

**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 #2 Questions

Question No. 1 On page 2 of the Request for Proposal, under 1.b.(Miramar Mainline Toll Plaza), it states that, “The administration building sanitary sewer line shall be connected to a **new duplex grinder** pump unit located near the administration building and a force main shall be run from the grinder pump unit to the septic tank through the tunnel.”

- How many people use the Plaza in a Day?
- What is the Lift Station capacity?

Response: ***The occupancy of the building is 4 technicians.***

Question No. 2 At the Mandatory Pre-Proposal Meeting, it was mentioned that the new toll equipment buildings constructed under the current Okeechobee Plaza/NW 74th Street contract at all NW 74th Street Ramps will be used for the AET project.

Will the toll equipment buildings have within them all of the required equipment such as electrical panels, security door, lighting, etc.

Response: ***No, please refer to Addendum #2.***

Also, will the current contractor install all necessary pullboxes, E-6 Enclosure Cabinets, and ductbank from the proposed Gantry locations to the toll equipment building?

Response: ***No, the current contractor will not install the necessary pullboxes, E-6 Enclosure Cabinets, and ductbank from the proposed Gantry locations to the toll equipment building. This is the Design/Build Firm’s responsibility. Regardless if the gantry is relocated from its originally***

intended position, the existing conduit infrastructure does not meet the new TEC infrastructure requirement in entirety, thus the Design/Build Firm shall provide all new complete infrastructure (Gantry, E6 Enclosure, and Loops) identical to other new tolling sites including the penetration to the building per requirements of the RFP.

All requirements of Attachment #28 and the RFP are still applicable to these tolling sites.

Please refer to Addendum #2.

Question No. 3 Page 33 of 124 of the RFP, last paragraph / sentence number two states “will require power service only”. But then on sentence number four it states “coordinate with FP&L and AT&T to obtain new services to these locations”. So do we need to provide power service only or both (conduit/pull boxes)?

Response: Telephone service is not required. Please refer to Addendum #2.

Question No. 4 I was curious as to why there is no USACE permit for NW 74th St. Interchange. I see there is a DERM permit and a SFWMD (that requires 7.7 freshwater mitigation credits) and I would have thought that the Corps would have claimed jurisdiction over the canal and any wetlands to the west of the mainline. Can you shed any light on this particular interchange with respect to Corps permitting?

Response: Please refer to General Information Documents 4w. for the USACOE permit.

Question No. 5 Does the department want to keep the existing single mode fiber drop to the existing Miramar Mainline Plaza Building operational after the completion of the two new equipment buildings?

Response: Yes.

Question No. 6 As a part of the General Information Documents provided we received a copy of the Miramar Mainline Plaza Dedicated Lanes 100% Plans (41 7547-1). These plans show the addition of shoulder in both directions and include modifications to the existing roadway lighting which have not been completed to date. Section U on page 29 of the RFP does not include this as a construction project impacted by the AET. Will the Miramar

Mainline Plaza Dedicated Lanes (417547-1) project be implemented by the Turnpike prior to the AET?

Response: *No. This project will not be implemented. Information was provided as supplemental information only.*

Question No. 7 Section L.1 .D of the RFP: Will the proposed NW 74th Street interchange, currently under construction, be opened to traffic prior to implementation of AET? If so, how are tolls to be collected? Can the Turnpike provide the latest construction schedule for this project? Additionally, it was mentioned that drilled shafts are in for the ramps at NW 74th Street. Which ones?, and can the Turnpike provide as-built locations and shop drawings for the drilled shafts along with the drilling logs?

Response: *Yes, the NW 74th street interchange will be opened to traffic prior to the implementation of AET. Tolls will be collected with temporary tolling site to be provided by the Department during current NW 74th Street Interchange contract. Please refer to Addendum #2 for additional information.*

Question No. 8 The RFP indicates there is no MEP work for the NW 74th ST Equipment Buildings S.7.g on page 102. Please verify.

Response: *Please refer to Addendum #2.*

Question No. 9 VII.B indicates 25 hard copies, 1 original and 1 copy on CD/DVD. Please verify the submittal requirements.

Response: *Please refer to Addendum #2.*

Question No. 10 Can the Department provide the final Phase 3 RFP in Microsoft Word format?

Response: *Word document was provided to all shortlisted firms 6/26/2009 via e-mail from Rich Nethercote.*

Question No. 11 The NW 41st Street Northbound Off Ramp has a 120/240 Volt, single phase service with a 200 Ampere service disconnect. Does this service have sufficient capacity to serve the new electrical loads and existing toll equipment loads during toll equipment testing?

Response: *Yes.*

Question No. 12 Does any existing toll plaza electrical service require an increased service capacity for the implementation of this project?

Response: *No.*

Question No. 13 Questions regarding AC and the E6 enclosure:

Per attachment #28 of the RFP, page 5, sub-bullet 3 beginning "Concrete pad mounted stainless steel NEMA 4X...", fourth sentence beginning "The E6 enclosures shall at a minimum...", the stated requirement "two thermostat controlled heat exchangers". It is understood by the stated design parameters listed in sub-bullet 3 that the interior temperature of the E6 enclosure is not to exceed 108 degrees F.

A. Please clarify that the enclosure requires 100% redundancy from the two heat exchangers, Yes or No (i.e. each heat exchanger is sized to satisfy the temperature requirement and only one unit operates at a time, similar to the HVAC requirements for the concrete toll equipment building which has two wall mounted units).

Response: *Yes.*

B. Please clarify the RFP's use of the term "heat exchanger". Based on the temperature limit requirement of 108 degrees and available product research, a compressorized system with refrigerant, evaporator and condenser will be required to satisfy the requirement. Does this type of system comply with the RFP's definition of heat exchanger. Yes or No?

Response: *No.*