

**DESIGN-BUILD  
REQUEST FOR PROPOSAL**

**For**

**HEFT All Electronic Toll (AET)  
Phase 1 & Phase 2**

**Contract Number: E8J80**

**Financial Projects Number(s): 417544-1-52-01 & 406096-4-52-01  
Federal Aid Project Number: N/A**

**RESPONSES TO GROUP 2**

Question No. 1      Attachment No. 10, Division I Specifications, 7-13.7 requires the Design-Build Firm to have and maintain professional liability insurance. Design Builder is a contractor that does not perform design or stamp drawings for a fee, as such the Design-Build Firm cannot obtain Professional Liability insurance in its name. Will the Department allow Design Builder's design subcontractor to evidence this coverage and satisfy this requirement?

***Response:***      ***See the Advertisement for this project under "Bonding and Professional Liability Requirements", which states:***

***"The legal entity contracting with the Department must provide project specific Professional Liability Insurance covering errors and omissions in the amount of \$1,000,000 unless each team member providing professional services carries and maintains blanket Professional Liability Insurance covering errors and omissions in the amount of \$1,000,000. Project specific insurance is insurance covering only this project. Blanket insurance is insurance that covers all projects."***

Question No. 2      **Attachment No. 32, Tolling Infrastructure Requirements**, Section P second bullet states the DBF shall allow twenty (20) consecutive days for the TEC to remove toll equipment before AET has been implemented. It also states the DBF shall provide 2 days of MOT per ramp toll plaza and 3 days of MOT per mainline plaza for the toll equipment removal activities by the TEC. Therefore the total days for the TEC to remove the existing toll equipment electronics, prior to the Implementation of AET, adds up to 16 days. Please clarify.

***Response:***      ***This section has been revised and revisions were reflected in a Addendum #3.***

Question No. 3      **Attachment No. 21, page 4 of 5, SW 40<sup>th</sup> Street SB-Off Ramp.** The note in the upper left hand corner directs the Design-Build Firm to not demolish the existing toll building by stating “Exist. Toll Bldg To Remain”. This note contradicts the direction on page 5 of 5 and the RFP’s direction on page 3 of 129. Please confirm that the entire toll building at the SW 40<sup>th</sup> Street SB exit ramp will be demolished by the Design-Build Firm.

**Response:**      *Addendum #3 corrected Attachment No. 21 and the language in the RFP for the building to remain.*

Question No. 4      **RFP, pages 121 of 129.** The RFP restricts the Design-Build firm to a maximum page count of 20 for the written technical proposal. Will the Design-Build Firm’s cover letter be considered as part of the 20 pages?

**Response:**      *If the cover letter provides a summary of the Technical Proposal or additional information the pages will be counted. A transmittal letter basically stating; our technical proposal is attached and you appreciate the opportunity, etc...will not be counted.*

Question No. 5      **RFP, pages 9 of 129 and pages 125 of 129.** Will the Design-Build firm’s technical proposal be scored according to their DBE participation? If so, which Item on page 125 of 129 will the scoring fall under?

**Response:**      *DBE Participation is not a scored item. However, the Department does have a realistic and achievable DBE goal on this project.*

Question No. 6      **RFP, page 3 of 129 #4** (Auxiliary Lanes, line 8 states “At the HEFT over SW 8<sup>th</sup> Street, the outside traffic barrier on the southbound bridge shall be upgraded”. **RFP, page 43 of 129** Section G, second paragraph, line 7, states “... and the traffic railing barrier retrofit at HEFT over SW 8<sup>th</sup> Street (Bridge Nos. 870415 northbound and 870212 southbound)”. **Attachment No. 23 page 17 of 17,** states “Construct Bridge Traffic Railing Retrofit” on the outside traffic barrier on the southbound bridge. Please clarify if only southbound traffic railing is to be upgraded or if both southbound and northbound traffic railings are to be upgraded.

**Response:**      *Addendum #3 corrects the language in the RFP. Traffic Railing Barrier Retrofit is not required on the northbound bridge.*

Question No. 7      **RFP, page 125 of 129.** Please clarify scoring criteria to be consistent with each section of the technical proposal. It is currently unclear if the 20 pts is equally distributed between the staffing and QMP sections. It is also

unclear if the 10 MOT points are allocated to what is written in the proposal or shown in the plans. Please also explain the 20 pt construction methods points; is that reviewing both the tech proposal and plans?

**Response:** *The proposal will be scored in accordance with the items of the proposal as indicated below:*

*a) The 25 points for the Technical Proposal will include the following items:*

- Section 1 approach and understanding of the project and other data.*
- Sections 4, 6, 7, & 8*

*b) The 20 points for the schedule will include the following:*

- Section 3 and contract time*

*c) The 20 points for the Quality Management Plan and Staffing will include the following:*

- Section 1 Staffing Coordination & Responsible office*
- Section 2 Resumes*
- Section 3 Quality Management Plan*

*d) The 10 points for maintenance of Traffic and the 20 points for construction methods will include all aspects of the proposal included in the IV volumes of the proposals. The proposal is not just the written technical it consists of all 4 volumes.*

Question No. 8

**RFP, page 49 of 129.** In accordance with VI.J “Sequence of Construction” states that, “at each ramp plaza <not converted prior to “Implementation of AET”>, all MOT devices required to divert traffic through an existing dedicated SunPass lane, and eliminate access to cash collection lanes.” Please clarify whether these lanes must be a SunPass Dedicated lane or can a lane with Sunpass capabilities (AVI) be utilized to support the MOT/TCP for the ramp plaza locations.”

**Response:** *They must be a SunPass Dedicated Only Lane.*

Question No. 9

**RFP page 3 or 129, #4 line 7,** (regarding the auxiliary lanes at Coral Way) “The northbound auxiliary lane will require pier protection barriers at the piers on each side of the northbound mainline lanes.”RFP page 43 of 129, Section G, second paragraph line 6, states “The Structure Plans shall also address the retaining wall and pier protection barriers at Coral Way

over the HEFT (Bridge No 870211)...” Attachment No. 23 page 13 of 17 shows Proposed Pier Protection Barrier on each side of northbound mainline lanes, but also shows a Proposed Pier Protection Barrier on the inside southbound mainline lanes and also shows a Proposed Wall Protection Barrier outside of the southbound mainline lanes. The RFP does not direct the Design-Build Firm to install any Proposed Protection Barrier along the southbound mainline lanes. Please clarify.

**Response:** *RFP page 43 of 129 and Attachment 23 Conceptual Plans provide information that protection is needed. The Design Build Firm is responsible for the protection.*

Question No. 10 **Attachment 32, page 11, section P.** The last bullet on page 11 states that, “For plazas where toll equipment must be removed prior to the commencement of Design/Build Firm work and after the implementation of AET:” Please clarify the intent of this statement to explain why toll equipment must be removed prior to the commencement of the Design/Build Firm work.

**Response:** *There are toll plazas where the Dedicated SunPass Only lanes will continue to be the only lanes for toll collection after the implementation of AET. In order to facilitate the Design/Build Firm’s work in the toll collector area, the equipment occupying this space will have to be removed prior to building modifications by the Design/Build Firm.*

Question No. 11 Page 68 of the RFP indicates that the DB firm is responsible for providing a complete communication rack for fiber optic cables at all new equipment buildings. This appears to be in conflict with details provided in Attachment 32, Appendix 7 where all racks are provided by the TEC. If this rack is required in addition to the toll equipment racks please provide a specific location in the new equipment building.

**Response:** *The DBF is responsible to furnish and install the communication rack. The communication rack is one of the four racks shown in Appendix 7. The exact placement shall be coordinated with FTE Tolls during construction.*

Question No. 12 Page 48 of the RFP indicates that the selected site for OSLOT is Bird Road northbound mainline toll plaza. Will the FTE entertain an alternative test site location with the successful DB firm as long as the DB firm can demonstrate that the alternative site meets all requirements.

**Response:** *No.*

Question No. 13 Can the FTE provide a Point of contact with the TEC selected for this project so that the DB firm can make contact with them prior to submission of our technical proposal.

***Response:*** ***No. A TEC point of contact will be provided upon award of the contract to the successful Design/Build Firm. Any questions related to the TEC may be provided to the Department for response.***

Question No. 14 Page 49 of the RFP provides a proposed sequence of toll equipment installations on the ramp plazas. Will the FTE and the TEC be flexible in adjusting the specific order of installations with the selected DB firm to best work with the overall schedule of the project.

***Response:*** ***Sequence of installations was developed based upon a priority to convert the highest traffic and revenue locations while balancing the restrictions of ramp closures and physical site specific constraints due to the proposed improvements. There is minor room for adjusting the order of plazas listed for conversion. Any proposed changes are subject to FTE's approval.***

Question No. 15 After preliminary investigation it does not appear to be feasible to keep many of the existing toll plaza buildings operational while installing all the new conduits and equipment. Is it acceptable for the DB firm to provide a temporary toll collection building to accommodate the required work in the existing building.

***Response:*** ***No, temporary toll collection buildings are not acceptable.***

Question No. 16 Can the FTE identify any preferred locations for landscape materials that will require relocation do to the proposed work?

***Response:*** ***Onsite at each location if required.***

Question No. 17 Attachment Nos. 26 and 27 regarding signed and sealed variations and exceptions - When will the information be distributed to the D/B Firms? Can draft versions of the documents be provided?

***Response:*** ***Addendum #3 provides additional signed and sealed documents. As other signed and sealed documents are completed they will be provided***

*to the Design Build Firms. It is anticipated that all documentation will be available late June. Draft versions will not be provided.*

Question No. 18 Attachment #32, Appendix 7 for the Concrete Toll Equipment Building does not indicate any telephone board inside the new buildings. Please confirm that no telephone lines are required at the new buildings.

***Response:*** *There will be no telephone line in the Concrete Toll Equipment Building. Revisions are reflected in Addendum #3.*

Question No. 19 Reference to Attachment #32, Appendix 7, please advise if there is a minimum R value required for the walls and roof of the building.

***Response:*** *Min R- value on walls is R-5 or the minimum per governing codes whichever is greater. Existing Roofs should have no new insulation, if damaged match existing material and r-value, new roofs minimum R-value is R-19 or the minimum per governing codes whichever is greater.*

Question No. 20 Reference to Attachment #32, Appendix 7, please advise if there is a specific type and gauge of metal to be used for the roof flashing.

***Response:*** *Roof flashing shall be standard hot dipped galvanized metal flashing 24 gauge minimum. DB firm must coordinate with end aesthetics and size to facilitate function.*

Question No. 21 Reference to Attachment #32, Appendix 7, please advise if all exposed conduit in the new toll equipment building will need to be painted or left exposed.

***Response:*** *Interior conduit shall be left exposed. Exterior conduit shall be painted to match the exterior paint color.*

Question No. 22 Reference to Attachment #32, Appendix 7, there is no specific mention of surge suppression for the new building panels. Please clarify any TVSS requirements for the electrical equipment in the new buildings.

***Response:*** *Please see Addendum #4.*

Question No. 23 Reference to Attachment #7, Appendix 7, Page 4 of 10, there is a requirement to provide a security system by Johnson Controls. Please

clarify the specific security requirements and confirm that the DB is responsible for providing empty conduits and that the TPE will hire another vendor to install the final security system.

**Response:** *Yes, the Design/Build Firm shall provide empty conduits and the TEC shall provide and install the security system.*

Question No. 24 Appendix 9 in Attachment #32 provides a single sheet titled “Security Card Access System Riser” however there is no legend to accompany this sheet. Can the legend be provided. Please also clarify the need for security at each gantry location on this project.

**Response:** *As noted in Attachment #32: “Appendix 9 is an example of a typical access control and security system wiring diagram. This example is provided to show the approximate extent/quantity of conduit (and other items mentioned above) to be installed by the Design/Build Firm.” The Design/Build Firm is expected to coordinate with FTE Tolls during design for exact conduit and junction box placement.*

Question No. 25 Please confirm that regular reinforcing steel bars are acceptable in the barrier walls adjacent to the new toll equipment and will not interfere with the toll equipment.

**Response:** *Steel reinforcing bars in the adjacent barriers will not interfere with the toll equipment.*

Question No. 26 Can FTE clarify the page allowances for the technical proposal? Page 121, Section 1 indicates a page limit of 20 pages. Page 122, Section 2 indicates no maximum number of pages, but that page count for this section is not included in the total count for the technical proposal. Does this mean that the maximum page amounts for Sections 3, 4 and 5 count against the 20 page limit referred to in Section 1?

**Response:** *The maximum page amounts for Sections 2, 3, 4, 5 and 6 do not count against the 20 page limit referred to in Section 1.*

Question No. 27 Please provide the existing Bridge Rating calculations for the HEFT over SW 8th Street southbound bridge, so that upgrade can be checked for adequacy.

**Response:** *Please see Addendum #4.*

Question No. 28 Has the structural evaluation of the recommended rail been evaluated by the FDOT Central office to insure it meets TL-4 requirements? If not which entity completed the structural evaluation of the rail retrofit?

***Response: The railing retrofit was evaluated by the Texas Transportation Institute. Please refer to General Information Document No. 7.***

Question No. 29 Do existing bridges receiving replacement bridge mounted signs need to be rerated? If the bridges need to be rerated can FTE supply the existing bridge plans and existing ratings?

***Response: Existing bridges that require replacement bridge mounted signs do not need to be re-rated. The existing bridge plans may be requested if needed.***

Question No. 30 Can new bridge mounted sign frames be connected to the back of the bridge traffic railing?

***Response: Attachment of sign structure supports to traffic railing barriers should be avoided if possible.***

Question No. 31 What is the difference between the Ramp Gantry Building and the Mainline Gantry Building? Are the buildings the same size only with different internal equipment requirements?

***Response: In terms of size there is no difference, however there are internal tolling equipment requirements for each.***

Question No. 32 Square D doesn't make a Power Link panel greater than 30Amps. Would a standard NQD panel work?

***Response: No. The RFP has been revised to contain the required number and size of Powerlink G3 breakers. This was reflected in Addendum #3.***

Question No. 33 Are there any panel schedules available for "Normal Power panels" and the "Clean Power panels" for the ramp and mainline gantry buildings?

***Response: The Powerlink G3 clean power panels shall only feed the following systems: tolling, security, communications, and SCADA.***

Question No. 34      Liebert Nfinity only goes to 20kva, where 40 kva is required should we use 2ea 20 kva?

**Response**            ***Use two paralleled 20kva UPS units. See “Section M. Infrastructure for the Toll Equipment Buildings and Tunnels” of Attachment 32.***

Question No. 35      Standard Back-up time on the 20kva Nfinity is 12min is that enough time?

**Response**            ***Please see Addendum #4.***

Question No. 36      Specification call for Sq"D" Panels, Liebert UPS and Liebert Air-conditioners are there approved equals?

**Response:**            ***No.***

Question No. 37      Are Gantry building doors to have security steel bar as shown in Appendix 8 "Steel Bar-Lock?

**Response:**            ***Yes.***

Question No. 38      Sequence of Construction: TEC has reduced its commitment from two (2) locations at one time to one (1). Page 49 lists seven (7) locations with more than one installation at each location (NB and SB Ramps), will TEC make both Installs in the 21 day window?

**Response:**            ***No.***

Question No. 39      TEC Installation and testing at the required locations will take three-hundred (300) Calendar days of the seven-hundred and fifty-three (753) available. Can structure work be scheduled concurrently with testing at other locations or is the completion of each location to be lineal and require completion of each location prior to beginning work at the next?

**Response:**            ***As per Section O. Toll Equipment Installation Pre-Requisites: “The FTE TEC shall have 21 consecutive calendar days of exclusive access to the tolling site to install and test the FTE provided toll equipment. Under no conditions will the Design/Build Firm be granted access into the tolling site after the TEC has started installation of the tolling equipment.”***

Question No. 40 Can work begin on the structures at the ramp plazas (items 1-7 on page 49) prior to the 2/15/11 AET Implementation?

**Response:** *Yes. As long as toll collection and toll operations are maintained and not impacted as per all requirements of the RFP.*

Question No. 41 What are the specific grounding requirements for the gantry building? Is a counterpoise with multiple ground rods required around the gantry building?

**Response:** *Please see Addendum #4.*

Question No. 42 The RFP appears to require surge protection on the Clean Power Panel, the ATS, the Main Circuit Breaker and the panel without UPS back-up. What are the Turnpike requirements and ratings for this surge protection? Are standard specifications available for the TVSS units?

**Response:** *Please see Addendum #4.*

Question No. 43 The RFP requires a 30 Amp feed to a SCADA panel. Will the DB firm be held responsible for any additional spare conduits, data connections, PLC programming, screen development or other equipment or work related to the SCADA system?

**Response:** *No, the Design/Build Firm shall only furnish, install, and power the SCADA panel.*

Question No. 44 Do the UPS units have to be manufactured by Liebert or are other manufacturers acceptable? If additional manufacturers are acceptable, please provide a specification indicating the requirements for the UPS.

**Response:** *Other manufacturers are not acceptable.*

Question No. 45 On pages 76, 77, 80, and 81 of 129 of the RFP, it reads: "Provide dark tint film for all glazed window systems **except for the front entry door and side lites which will be provided with a Miami-Dade County approved hurricane Impact Film.**" We contacted Miami Dade County Building Code Compliance and we were informed that they have no such approved film product for Hurricane Impacts. Please specify a product that meets this requirement.

***Response:*** ***Please see Addendum #4. This film is to be utilized only on the front entry door and side lites as specified in the RFP.***

Question No. 46 Please provide the bidders with all lead paint and asbestos surveys for all the plaza.

***Response:*** ***Please see Addendum #4.***