

FLORIDA DEPARTMENT OF TRANSPORTATION

**Florida's Turnpike Enterprise
Design Build Request for Proposal**

For

**Polk Parkway (SR 570)
and Pace Road Interchange**

Contract No. E8J79

**FPID No(s). 416537-1-52-01; 416537-2-52-01, 416537-2-52-02, 416537-2-52-03
and 416537-4-52-01**

RESPONSE TO QUESTIONS GROUP 1

Question No. 1 Section IV, Article B. Geotechnical Services, Embankment and Berm Materials

We need to clarify if the berms were tested in accordance with 120-7.

- a) What does the Department mean to convey when they say the material was not tested in accordance with 120-7 and what is the DB team to do about this lack of testing? This Article could be read to mean we need to test all the embanked material in the area of the future lanes (those we are now proposing to construct) that were installed above the existing grade under the original contract.

RESPONSE:

This method to address compaction of existing materials and avoid retesting for density is addressed under the topic of subsoil excavation. Where grade changes are less than three feet, undercut the area to a depth of three feet below the bottom of subgrade. Proof-roll the excavation in the presence of the Engineer making 4 passes with a smooth drum vibratory roller having a static weight of at least 10 tons, operating in vibratory mode at the highest setting. Soft or loose materials shall be removed as determined by the Engineer based on visual inspection and observation of proof-rolling. The area shall then be backfilled in accordance with Sections 120-7 and 120-8. The berms are the located at the backside of the roadside swale.

Question No. 2 From Section VI, Article G, paragraph 2 Criteria, subparagraph b. states "Proposed Bridges Parallel With Existing Bridges: The proposed bridge shall match the existing bridge to the maximum extent possible while meeting current design criteria."

- a) This would appear to preclude using the same beams as the existing bridge since they do not meet current standards.

RESPONSE: *The RFP indicates to “match the existing bridge to the maximum extent possible while meeting current design criteria”. The intent of the RFP is that the adjacent proposed bridge be similar to the existing bridge while adhering to the present standards. Superstructure design, including beam selection, is the responsibility of the DB team.*

Question No. 3 Section VI, Article G, paragraph 5 Aesthetics Criteria states:
It is the Department’s intent that the proposed bridges and walls match the existing features to the maximum extent possible, while still complying with the most current design standards and Section 2.3 of the Polk Parkway Landscape Improvement Program.

Beam type should match existing

a) This instructs us to use the same beam type as the existing bridge.

RESPONSE: *The statement “Beam type should match existing” is a sub-bullet under the article that indicates to match existing features “to the maximum extent possible while still complying with the most current design standards”. The “to the maximum extent possible while still complying with the most current design standards” language was not repeated on each sub-bullet in this section to avoid redundancy, but does apply to each sub-bullet.*

b) Please advise us as to how to rectify this apparent conflict in the RFP.

RESPONSE: *The RFP is not in conflict, both sections indicate to match existing to the maximum extent possible while still complying with the most current design standards.*

Question No. 4 From Section VI, Article G, paragraph 3 Wall Design Analysis, subparagraph e states:

“Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design/Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design/Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.”

a) This would appear to require the design of the temporary sheeting at the existing bridge and retaining wall be part of the contract plans. Since the exact methodology may differ (means and methods) does this design need to be part of the Technical submittal or simply supplied prior to

execution? (Depending on which bridge contractor is low bidder, we could see different methods.)

RESPONSE: *The minimum information to be included in the Technical Proposal, both the written portion and the Volume III – Structures Plans, is outlined in Section VII – Technical Proposal Requirements. The DB team shall decide the degree to which design, plans and details for specific components, such as Critical Temporary Retaining Walls, shall be addressed in the Technical Proposal.*

Question No. 5

From Section VI, Article G, paragraph 6 Miscellaneous Structures Criteria, sub paragraph b states:

“All mast arms, cantilever sign structures, and overhead sign structures (as necessary) shall be black in color per the Section 2.3 of the Polk Parkway Landscape Improvement Program.”

a) Has the Department resolved the problem with painting galvanized products and are the vendors now willing to warranty these items?

RESPONSE: *A paint system meeting the intent of this RFP must be developed and specified by the design build firm.*

Question No. 6

Section VI, Article L, paragraph 2 Incident Management language includes the following:

“...but not be limited to, an incident operations plan that includes clearing an incident or a break down within the project limits, a listing and notification of all local and state public safety...”

“The Design/Build Firm shall provide provisions for coordination to provide immediate reaction with the removal of disabled vehicles during daytime peak hours and during nighttime lane closures. FHP is responsible for the management and clearing of all traffic incidents.”

Section VI, Article L, paragraph 2 Incident Management language includes the following:

“To accomplish a detour and other types of MOT that may be needed as a result of an incident within the project limits, the Design/Build Firm shall have on site within the project limits and readily available for the Design/Build Firm to perform the detour or MOT for an incident the following additional Traffic Control devices:

- 1. Two (2) VMS signs*
- 2. Two (2) Arrow boards*
- 3. Twenty five (25) work Zones Signs*
- 4. Fifty (50) Drum Warning Devices*
- 5. Fifty (50) Cones*
- 6. Fifty (50) Type II Barricades.*
- 7. Two (2) Type III Barricades”*

a) Does this mean we have to have a tow/service truck all day?

RESPONSE: *No TOW service truck is required by the Design/Build Firm.*

b) Can you define “peak hours”?

RESPONSE: *The peak hours for Polk Parkway are between 7 AM to 7 PM.*

c) Can you explain what detour you are envisioning?

RESPONSE: *Specific detours were not envisioned in crafting this language. Some potential incidents that would require cooperation from the Contractor include, but are not limited to:*

- *Incidents on Interstate 4 where traffic may be diverted onto the Polk Parkway*
- *Detour of traffic from local roads or state road to the Parkway as part of an overall emergency response.*
- *Accidents within or in proximity to the project requiring emergency closures for cleanup efforts.*

d) Will these Traffic Control devices be required for the entire duration of the project, while we have barrier wall in place blocking the ability to pull over on the shoulder, during active construction periods or when?

RESPONSE: *These devices will be required during the construction phase for the entire project.*

Question No. 7 Section VI, Article M, Paragraph “Eastern Indigo Snake”
The hyper link for the protection measures does not work. Can you provide a correct link?

RESPONSE: *The link works if including the information on the second line “es.pdf” in the address bar of internet explorer. For convenience, it is provided as follows.*

http://www.fws.gov/northflorida/IndigoSnakes/20040212_gd_EIS_Standard_Protection_Measures.pdf

Question No. 8 From Section VI, Article O. Lighting
The Design/Build Firm is responsible for maintaining lighting where it currently exists throughout the project limits during the design and construction period.

a) Why are you making us responsible for this lighting during the design period, when we will have no presence at the site?

RESPONSE: *It is possible the design build firm will have presence at the site as part of the data collection during design. FTE does not desire to impact the DB Firm's needs for access with active maintenance operations.*

- b) What lighting is covered by this?
 - o Does this include:
 - Lighting for sign illumination? **Yes**
 - Lighting on the toll plaza. (attached to canopy etc.)? **Yes**
 - Lighting for roadway at toll plaza? **Yes**
 - High mast lighting at I4 interchange? **No**
- c) Is there an inventory of lighting to be covered by this and records of when they were last serviced?

RESPONSE: *Use the asbuilt plans in conjunction with a field review for verification to determine the inventory of lighting. All are maintained on a monthly basis and have been reported as approximately 98% every month. Specific records for each location do not exist.*

Question No. 9 Section VI, Article Q. ITS, paragraph 4. Grade Change

- a) Please clarify if the conduit and wiring have to be raised to have only 36" cover or if just the manholes and pull boxes have to be extended.

RESPONSE: *The ITS conduits must meet the minimum burial depths at all times. If there is fill section increasing the burial depth of the conduit duct bank, that is ok. The only time conduits may need to be raised is in the possible scenario of raising an ITS box/vault to final grade; if box/vault extensions are not used and if the existing box or vault is raised to final grade, the contractor shall ensure the conduit sweeps still enter the ITS box/vault.*

Ensuring the conduit sweeps still enter an ITS box/vault that has been raised due to fill section is the only scenario where conduits would need to be raised.

Question No. 10 Section VI, Article R. Landscape & Irrigation, paragraph 3 Hardscape Plans
Hardscape must be used under the drip lines of the bridges over Pace Road. The selection and details of the hardscape must be approved by the City of Lakeland.

- a) What does that mean? Are we to provide a hardened surface directly under the drip lines or are you looking for some specific hardscape features such as pavers or benches or trash cans or what?

RESPONSE: *Please see Plans Preparation Manual Volume 1 Figure 2.3.2 for typical paving under bridge. The extent of "hardscape" surface under the bridge*

is depicted as misc. asphalt in this detail. The City of Lakeland has the final approval over what the hardened surface material is in this area. Please note the limits of material in Figure 2.3.2 is greater than that described in the RFP text and the limits in Figure 2.3.2 should be used for this hardened surface. Other features such as benches or trash cans were not discussed with nor requested by the City. Much of the typical section width approved by the City of Lakeland creates an impervious surface and will not receive this treatment. Since there is an asphalt multiuse path, the City may request a different material to provide contrast.

Question No. 11 The preliminary plans for the Eastern Mainline Barrier Plaza drawing AC-121 note 3 calls for a new lift station. Since we are not making any changes to the existing plumbing, is this note correct or is it just a remnant note from previous drawings?

RESPONSE: *Note 3 on AC-121 should be removed since the existing lift station will remain to the Eastern Barrier Plaza.*

Question No 12 The preliminary plans for the open road tolling gantry and equipment buildings on sheet AE-003 notes 74, 75, 76, 78, 84 call for the Design Builder to provide concrete encased utility duct bank system for the power and telephone utility company from their point of service to the transformers. Is there any information available on where the proposed point of service will be located?

RESPONSE: *The contractor is required to coordinate the location of the power service and routing of ductbanks There are no known services in the immediate area. It will be DB firms responsibility to coordinate obtaining any necessary power drops and pay the utility provider for the service. Ductbanks/conduits should meet the concept plan details for installations from the meter to FTEs infrastructure. See forthcoming Addendum.*

Question No. 13 Will the electronic spreadsheet for the Project Schedule of Values be made available. If so, we would like a copy.

RESPONSE: *This file can be provided and is in Microsoft Word format.*

Question No. 14 It appears the following electronic files are missing:

TOPORDOL.DGN
TOPO-PACE.DGN
TOPORDZO.DGN
TOPORDOI-REV.3-V8.DGN
RW-PACE.DGN

a) Can we get complete topo survey files?

RESPONSE: *TOPO-PACE.dgn is an old file that is no longer valid. Any pertinent information has been included in other topo files that are provided. TOPORDZ0.dgn does not exist. TOPORD01-REV.3-V8 does not exist. There is a topord01-rev3_V8.dgn file which was provided with the other CADD files. RW-PACE.dgn is a file originally provided by the County showing the right of way for their Pace Road project. It is not included as it is not relevant to this project and shows an approximate Turnpike right of way which is not correct.*

b) Can we get the ROW maps and bench mark forms for this section?

RESPONSE: *The ROW maps will be provided. Benchmark forms are not available for this project.*

Question No. 15 25 of the 100 technical score points are for the Schedule. Could you please provide more information as to how the Schedule will be scored? Will it be by percentage of the lowest promised time, a tiered system, or are there multiple criteria to be satisfied?

RESPONSE: *We evaluate the schedule based on Spec. 8-3.1 (8-3.1 Compliance with Time Requirements) and 8-3.2 (8-3.2 Submission of Working Schedule) where the schedule must satisfy:*

- 1. All scope of work is reflected in the schedule*
- 2. All project activities must be completed within contract time.*
- 3. All utilities and interface work with other agencies must be reflected in the schedule. All activity durations are reasonable and constructible.*
- 4. All activity durations are reasonable and constructible.*
- 5. Does the construction minimize the impact to the traveling public?*
- 6. The contractor work plan (narrative) describing in detail the work/phase/area/location sequenced. Showing the order and interdependence of activities and the sequence for accomplishing the work. Describe all activities in sufficient detail so that the Engineer can readily identify the work and measure the progress on of each activity.*

Question No. 16 Section VI-U(5)(iii) of the RFP (page 85 of 97) has provisions for 800 feet of unobstructed roadway for ORT equipment testing on each side of the Mainline Plaza. Is this something that can be done at night, with the design builder providing lane closures, or do we need to do something special like provide temporary pavement so that the equipment testers have 800 feet on each side of the plaza, for each lane, to themselves?

RESPONSE: *FTE's intent is to provide the maximum distance practical for testing. It appears that 800' up and downstream of the toll point is feasible within the work zone for the new southbound ORT lane with the geometry in the roadway concept plans. Providing 800' up and down stream for testing the new northbound sunpass lane appears feasible if testing performed during*

off peak hours which FTE will do. Temporary pavement needs shall be determined by design build firm.

Question No. 17 Or is this requirement applicable to the barrier-plaza condition, where speeds are lower?

RESPONSE: *Please clarify question if response above does not answer to your satisfaction.*

Question No. 18 Section VI-B of the RFP (page 90 of 97), in reference to Volume II, Section 7 of the technical proposal, requests design support documents which include: “The minimum information to be included shall be in accordance with Section VI, Subsection F”. Section VI-F, in turn, requests a long list of calculations, quantities and documentation that will be used to support the final design documents. In light of the lack of stipend for this proposal, would it be possible to review the list of requested calculations and quantities and identify which ones will actually be reviewed as a part of the technical proposal evaluation process?

RESPONSE: *In Section 7 the reference of Section VI, subsection F. is in reference to the first two sentences of paragraph 2 pertaining to title, date, etc. of the design information you choose to submit with the technical proposal*

Question No. 19 On Page 74 of 97 of the RFP, the last sentence of subsection 3, “Hardscape Plans”, we are instructed that: “Hardscape must be used under the drip lines of the bridges over Pace Road. The selection and details of the hardscape must be approved by the City of Lakeland”. Could you please provide more information about the limits of the hardscape under the bridge? Is it intended only in the median? Is only the sidewalk expected to meet the City’s standards, or is the entire area from the back of curb to the MSE walls intended to be hardscaped?

RESPONSE : *See answer to question 10.*