

**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 4

Question No. 1 Can FTE clarify how TEC will complete its work within the duration of the project? A schedule has been created (attached) based on constraints imposed in the RFP and subsequent addenda which are:

No work from TEC on the ramp locations until after 2-15-2011
21 days must be allowed for TEC to complete its work at each location.
TEC can only work on one (1) ramp plaza at a time. The order of the ramp Installation must follow the RFP with some minor exceptions. (perhaps) The Removal is based on the RFP section which offers three different scenarios, each ramp and plaza was considered and the result is that 10 ramps will require a 2-day duration for removal and 5 a 1-day duration. The ramps with the 1 day duration must have equipment removed before any other work on that plaza can begin other than the foundation work for the new equipment support. No work can begin on the refurbishing of the plazas until the equipment is removed.

The schedule assumes that DBF can complete each location in the days it takes TEC to install and test the previous location.

Taking this all into consideration, the required completion based on the 753 calendar days allowed in the proposal is 9/11/2011; the projected completion of the project of 2/26/2012, or 168 days in excess. See attached schedule.

Response: ***Please refer to page 51 of the RFP issued via Addendum #3 for the listing of ramps that will have toll equipment installed before and after AET implementation.***

Please refer to Attachment #32 Tolling Infrastructure Requirements for toll equipment durations related to toll equipment removal.

Question No. 2 Can new sign panels matching the existing sign panel dimensions be placed on existing sign structures to eliminate the structural review of the existing sign structures?

Response: *The design of sign panels, including determination of panel size, must follow basic standards and design guidelines mentioned in FHWA's MUTCD and Standard Highway Signs. These basic standards include letter style, size of lettering, arrows, borders, spacing, et al. See Addendum No. 6 for text modifications to RFP Section VI.N.*

Question No. 3 Please provide sheet G-2 for the 8th Street bridge in order to complete the TL-4 impact strength for the bridge deck overhang. Sheet G-2 has the material properties.

Response: *"G" sheets for SPN 87005-3309 have already been provided as part of General Information document 3n. The "G" sheets can be found starting on page 204 of 409 of the .pdf file.*

Question No. 4 Are the existing topographic and TIN files available for the Campbell Drive toll plazas?

Response: *All available topographic and TIN files have been provided as part of Addendum No. 3.*

Question No. 5 Does the Turnpike object to utilizing existing interconnect conduit runs for new multi-mode interconnect fiber needed due to placement of new Toll Equipment buildings? The alternate would be to install all new conduit runs at ramps that have new toll equipment buildings.

Response: *No, the Department does not object to utilizing existing interconnect conduits as long as the spare conduits are empty.*

Question No. 6 Does the Turnpike object to placement of guardrail in order to preserve an existing ITS pole location (maintain device outside of clear zone)?

Response: *If the final design changes the condition of a fixed object from outside to inside the clear zone, the Design Build Firm shall follow design criteria.*

Question No. 7 Appendix #9 in attachment #32 indicates that security will be provided at both gantry columns. Since there is no access stairway, ladder or elevator to the gantry columns please confirm the need for any security at the actual gantry columns on this contract.

Response: *Card access control is not required at the gantry columns.*

Question No. 8 Please confirm that no demolition of any existing ramp or mainline plazas can begin prior to the implementation of AET on February 15, 2011, and the Department removal of existing toll equipment.

Response: *No demolition may occur prior to 2/15/2011 and removal of existing toll equipment.*

Question No. 9 Please confirm that at some of the existing plazas other than SW 120th Street the existing Propane tanks and generators are to remain, and are not to be replaced by new diesel tanks and generators.

Response: *Existing generators and fuel tanks at all plazas not being fully replaced will remain except at SW 120th.*

Question No. 10 RFP part VI, section S (Building Criteria), subsection 6, sections a and b (Ramp Plaza Groups 1 and 2) Site Specific Air Handler and Component Performance/Specifications; Per these sections of the RFP, all group 1 and 2 plazas are specified to be provided with a new above ground concrete vaulted double wall diesel fuel tank and fuel piping. All ramp plazas without new concrete toll equipment buildings fall into either group 1 or 2. Per the RFP in subsection 7, Site Specific HVAC, Plumbing and Electrical Requirements, the existing LP fuel tanks and generators at SW 120 street plazas are the only plazas specifically cited for replacement and scope of work plans have been provided. Please confirm if new diesel tanks and fuel piping is required at all Group 1 and 2 plaza locations identified above or only at the SW 120th Street Plazas.

Response: *Generator and fuel storage system modifications for the locations that are to remain are not part of this project scope except as described in the RFP. See Addendum No. 6 for text modifications to RFP Section VI.S.6.*

Question No. 11 At locations where an existing operational above ground diesel fuel tank and generator are serving the existing plaza, does the existing diesel fuel tank need to be increased in size to accommodate 72 hours of run time? If so, please provide all details (make, model and size) of the existing generators.

Response: *Generator and fuel storage system modifications for the locations that are to remain are not part of this project scope except as described in the RFP.*

Question No. 12 At some existing plazas to remain the facility is served by a LP fuel tank and generator. Do these tanks/generators need to be replaced with diesel tanks/generators. Does the Department require a diesel fuel tank ONLY for future use?

Response: *Generator and fuel storage system modifications for the locations that are to remain are not part of this project scope except as described in the RFP.*

Question No. 13 Currently there is no emergency generator installed at the Campbell Drive plazas. Do these sites require the installation of a new diesel tank? Do these sites require the installation of a new generator?

Response: *The site requires the installation of a generator and new diesel tank. See Addendum No. 6 for text modifications to RFP Section VI.S.7.c.*

Question No. 14 Please confirm that the statement included under architectural requirements at all locations and reads, “All damaged finishes shall be repaired to match existing.”, refers only to any damaged caused by the DB firm during the execution of this contract.

Response: *Yes, however the finished product must be acceptable to the Department (patch all surface irregularities before painting).*

Question No. 15 At existing plazas where the architectural requirements require “high security door and hardware” to be installed at all existing non glazed exist doors, please clarify if the intent is to remove the existing door and frame and replace with a new door and frame or if the intent is to provide new hardware only. Please also clarify if these doors require a steel bar lock in accordance with Appendix #8.

Response: *Yes, replace existing door and provide hardware per Appendix 8 of Attachment No. 32 Tolling Infrastructure Requirements.*

Question No. 16 Reference to RFP Section S, 2, b. Under the Site Specific Architectural requirements for Bird Road Mainline Plaza the statement “All current door security systems shall be maintained” occurs in bullet #7 and is in conflict with other statements under bullet #7 and bullet #5. Please clarify the requirement for door security at this location. Please also advise if the door security at the existing tunnel require new security hardware.

Response: *See Addendum No. 6 for text modifications to RFP Section VI.S.2.b.*

Question No. 17 The statement “Demolish and remove the existing acoustical ceiling system in the recorder room and toll collection area, maintaining light fixtures”, is proposed at several of the ramp plazas. Please confirm that FTE will accept the existing ceiling mounted light fixtures hung on wires as a permanent lighting solution for these locations.

Response: *This will be accepted provided it clears all wire trays, conduit and equipment.*

Question No. 18 Under Site Specific Architectural Requirements, the existing toll plazas at the following locations do not reference the need for new security doors and hardware. Please confirm that these sites do not require new doors, hardware and magnetic locks for new security system.

- SW 120th Street Southbound Entry
- SW 120th Street Northbound Exit
- SW 8th Street Northbound Entry
- SW 8th Street Southbound to Westbound Exit Ramp

Response: *Refer to the requirements provided in the RFP.*

Question No. 19 At several locations the RFP requires the installation of a new UPS in the existing restroom. In order to meet the 20 minute requirement there will be two cabinets 20" wide x 28" deep x 54" high, which due to construction sequencing will need to be installed prior to TEC installation, which means it will need to be installed while the toll facility is manned. Since the restroom will need to be taken out of service while the toll facility is still manned, is the DB responsible for providing temporary restrooms, and if so what are the requirements (size, running water, handicapped accessible etc.).

Response: *See RFP Addendum No. 5.*

Question No. 20 Section VI, P Signalization - will The DB Firm be required to relocate the existing traffic signal controller at the intersection of SW 8th Street and the southbound to eastbound HEFT exit ramp intersection?

Response: *If the design and construction of the new SW 8th St exit ramp alignment impacts the signal controller, the Design/Build Firm will be required to move the signal controller to a location that is acceptable to the maintaining agency. The design of the ramp and the location of the signal controller must be in general conformance and adhere to criteria described in the RFP (e.g., PPM, clear zone, etc.).*

Question No. 21 The RFP indicates a Liebert Nfinity UPS unit with "fully dual redundant configuration with load sharing". The Liebert Nfinity can have an N+1 redundant configuration. This can indicate an additional battery, power module or microprocessor . The extra battery and power module shares the connected load with the required power modules and batteries. However, the word "dual" seems to indicate two (2) UPS units. How many UPS units are required at each plaza? Which components are required to be redundant?

Response: *Two (2) UPS units with load sharing are only required at the Homestead Mainline toll plaza. Fully dual redundant configuration is not required at any plaza. See Addendum No. 6 for text modifications to RFP Section VI.S.7.*

Question No. 22 Reference to Attachment 32 – New Equipment Buildings, what is the intent of the Square"D" PC link, for input based controls, time scheduled controls, serial networking, ether networking, local area networking, and or web based browsing?

Response: *The Square D G3 Powerlink Panel (typically Panel C) feed actual toll lane controller cabinets with clean power, also feed clean power to network switches, SunPass AVI hardware, and feed power to fiber optic transceivers. The SunWatch Operations Center can control the individual circuits feeding each lane if deemed necessary. Addition input point resident on the Powerlink controller are used to monitor discreet signals such as temp sensor alarms, door position switches etc. The panels would be connected to the toll plaza network switch via cat5e cable and connectivity is established via Tolls SCADA by*

Modbus TCP/IP, Square D PCS server application via TCP/IP and finally web browser access.

Question No. 23 In accordance with the conceptual roadway drawing for SW 8th Street SB/SW Off Ramp, the new toll gantry is located in the same location as the existing toll building and canopy which is scheduled to be removed. In order to achieve this in the proposed sequence of construction the toll collections at this location will need to be suspended for several months in order to facilitate construction, new tool equipment installation, testing etc. Please confirm that this is the intent.

Response: See RFP for closures that are allowed at this location.

Question No. 24 At locations where new generator sets and fuel tanks are required, will FTE considered engineering calculations in lieu of anchoring system shown in Attachment 32 for fuel tanks?

Response: The DBF shall provide anchoring system for both uplift and lateral movement prevention. Revised system anchoring will be allowed as long as calculations are provided demonstrating the inability of both uplift and lateral movement

Question No. 25 When reconnecting existing clean power circuits to the new clean power panel, do we have to use Powerlink circuit breakers?

Response: Yes. See RFP Attachment 32 Tolling Infrastructure Requirements, Section M Infrastructure for the Toll Equipment Buildings and Tunnels

Question No. 26 At existing tool plaza buildings where there is a raised floor, can we install conduits through the raise floor instead of the cable tray?

Response: No.

Question No. 27 At locations where emergency generators are to remain. Has FTE confirmed that the existing generators and fuel storage can handle the loads added by this job?

Response: Generator and fuel storage system modifications for the locations that are to remain are not part of this project scope except as described in the RFP.

Question No.28 At SW 8th Street, Northbound Entry Ramp: Do we need an E-6 Cabinet at this location? If yes, where will it be located? If no E-6 Cabinet is required, what provisions inside the existing building need to be made to accommodate the toll reader equipment?

Response: Yes, it shall be provided at the east side of the toll plaza canopy on the roadside.

Question No. 29 At SW 8th Street, Northbound Entry Ramp: This building has an 800 amp service but a 400 amp emergency generator for critical loads. Do we have to upgrade this generator to run the entire facility?

Response: *Generator and fuel storage system modifications for the locations that are to remain are not part of this project scope except as described in the RFP.*

Question No. 30 Where there are existing CCTV cameras mounted on existing canopies to be removed will any new cameras be required.

Response: *No.*

Question No. 31 In the lead-based paint, indoor air quality, and asbestos survey files provided in Addendum #4, for Building 6132 at SW 40th St., two surveys were provided for both mold and asbestos. However, no lead-based paint survey was provided. Can this report be provided?

Response: *The lead-based paint survey report for Building #6132 will be provided as part of RFP Addendum No. 6.*

Question No. 32 In the RFP, page 22 of 132, Section V.J Project Schedule third sentence states “The minimum number of activities shall be those listed in the payout schedule and those listed below.” What is a payout schedule?

Response: *The Schedule of Values.*

Question No. 33 Will the Design/Build Firm be required to furnish a site office for the Owner’s representatives?

Response: *No.*

Question No. 34 With respect to pre-existing contaminated materials/hazardous waste or contaminated materials/hazardous waste not brought onto the site by the D/B, please confirm that the FDOT will accept “generator” status for such contaminated materials/hazardous waste.

Response: *Florida’s Turnpike Enterprise will be listed as the designated “generator” on the hazardous waste manifest for any pre-existing contaminated materials/hazardous waste or contaminated materials/hazardous waste not brought onto the site by the Design/Build Firm requiring disposal during this project.*

Question No. 35 With respect to pre-existing contaminated materials/hazardous waste or contaminated materials/hazardous waste not brought onto the site by the D/B, please confirm that the FDOT will obtain any necessary generator identification numbers and sign any necessary generator manifests.

Response: *Florida's Turnpike Enterprise does not have any EPA Generator ID Number. Refer to Addendum No. 6 for text modifications to RFP Section VI.S.1.*

Question No. 36 With respect to pre-existing contaminated materials/hazardous waste or contaminated materials/hazardous waste not brought onto the site by the D/B, please confirm that the FDOT is responsible for the designation of the disposal site selected for the project.

Response: *The Design/Build Firm will be responsible for arranging for proper disposal of all waste. Refer to Addendum No. 6 for text modifications to RFP Section VI.S.1.*

Question No. 37 RFP, page 134, Section 5 states that "Each Design/Build Firm will identify the toll equipment structure fabrication firm....to AET". This technical proposal requirement may prevent the Design/Build Firm from using the lowest quote in their price proposal. Will the submittal of multiple, potential fabrication firms penalize the Design/Build Firm's technical proposal score? If a qualified, previously unknown fabrication firm submits a quote lower than the named fabrication firms after the Technical Proposal has been submitted, will the Design/Build Firm be allowed to make a substitution?

Response: *Refer to Addendum No. 6 for text modifications to RFP Section VII.C.5.*

Question No. 38 According to Section 25.4.27 of the Current FDOT PPM, if existing sign structures are retrofitted with a larger sign area they must be analyzed according to current specifications. If the structures fail to meet current specifications but do meet the criteria in *Structures Manual Volume 9* with *Appendix C of the AASHTO design specification* and the wind speed shown in *Table 29.1 of the 2006 PPM*, a Design Variance can be requested. If the structures fail to meet these specifications, will the Turnpike be prepared to issue Design Variances to meet the intent of utilizing existing structures?

Response: *Refer to Addendum No. 6 for text modifications to RFP Section VI.N.*

Question No. 39 We noticed in the one of the previous ORT Lite projects that overbuilding of concrete pavement was allowed without removal of the concrete pavement. This RFP requires removal of the concrete pavement. Will FTE consider asphalt overlay as an option to concrete pavement removal?

Response: *No.*

Question No. 40 RFP, page 44, Section 5-14, states that, "The Contractor shall assume responsibility for all associated guaranteed work specified in this Article for a minimum of five years...." Is it the FTE's intent to have the Contractor guarantee landscape items for five years?

Response: *We do not find the above reference you gave "RFP, page 44, Section 5-14". However, in Attachment 10 Division I Specifications for Design-Build Contracts*

on page 44 does state this in the second paragraph of 5-14.1. The first paragraph of 5-14.1 states “construct contractor guaranteed project features consisting of those features provided for in the Design and Construction Criteria/Technical Proposal.” RFP Section V.T on page 28 states what the requirements are for this project.

Question No. 41 Do we have to provide maintenance concrete pads for lighting poles that will not be removed or relocated but that fall within the area where pavement will be removed?

Response: *Refer to Addendum No. 6 for text modifications to RFP Section VI.O.*