

**DESIGN-BUILD  
REQUEST FOR PROPOSAL**

**For**

**HEFT All Electronic Toll (AET)  
Phase 3**

**Contract Number: E8J81**

**Financial Projects Number(s): 417547-1-52-01  
Federal Aid Project Number: ARRA-047-B**

**Group #1 Questions**

Question No. 1      Section I.A.3 Ramp Toll Plazas – Please clarify whether or not the existing canopy systems can be utilized for the new toll equipment structure.

***Response:***      ***New tolling structures are required at each site except for the Okeechobee Mainline Signature gantries which shall remain.***

Question No. 2      Section V.D.2 Building Permits – Please clarify whether or not each plaza location must be package separately for building permit purposes, or if ramp plazas at each interchange can be paired into a single package.

***Response:***      ***Each plaza location must be packaged separately with a separate construction cost estimate.***

Question No. 3      Section VI.D.4.a Site Specific Requirements – RFP Section VI.D.4.a states that, “a concrete sidewalk six (6) feet in width constructed to the door of the toll equipment building” and “the concrete sidewalk shall extend in all directions for a distance five (5) feet outside the foot print.” RFP Attachment “Tolling Infrastructure Requirements”, Appendix 7 states, “access to the building from the parking area shall be by concrete walkways a minimum of 4 feet wide.” Please clarify minimum width of sidewalk required to and around equipment buildings.

***Response:***      ***This reference was not found in the FINAL RFP for this project.***

Question No. 4      Section VI.S.1 General Architectural Requirements – Please clarify whether or not any Toll Operations workers/staff will occupy the administration buildings to remain at each ramp plaza following the “implementation of AET.”

**Response:** *It is not anticipated that toll operations/workers staff will occupy the administration buildings to remain at each ramp plaza following the “implementation of AET”. However, access shall be provided for toll operations/workers staff.*

Question No. 5 Section VI.S.1 General Architectural Requirements – Please clarify whether or not concrete pipe guards are required around exterior existing equipment (generators, fuel tanks, etc.) or only around new equipment for the new toll equipment buildings.

**Response:** *All new and existing equipment will require protection. Refer to General Architectural Requirements for specifics.*

Question No. 6 Section VI.S.1 General Architectural Requirements – Please clarify whether or not it is the responsibility of the D/B Team to replace any exterior equipment (generators, fuel tanks, etc.) that is non-compliant with the governing codes for emissions, wind anchorage, etc. that would not otherwise need to be replaced.

**Response:** *Existing equipment to remain is not the responsibility of the DBF.*

Question No. 7 Section VI.S.3.b Structural Design Loads – The “Roof Superimposed Live Load: 30PSF” and the “Roof Dead Load to be based on actual structural weights of materials” conflict with RFP Attachment “Tolling Infrastructure Requirements”, Appendix 7 for “Design Loads: Roof 65PSF”; please clarify.

**Response:** *This conflict was not found in the FINAL RFP.*

Question No. 8 Section VI.S.5 General HVAC, Plumbing and Electrical Requirements – The HVAC systems specified for use at the new ramp equipment buildings require a domestic water line to be provided for humidity control. The new equipment building locations are not specifying domestic water to be provided. Please clarify this requirement.

**Response:** *The new A/C systems use a disposable canister type humidifier, no water tap is required.*

Question No. 9 Three(3) existing Utility files were provided. There are more locations where work is being performed. Are there additional existing Utility CADD files available?

**Response:** *All Utility CADD files available were included with the FINAL RFP General Information Documents.*

Question No. 10 Section VI.L.1.b Okeechobee Mainline TCP (Page 52 of 116) – Please clarify whether the mainline signature gantry express lane closures are required to occur in both the Southbound and Northbound direction simultaneously, or if the work being performed by the TEC will not impact toll collection in the opposite direction of work.

**Response:** *The mainline closures in the Northbound and Southbound directions do not occur simultaneously.*

Question No. 11 Section VI.L.1.e NW106th Street Ramps TCP (Page 55 of 116) – Please clarify whether the 9 ½ day complete closure of the NW106th Street Ramps are concurrent or independent of one-another. If concurrent, does this requirement conflict with the statement in Section VI.L.1.c that closing two adjacent ramps on the same interchange is not allowed?

**Response:** *These closures are independent of one another.*

Question No. 12 Section VI.S.9.o Site Specific Civil Requirements SB NW27th Avenue (Page 107 of 116) – The RFP notes that the existing, “high voltage cable line running parallel to the fence at the rear of the facility,” not be disturbed during construction. RFP Attachment 28, Section II.K states that, “existing high voltage lines within 100ft of the tolling site, the D/B Firm shall notify FTE. The site is defined by the perimeter around the toll equipment structure, loop pavement and equipment building.” The existing high voltage line appears to be within 100ft of the equipment building location shown in the conceptual plans. Please clarify whether or not this is an issue for FTE Tolls.

**Response:** *It is FTE Toll’s understanding that the high voltage cable line is located approximately 90 feet away from the future toll equipment structure location depicted in the Conceptual Roadway Plans for the NW 27<sup>th</sup> Avenue southbound entry ramp plaza. It’s also FTE Toll’s understanding that the high voltage cable line does not cross over or under the existing or future conceptual tolling sites. With the above understanding, FTE Tolls does not anticipate this to be an issue.*

Question No. 13 Are there any interim milestones and, if so, are there liquidated damages associated with them?

**Response:** *AET Implementation Date is a milestone. Currently there are no liquidated damages associated with the above milestones.*

Question No. 14 What is the anticipated notice to proceed date?

**Response:** *The anticipated NTP date is October 15<sup>th</sup>, 2009.*

Question No. 15 Sequence of Construction: Page 48 and 49 of RFP gives the order of which the toll plazas are to be completed, but NW 12<sup>th</sup> St Ramps are not on list.

**Response:** *The omission referenced above was not found in the FINAL RFP. See page 50 of the FINAL RFP.*

Question No. 16      **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. 17      In accordance with the **RFP**, the DBF shall, “provide a multi-chord truss-type superstructure system for the horizontal element” of the tolling structure. Would FTE consider alternative designs in lieu of a truss-type superstructure if the design still met the toll equipment design criteria for frequency, displacements, etc.?

**Response:**      *No.*

Question No. 18      In accordance with the **RFP**, the DBF shall, “use two uprights in a span configuration” for the tolling structure. Would FTE consider alternative designs in lieu of span configurations if the design still met the toll equipment design criteria for frequency, displacements, etc.?

**Response:**      *No.*

Question No. 19      **Section VIII Bid Price Proposal Requirements** Please confirm that the forms found in Attachment No. 1 through Attachment No. 6 are the only forms required to be included in this bid price proposal.

**Response:**      *Yes. See Section VIII on page 124 of the FINAL RFP.*

Question No. 20      Will the Design/Build Firm be allowed to utilize existing FTE right of way for the Design/Build Firm’s office and staging area?

**Response:**      *Yes. Locations are subject to the FTE and CEI approval.*

Question No. 21      Will the Design/Build Firm be required to furnish a site office for the Owner’s representatives?

**Response:**      *No.*

Question No. 22 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. 23 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 an EPA Generator ID Number.*

Question No. 24 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 as stated in the FINAL RFP.*

Question No. 25 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:** *Please refer to the FINAL RFP Section VI.N.*

Question No. 26 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. 27 **Attachment No. 1, Bid Blank:**

- a. The first line is blank. Please confirm that the Proposer’s name should be shown here.

**Response:** **Yes.**

- b. **Contract Calendar:** Please confirm that this blank should include the calendar day duration for the project shown on the proposer's technical proposal schedule.

**Response:** **Yes.**

- c. **Appropriation FY:** Please provide information to be included in this space.

**Response:** **Leave blank.**

- d. **Appropriation Category:** Please provide information to be included in this space.

**Response:** **Leave blank.**

- e. **Date of Award:** Please confirm that that the date should be 9/18/09.

**Response:** **Leave blank. Department to fill in actual date.**

Question No. 28 **Date of Contract Execution:** Please confirm that the date should be 10/8/09.

**Response:** **Leave blank. Department to fill in actual date.**

Question No. 29 **Attachment No. 2, Design- Build Proposal:**

- a. Page 1 of 4:
  - i. Lines 4 and 5: Will the Proposer be required to complete these lines and if so, what description should be used?

**Response:** **It's not a requirement to fill in those lines. However, if you do the description would be "HEFT All Electronic Toll (AET) Phase 3."**

- ii. Line 7 and 8 prior to "approximately": Will the Proposer be required to complete these lines and if so, what information should be included?

**Response:** **It's not a requirement to fill in those lines. However, if you do the information would be "Miami-Dade and Broward"**

- b. Page 2 of 4:
  - i. Line 2: Please confirm that the blank will be filled with the 24 day difference between the Posting of the Department's intended decision to Award (9/14/09) and the Anticipated Execution Date (10/8/09).

**Response:** **No. The duration to be filled in that space is "20", as per Section 3-6 Execution of Contract and Bond in Attachment No. 10 Division 1 Specification for Design-Build contracts.**

- ii. Line 3: Please confirm that the blank will be filled with the Proposer's duration of the project shown on the Proposer's technical proposal schedule.

**Response:** *Yes.*

Question No. 30 **Attachment No. 4, Schedule of Values:**

- a. Please confirm that the shaded fields are to be completed by the Proposer as well as the unshaded fields.

**Response:** *Yes.*

- b. Please confirm that the "% of Contract" column should be calculated by using the TOTAL LUMP SUM PRICE found on Attachment #3 for the "Contract" value.

**Response:** *No. The "% of Contract" column has been revised to the "% of Project Total". See Addendum #1.*

Question No. 31 **Attachment No. 6, DBE Forms:** Please confirm that the forms found on Pages 1 through 8 do not have to be completed and submitted with the Price Proposal.

**Response:** *Please refer to the instructions contained in each of the forms and submit any that are applicable.*

Question No. 32 The drawings provided with the RFP for the Okeechobee Northbound Mainline Gantry Equipment Building indicate a service capacity of 300 Amperes. Is this sufficient to supply the electrical loads for two (2) gantries?

**Response:** *Yes.*

Question No. 33 The drawings provided with the RFP for the Okeechobee Northbound Mainline Gantry Equipment Building indicate a 60 KW generator. Does this generator have enough capacity to supply the electrical loads for two (2) gantries?

**Response:** *Yes, this generator has enough capacity to supply the electrical loads for two (2) gantries.*

Question No. 34 Please confirm that the HVAC at the Okeechobee Northbound Mainline Gantry Equipment Building has capacity for the additional tolling equipment?

**Response:** *Yes, the Okeechobee Northbound Mainline Gantry Equipment Building has capacity for the additional tolling equipment.*

Question No. 35 The revised Attachment 32, does not indicate the increased electrical service (800 Amp) and Normal Power panelboard (800A) when serving two (2) gantries. It also does not indicate the generator fuel tank revisions. Will these Addendums to the Phase 1 & 2 RFP apply to Phase 3 as well?

**Response:** *Please reference Attachment #28 Tolling Infrastructure Requirements – Appendix 7, Sheet 5 of 10 for Electrical Requirements – Gantry Buildings Serving Two Gantries.*

Question No. 36 Attachment #28, Appendix #6 indicates provisions for pavement tolling loops including pull boxes and conduits. Can the FTE specify the minimum size of the pull boxes that will be installed next to the gantries.

**Response:** *This is the DBF's responsibility to determine as noted in Attachment #28, Appendix #6, General Note #2.*

Question No. 37 Do we have to provide grounding testing wells for the lightning protection system, and if so how many are required?

**Response:** *No.*

Question No. 38 The Square D Powerlink panel is clearly specified, however there is no specification for Square D Powerlink controllers or software. Please confirm which controller and software is required?

**Response:** *The Square D Powerlink G3 panel controller shall be NF3000G3. Software is not required.*

Question No. 39 Attachment #28 indicates that the maximum temperature inside the E6 cabinet shall not exceed 108 degrees. The cut sheet provided with the RFP indicates that the E6 reader has an operating temperature of 158 degrees. Please advise if it is the intent of the FTE to provide air conditioning at the E6 enclosures.

**Response:** *See Attachment #28 Tolling Infrastructure Requirements. Section J. Infrastructure for Toll Equipment Structure and Roadside Tolling Equipment requiring Heat Exchangers.*