

**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 # 4 Questions

Question No. 1 Section VI N, Signing and Pavement Marking Plans of the RFP, page 65, states in the 3rd paragraph, “The Design/Build Firm shall coordinate with MDX to determine the appropriate design criteria to apply and determine if panel replacements on the existing structures is feasible.” If the panel replacement is not feasible, is the Design/Build contractor to replace the existing structure in like kind (see attached photos) or can the Design/Build Firm replace the structures with the sign structures found in FDOT index 11310 Cantilever Sign Structure or 11320 Span Sign Structure, which ever applies?

Response: ***If panel replacement is not feasible on MDX sign structures, the Design/Build Firm shall coordinate with MDX to determine appropriate design criteria to apply. If panel replacement is not feasible, the Design/Build Firm should anticipate that the MDX signature sign structure be replaced in like kind (in similar concept) to the existing. See MDX’s enhancement manual guidelines for more information about the concept. <http://www.mdxway.com/improvements/docs/MDX-Manual.pdf>***

Question No. 2 Does Federal Wage Rates apply to this project and is the contractor required to submit certified payrolls?

Response: ***Yes, Federal Wage Rates apply. Yes, contractor is required to submit certified payrolls.***

Question No. 3 Is it the Turnpike's intent to have Toll-By-Plate installed and working at County Line Road under the HEFT AET Phase 3 Contract?

Response: Turnpike is removing cash from County Line Road and installing the TEC's new tolling equipment. Please note Attachment #12 of the RFP - Conceptual Master Signing Plan. The signage at County Line Road reflects "SunPass Only" lanes rather than "Toll-By-Plate" signage.

Question No. 4

Per the RFP our Technical package identifies existing FP&L primary which conflicts with the proposed gantry traffic loops.

- a. At 106th St NB and 27th Ave SB ramps the existing FP&L 12KV primary serving the ramps are under the gantry traffic loops. Should the cost to relocate this primary away from the loop area at these ramps be included in our price?

Response: Yes. Lines are to be relocated no less than 100 feet from the tolling loops and if this is not possible, further coordination with FTE is required.

- b. At 27th Ave NB and Okeechobee Rd NB the existing FP&L 12KV primary serving the ramps is less than 25ft from the gantry traffic loops. Should the cost to relocate this primary away from the loop area at these ramps be included in our price?

Response: Yes. Lines are to be relocated no less than 100 feet from the tolling loops and if this is not possible, further coordination with FTE is required.