidder. The Technical Review Committee will then establish if the Technical Proposal of the Lowest Bidder is responsive or non-responsive based on the criteria described in this RFP. If the Proposal is responsive, that Design-Build Firm will be awarded the Project. If the Proposal is found to be non-responsive, the Technical Review Committee will review the Technical Proposal of the next Lowest Bidder and establish if the Technical Proposal is responsive or non-responsive based on the criteria described in this RFP, and so on.

D. Final Selection Process:

The Project shall be awarded to the responsive Bidder with the lowest Price Proposal.

VIII. BID PROPOSAL REQUIREMENTS.

A. Bid Price Proposal:

Bid Price Proposals shall be submitted using Bid Express only and shall include one lump sum Price for the Project. No other means of submission of Bid Price Proposals will be accepted. For more information on Bid Express, refer to the Contracts Administration Website at: <http://www.dot.state.fl.us/cc-admin> The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of the Project, and all other work necessary to fully and timely complete that portion of the Project in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Project will be full, complete, and final compensation for the work required to complete that portion of the Project. The package shall indicate clearly that it is the Bid Price Proposal and shall identify clearly the Proposer's name, and Project description.

Appendix A; Master Hub Termination, LH I-75@SR 44, and FTE/D5 splice

port	PT/FO	Backbone Discription	BB Cable	BB Fiber	BB Colors	BB ID	Far End Panel	End Port	Saved Route
1	PT	MH1 (I-75) to SR91	OFS 96 SM 1	1	bl/bl	2282	splice 989		
2	PT	MH1 (I-75) to SR91	OFS 96 SM 2	2	bl/or	2282	splice 989		
3	PT	MH1 (I-75) to SR91	OFS 96 SM 3	3	bl/gr	2282	splice 989		
4	PT	MH1 (I-75) to SR91	OFS 96 SM 4	4	bl/br	2282	splice 989		
5	PT	MH1 (I-75) to SR91	OFS 96 SM 5	5	bl/sl	2282	splice 885		
6	PT	MH1 (I-75) to SR91	OFS 96 SM 6	6	bl/wh	2282	splice 885		
7	PT	MH1 (I-75) to SR91	OFS 96 SM 7	7	bl/rd	2282	splice 885		
8	PT	MH1 (I-75) to SR91	OFS 96 SM 8	8	bl/bk	2282	splice 885		
9	PT	MH1 (I-75) to SR91	OFS 96 SM 9	9	bl/yl	2282	splice 989		
10	PT	MH1 (I-75) to SR91	OFS 96 SM 10	10	bl/vi	2282	splice 989		
11	PT	MH1 (I-75) to SR91	OFS 96 SM 11	11	bl/rs	2282	splice 989		
12	PT	MH1 (I-75) to SR91	OFS 96 SM 12	12	bl/eq	2282	splice 989		
13	PT	MH1 (I-75) to SR91	OFS 96 SM 13	13	or/bl	2283	splice 989		
14	PT	MH1 (I-75) to SR91	OFS 96 SM 14	14	or/or	2284	splice 989		
15	PT	MH1 (I-75) to SR91	OFS 96 SM 15	15	or/gr	2285	splice 989		
16	PT	MH1 (I-75) to SR91	OFS 96 SM 16	16	or/br	2286	splice 989		
17	PT	MH1 (I-75) to SR91	OFS 96 SM 17	17	or/sl	2287	TP- SMIS 72 Northbound	111	OC - Reserved - SR408 - from SR91 to SR50
18	PT	MH1 (I-75) to SR91	OFS 96 SM 18	18	or/wh	2288	TP- SMIS 72 Northbound	112	OC - Reserved - SR408 - from SR91 to SR50
19	PT	MH1 (I-75) to SR91	OFS 96 SM 19	19	or/rd	2289	splice 989		
20	PT	MH1 (I-75) to SR91	OFS 96 SM 20	20	or/bk	2290	splice 989		
21	PT	MH1 (I-75) to SR91	OFS 96 SM 21	21	or/yl	2291	splice 989		
22	PT	MH1 (I-75) to SR91	OFS 96 SM 22	22	or/vi	2292	splice 989		
23	PT	MH1 (I-75) to SR91	OFS 96 SM 23	23	or/rs	2293	splice 989		
24	PT	MH1 (I-75) to SR91	OFS 96 SM 24	24	or/eq	2294	splice 989		
25	PT	MH1 (I-75) to SR91	OFS 96 SM 25	25	gr/bl	2295	splice 989		
26	PT	MH1 (I-75) to SR91	OFS 96 SM 26	26	gr/or	2296	splice 989		
27	PT	MH1 (I-75) to SR91	OFS 96 SM 27	27	gr/gr	2297	splice 989		
28	PT	MH1 (I-75) to SR91	OFS 96 SM 28	28	gr/br	2298	splice 989		
29	PT	MH1 (I-75) to SR91	OFS 96 SM 29	29	gr/sl	2299	splice 989		
30	PT	MH1 (I-75) to SR91	OFS 96 SM 30	30	gr/wh	2300	splice 989		
31	PT	MH1 (I-75) to SR91	OFS 96 SM 31	31	gr/rd	2301	splice 989		

32	PT	MH1 (I-75) to SR91	OFS 96 SM	32	gr/bk	2302	splice 989		
33	PT	MH1 (I-75) to SR91	OFS 96 SM	33	gr/yl	2303	splice 989		
34	PT	MH1 (I-75) to SR91	OFS 96 SM	34	gr/vi	2304	splice 989		
35	PT	MH1 (I-75) to SR91	OFS 96 SM	35	gr/rs	2305	splice 989		
36	PT	MH1 (I-75) to SR91	OFS 96 SM	36	gr/raq	2306	splice 989		
37	PT	MH1 (I-75) to SR91	OFS 96 SM	37	br/bl	2307	splice 989		
38	PT	MH1 (I-75) to SR91	OFS 96 SM	38	br/or	2308	splice 989		
39	PT	MH1 (I-75) to SR91	OFS 96 SM	39	br/gr	2309	splice 989		
40	PT	MH1 (I-75) to SR91	OFS 96 SM	40	br/br	2310	splice 989		
41	PT	MH1 (I-75) to SR91	OFS 96 SM	41	br/sl	2311	splice 989		
42	PT	MH1 (I-75) to SR91	OFS 96 SM	42	br/wh	2312	splice 989		
43	PT	MH1 (I-75) to SR91	OFS 96 SM	43	br/rd	2313	splice 989		
44	PT	MH1 (I-75) to SR91	OFS 96 SM	44	br/bk	2314	splice 989		
45	PT	MH1 (I-75) to SR91	OFS 96 SM	45	br/yl	2315	splice 989		
46	PT	MH1 (I-75) to SR91	OFS 96 SM	46	br/vi	2316	splice 989		
47	PT	MH1 (I-75) to SR91	OFS 96 SM	47	br/rs	2317	splice 989		
48	PT	MH1 (I-75) to SR91	OFS 96 SM	48	br/raq	2318	splice 885		
49	PT	MH1 (I-75) to SR91	OFS 96 SM	49	sl/bl	2319	splice 683		
50	PT	MH1 (I-75) to SR91	OFS 96 SM	50	sl/or	2320	splice 683		
51	PT	MH1 (I-75) to SR91	OFS 96 SM	51	sl/gr	2321	OOCEA SR408 Mainline - A	63	RTMC Punisher 3/2 to I-75 port 0/1/1
52	PT	MH1 (I-75) to SR91	OFS 96 SM	52	sl/br	2322	OOCEA SR408 Mainline - A	64	RTMC Punisher 3/2 to I-75 port 0/1/1
53	PT	MH1 (I-75) to SR91	OFS 96 SM	53	sl/sl	2323	OOCEA SR408 Mainline - A	69	RTMC to I-75 - Spare
54	PT	MH1 (I-75) to SR91	OFS 96 SM	54	sl/wh	2324	OOCEA SR408 Mainline - A	70	Network Monitoring - RTMC to I-75:EXFO port 5
55	PT	MH1 (I-75) to SR91	OFS 96 SM	55	sl/rd	2325	splice 989		
56	PT	MH1 (I-75) to SR91	OFS 96 SM	56	sl/bk	2326	splice 989		
57	PT	MH1 (I-75) to SR91	OFS 96 SM	57	sl/yl	2327	splice 989		
58	PT	MH1 (I-75) to SR91	OFS 96 SM	58	sl/vi	2328	splice 989		
59	PT	MH1 (I-75) to SR91	OFS 96 SM	59	sl/rs	2329	splice 989		
60	PT	MH1 (I-75) to SR91	OFS 96 SM	60	sl/raq	2330	splice 989		
61	PT	MH1 (I-75) to SR91	OFS 96 SM	61	wh/bl	2331	splice 989		
62	PT	MH1 (I-75) to SR91	OFS 96 SM	62	wh/or	2332	splice 989		
63	PT	MH1 (I-75) to SR91	OFS 96 SM	63	wh/gr	2333	splice 989		
64	PT	MH1 (I-75) to SR91	OFS 96 SM	64	wh/br	2334	splice 989		
65	PT	MH1 (I-75) to SR91	OFS 96 SM	65	wh/sl	2335	splice 989		

66	PT	MH1 (I-75) to SR91	OFS 96 SM	66	wh/wh	2336	splice 989		
67	PT	MH1 (I-75) to SR91	OFS 96 SM	67	wh/rd	2337	splice 989		
68	PT	MH1 (I-75) to SR91	OFS 96 SM	68	wh/bk	2338	splice 989		
69	PT	MH1 (I-75) to SR91	OFS 96 SM	69	wh/yl	2339	splice 884		
70	PT	MH1 (I-75) to SR91	OFS 96 SM	70	wh/vi	2340	splice 884		
71	PT	MH1 (I-75) to SR91	OFS 96 SM	71	wh/rs	2341	splice 884		
72	PT	MH1 (I-75) to SR91	OFS 96 SM	72	wh/raq	2342	splice 884		
73	PT	MH1 (I-75) to SR91	OFS 96 SM	73	rd/bl	2343	splice 989		
74	PT	MH1 (I-75) to SR91	OFS 96 SM	74	rd/or	2344	splice 989		
75	PT	MH1 (I-75) to SR91	OFS 96 SM	75	rd/gr	2345	splice 989		
76	PT	MH1 (I-75) to SR91	OFS 96 SM	76	rd/br	2346	splice 989		
77	PT	MH1 (I-75) to SR91	OFS 96 SM	77	rd/sl	2347	splice 989		
78	PT	MH1 (I-75) to SR91	OFS 96 SM	78	rd/wh	2348	splice 989		
79	PT	MH1 (I-75) to SR91	OFS 96 SM	79	rd/rd	2349	splice 989		
80	PT	MH1 (I-75) to SR91	OFS 96 SM	80	rd/bk	2350	splice 989		
81	PT	MH1 (I-75) to SR91	OFS 96 SM	81	rd/yl	2351	splice 989		
82	PT	MH1 (I-75) to SR91	OFS 96 SM	82	rd/vi	2352	splice 989		
83	PT	MH1 (I-75) to SR91	OFS 96 SM	83	rd/rs	2353	splice 989		
84	PT	MH1 (I-75) to SR91	OFS 96 SM	84	rd/raq	2354	splice 989		
85	PT	24 SM MH1 (I-75) to LH	Corning 24 s 1	1	bl/bl	2355	PP-LH75-329N	1	I-75 RF Local Distribution
86	PT	24 SM MH1 (I-75) to LH	Corning 24 s 2	2	bl/or	2356	PP-LH75-329N	2	I-75 RF Local Distribution
87	PT	24 SM MH1 (I-75) to LH	Corning 24 s 3	3	bl/gr	2357	splice 882		
88	PT	24 SM MH1 (I-75) to LH	Corning 24 s 4	4	bl/br	2358	PP-LH75-329N	3	
89	PT	24 SM MH1 (I-75) to LH	Corning 24 s 5	5	bl/sl	2359	splice 882		
90	PT	24 SM MH1 (I-75) to LH	Corning 24 s 6	6	bl/wh	2360	splice 882		
91		none							
92		none							
93		none							
94		none							
95		none							
96		none							
97		none							
98		none							
99		none							

PP-LH75-329N

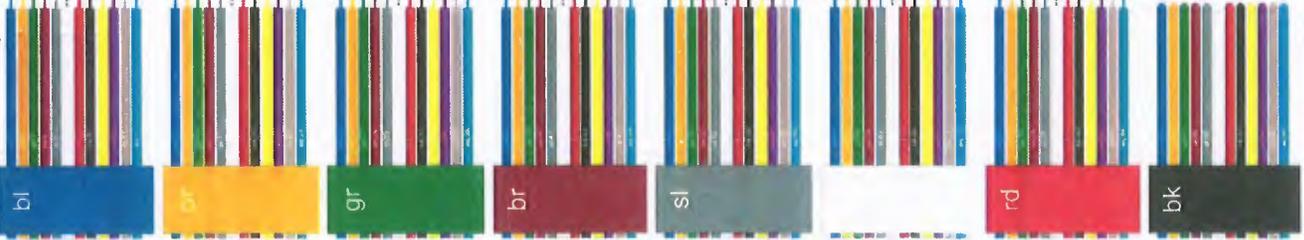
Equipment or Panel	EQ/PP Port	port	PT/FO	Backbone Description	BB Cable	BB Fiber	BB Colors	BB ID	Far End Panel	End Port
Rugged Com RS900G	RC:10:TX	1	FO	24 SM MH1 (I-75) to LH I-75	Corning 24 strand SM	1	bl/bl	2286	PP-MH1 (I-75)	85
Rugged Com RS900G	RC:10:RX	2	FO	24 SM MH1 (I-75) to LH I-75	Corning 24 strand SM	2	bl/or	2286	PP-MH1 (I-75)	86
		3	FO	24 SM MH1 (I-75) to LH I-75	Corning 24 strand SM	4	bl/br	2286	PP-MH1 (I-75)	88
		4		none						
		5		none						
		6		none						

Florida Turnpike and FDOT Splice

SR91 - (SP-00881)

2282: MH1 (I-75) to SR91

To: I-75



2283: SR91 east of I-75

To: SR91



Appendix B

System Acceptance Test Plan (SATP) - Must include all tests stated below per the RFP and FDOT Specifications for all devices furnished and installed by the Contractor.

All tests must be conducted in the presence of FDOT Personnel or CEI. These tests shall be documented and signed off by FDOT PM or the CEI.

1. Post Installation/Installed Site Test - The purpose of this test is to ensure that all features work per spec after the installation of the device. Simply the Pre-Installation Test repeated in the field.
2. System Integration Testing (5 days) - The purpose of this test is to ensure that the segment installed by the Contractor is operational as a stand-alone system.
3. Turn-on Inspection Test w/As-Builts - The purpose of this test is allow the stand-alone system to be integrated into the entire ITS System as a whole and ensure operable functionality of the stand-alone systems as well as the entire ITS System.
4. System Test (30 days)- The purpose of this test is to observe the integrated system. If any ITS components fails to meet the RFP requirements, the Design-Build Firm shall correct the problem. Please refer to the RFP, FDOT can start the testing over from the beginning of the System Test if the problem is not corrected within 5 days.
5. Final Acceptance