

**THE MOST RECENT QUESTIONS
AND ANSWERS WILL BE SEEN
FIRST – DATES ARE ON EACH
PAGE SHOWING THE DATE
QUESTIONS WERE RECEIVED.**

***PLEASE SCROLL THROUGH
THE ENTIRE FILE TO ENSURE
THAT YOU READ ALL
QUESTIONS AND ANSWERS***

QUESTIONS RECEIVED ON 04/03/2006

GENERAL QUESTIONS

	QUESTIONS	ANSWERS
81.	With reference to form F. As for the CFO certification. Is a separate attachment on business letterhead attesting that the information on this form is true and correct meet this requirement?	Yes, this would be adequate.
82.	Section 5.1 Format of the RFQ states that all volumes will have all pages "sequentially numbered." Please clarify that the pages sequentially numbered pertain to the required documents that have specified page requirements.	Please number all pages sequentially. Appendices need not be numbered

QUESTIONS RECEIVED ON 04/04/2006

GENERAL QUESTIONS

	QUESTIONS	ANSWERS
83.	With regards to art. 5.1 on page 13 Since financial statements can be extremely bulky depending on a team member, sometimes exceeding hundreds of pages, is it acceptable to reduce the number of copies from 20 to strict minimum for this item only? Thank you for considering such request.	In lieu of hard copies of the financial statements, Proposers may submit the required copies in electronic format on twenty individual CDs.

QUESTIONS RECEIVED ON 04/04/2006

TECHNICAL QUESTIONS

	QUESTIONS	ANSWERS
84.	Reviewing the Q&As posted today, the previous Q from 3/30 regarding inside or outside alignment for Westbound traffic seems to have disappeared. While only an SOQ issue as regards the technical approach if we have to wait until June for the RFP and the completed additional geotechnical information, October will be too early to submit proposal as we have indicated in earlier one-on-one discussions.	The previous question and response is Question #62 and has been re-posted on the Website. FDOT apologizes for any inconvenience. As noted in the previous answer, FDOT will provide further details regarding the project configuration and alignment in the RFP. Within certain guidelines that will be identified in the RFP, FDOT intends to allow for Proposer innovation in the development of technical concepts for the Project.

QUESTIONS RECEIVED ON 3-30-2006

PREQUALIFICATION QUESTION

	QUESTIONS	ANSWERS
63.	<p>Question #1. FORM A</p> <p>Paragraph 5.2.1.1 states that “ For Proposers that are joint ventures, partnerships, limited liability companies, consortia, or other associations, the transmittal shall have appended to it letters on the letterhead stationery of each Entity Member, executed by authorized officials of such Equity Member, stating that representations, statements and commitments made by the lead firm on behalf of the Equity Member have been authorized by, are correct, and accurately represent the role of the Equity Member in the Proposer team”. (bold and red added)</p> <p>Please confirm whether the term ‘Equity’ should be ‘Entity’ on the paragraph above.</p>	<p>Yes, there is a typo and “Equity” is intended.</p>
64.	<p>Question #2. FORM A</p> <p>Paragraph 5.2.1.1 states that “ For Proposers that are joint ventures, partnerships, limited liability companies, consortia, or other associations, the transmittal shall have appended to it letters on the letterhead stationery of each Entity Member,...”.</p> <p>However, FORM A incorporates a ‘signature block’ for partnerships where each member must put its signature on.</p> <p>Please confirm whether the letters indicated on Paragraph 5.2.1.1 are not required.</p>	<p>The letter cited by the question and Form A serve different purposes. Therefore, please provide the letter required by RFP Section 5.2.1.1 for each Equity Member of the Proposer. This letter confirms that the statements, representations and commitments by the lead member of the Proposer are correct and accurately represent the role of each equity member in the Proposer team. The signature block on Form A, on the other hand, confirms various things, including Proposer’s review of all addenda, and acknowledgement by the Equity and Major Non-Equity members of the Proposer team of the authority of the lead member of the Proposer to represent their collective interests.</p>
65.	<p>Question #3. FORM B</p> <p>The table for signature to be completed by all equity and non-equity members of the Proposer (FORM B. Page 4) must be included in FORM B. Should this table be repeated in each FORM B?.</p> <p>Please confirm whether FORM B should be completed for each member of the Proposer.</p>	<p>The first page of Form B member must be completed separately by each Equity and Major Non-Equity Member of the Proposer team. The remaining pages need only be completely once for the collective members of the Proposer team.</p>

FINANCE QUESTION

	QUESTIONS	ANSWERS
66.	<p>Question #4. FORM F. Relevant revenues</p> <p>Please confirm our understanding that in the case of being concessionaire and partner of a Construction and Operation & Maintenance Joint Venture, 'Relevant revenues' from DBFO contracts would include construction revenues + operation revenues.</p>	That is correct.

GENERAL QUESTION

	QUESTIONS	ANSWERS
67.	The forms indicated in the RFQ can they need to be recreated or does the department have available to consultants in Word format?	FDOT will make the forms available in Word format. Please check the Website for further details.

FINANCE QUESTION

	QUESTIONS	ANSWERS
68.	<p>My question is if our experience as a holding company is valid for the technical requirements set on clause 6.2 d (vi).</p> <p>We are incorporated as a holding company, and own 100% participation on several toll road concessionaries that are individual companies (SPEs). Our projects are more than 10 years old, and the holding company was incorporated in 1999.</p> <p>We have consolidated revenues of approximately US\$ 1.0 billion.</p>	The experiences of the individual companies are valid for the technical requirements in 6.2.d (vi) as long as the SPEs are actually the entities performing the operations and maintenance. If the SPEs are contracting with other entities to perform the operations and maintenance then the experiences would not be considered relevant for that clause. The intent is to review the experiences of firms actually providing operations and maintenance services.

GENERAL QUESTION

	QUESTIONS	ANSWERS
69.	On forms D-1, D-2 and D-3 is the Department asking for a minimum number of projects	There is no limit on the number of projects that may be listed on the forms; however, FDOT is most interested in projects that are relevant to the Port of Miami Tunnel Project. A more comprehensive list will allow FDOT to thoroughly consider the Proposers experience. When completing the Forms Proposers are reminded to consider the pass-fail criteria set forth in RFQ Section 6.2(d).

GENERAL QUESTION

	QUESTIONS	ANSWERS
70.	Our firm is interested in the captioned project and desires to participate in procurement process. However we need additional time to complete the organization of our proposal group and therefore respectfully request a four (4) week extension to the statement of qualifications deadline.	Please refer to the answer to Question #58 – the deadline for SOQ submissions will remain April 12, 2006.

ADDITIONAL QUESTIONS RECEIVED ON 3-29-2006

GENERAL QUESTIONS

	QUESTIONS	ANSWERS
60.	Addendums 1 & 3 provide instructions that the forms with a specified date must be used even if there is no revision to the form. With an international team, this is becoming more difficult to accomplish with each addendum (assuming potentially one more). May we use any dated form if the content of the form has not been subsequently revised? We could certify our understanding of this in the SOQ if that would allow the use of forms that we already have signed from overseas	If no substantive change was made to a form, use of the original form is acceptable. If a substantive change was made to a form, the use of the original form in lieu of a revised form may result in FDOT deeming the submission non-responsive.

PREQUALIFICATION QUESTIONS

	QUESTIONS	ANSWERS
61.	.Addendum #1 at 5.2.1.3.b.vii added the language “may be an employee or a subconsultant of the lead Tunnel Design Engineering Firm”. 4.1.6.3 continues to require the Lead Tunnel Design Engineering Firm to be able to prequalify with company staff only. Please remove the “or a subconsultant” language from 5.2.1.3.b.vii as being inconsistent with Rule Chapter 14-75, F.A.C. requirements.	It is not necessary that the entity qualified under RFQ Addendum #1 Section 4.1.6.3 include the lead tunnel design engineer as one of the Professional Engineers supporting the application for qualification as long as the lead Tunnel Design Engineering Firm is qualified pursuant to FDOT’s requirements as set forth in RFQ Addendum #1 Section 4.1.6.3. Qualification under Section 4.1.6.3 is not a pre-requisite for short-listing.

TECHNICAL QUESTIONS

	QUESTIONS	ANSWERS
62.	The Project ReEvaluation on page 5 “Westbound Portal on Watson Island” discusses westbound concepts for inside or outside merge in relation to the existing roadway. The Concept Plans also provide alignments for both inside and outside merge. Is the outside merge still under consideration or available for contractor use as basis of alignment?	FDOT will provide further details regarding the project configuration and alignment in the RFP. Within certain guidelines that will be identified in the RFP, FDOT intends to allow for Proposer innovation in the development of technical concepts for the Project.

ANSWER TO ADDITIONAL QUESTIONS RECEIVED ON 3-29-2006

GENERAL QUESTIONS		
	QUESTIONS	ANSWERS
58.	<p>At this moment we are culminating the configuration of our team for the Port of Miami Tunnel Project. However some of the questions already formulated have not been answered and we do have some doubts about several points yet. For this reason we do ask for an <u>extension for the SOQ Due Date until the end of April 06.</u></p>	<p>FDOT recognizes the tight schedule for the Project for all parties, but maintaining the overall schedule will require the submission date be held to April 12, 2006.</p>
FINANCIAL QUESTIONS		
	QUESTIONS	ANSWERS
59.	<p>The Pass/Fail review (paragraph 6.2) will have into account the average annual revenues over the past five years for the lead non tunneling contractor, the lead non tunneling engineering firm, the lead tunnel design engineering firm, the lead tunneling contractor and the lead O&M firm, however according with the financial information required (para. 5.2.1.2 (c)) the financial statements are required only for the three most recent fiscal years.</p> <p>How and where should the information for the remaining two (2) years be provided?</p>	<p>The most recent three years will be supported by the financial statements requested and the last two years at a minimum will be certified by the chief financial office of the firm. Five years of financial statements may be submitted as an alternative. As part of its review of the SOQ submission, FDOT may request additional documentation if necessary.</p>

**THE FOLLOWING
QUESTIONS 1 – 57
WERE RECEIVED
PRIOR TO 3-29-2006
IN NO APPARENT
DATE ORDER**

GENERAL QUESTIONS

QUESTIONS

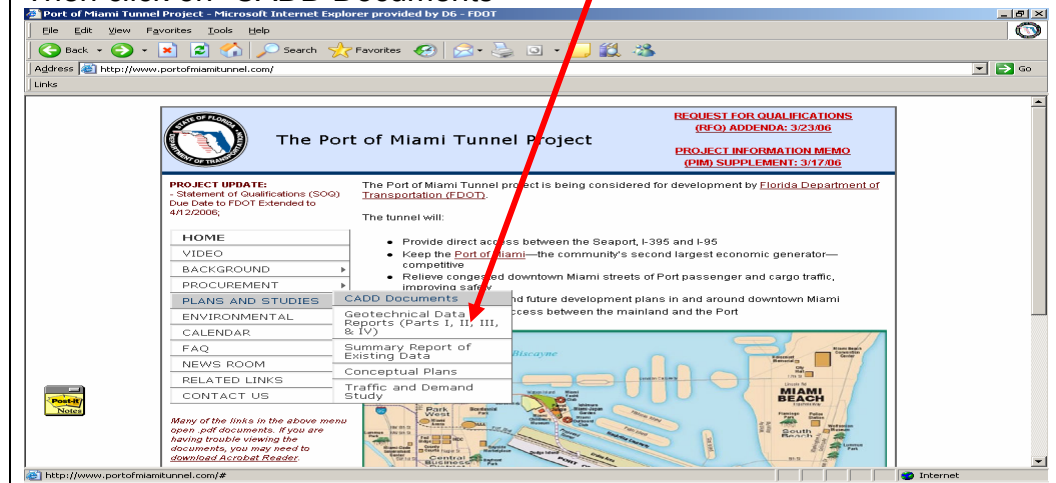
1.

In reviewing the documents for the above noted project, it is very difficult to work with the PDF drawings. Is it possible that all proposers get an electronic copy of the CADD drawings?

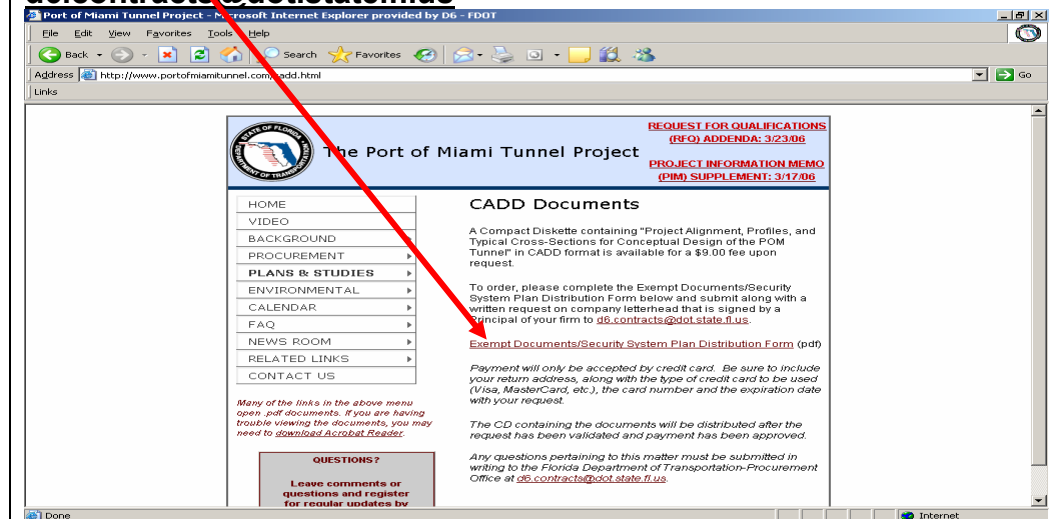
ANSWERS

Yes these are available by sending a written request using the form contained on the website at <http://www.portofmiamitunnel.com/> **(PLEASE SEE THE SCREEN SHOTS BELOW)**

Click on the Plans and Studies Tab
Then click on "CADD Documents"



Then click on "Exempt Documents/Security System Plan Distribution Form pdf" **EMAIL OR FAX THIS FORM TO d6.contracts@dot.state.fl.us**



GENERAL QUESTIONS CONTINUED

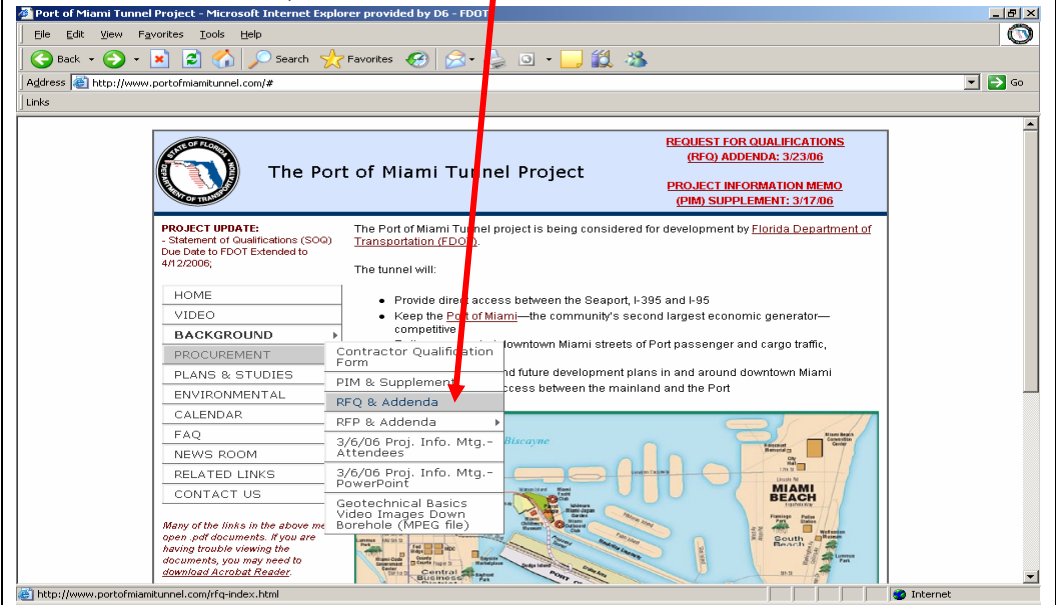
	QUESTIONS	ANSWERS
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2. Can we please obtain a copy of the CAD drawings or will they be posted for download?

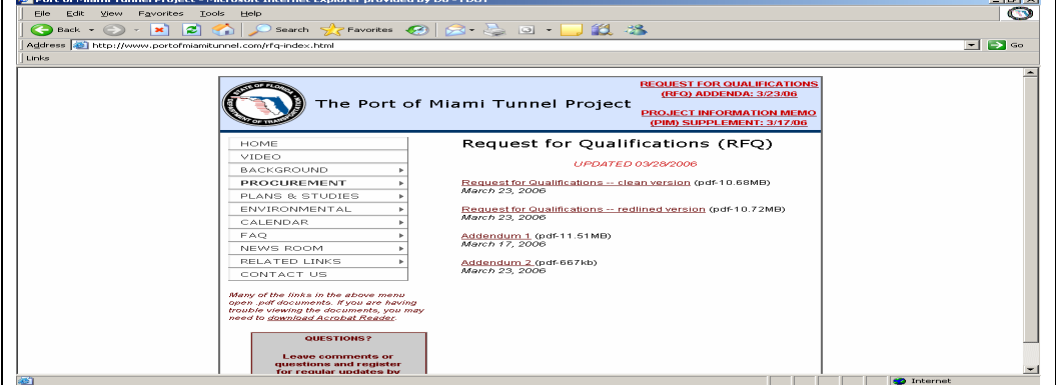
See the answer to question #1 above.

3. Would FDOT consider giving more time to respond to the RFQ to allow teams to form?

The due date for submittal of statements of qualifications is now April 12, 2006. Please refer to Addendum #1, dated March 17, 2006 which is posted on the website at <http://www.portofmiamitunnel.com/> **(PLEASE SEE THE SCREEN SHOT BELOW)**
 Click on the Procurement Tab
 Then click on "RFQ & Addenda"



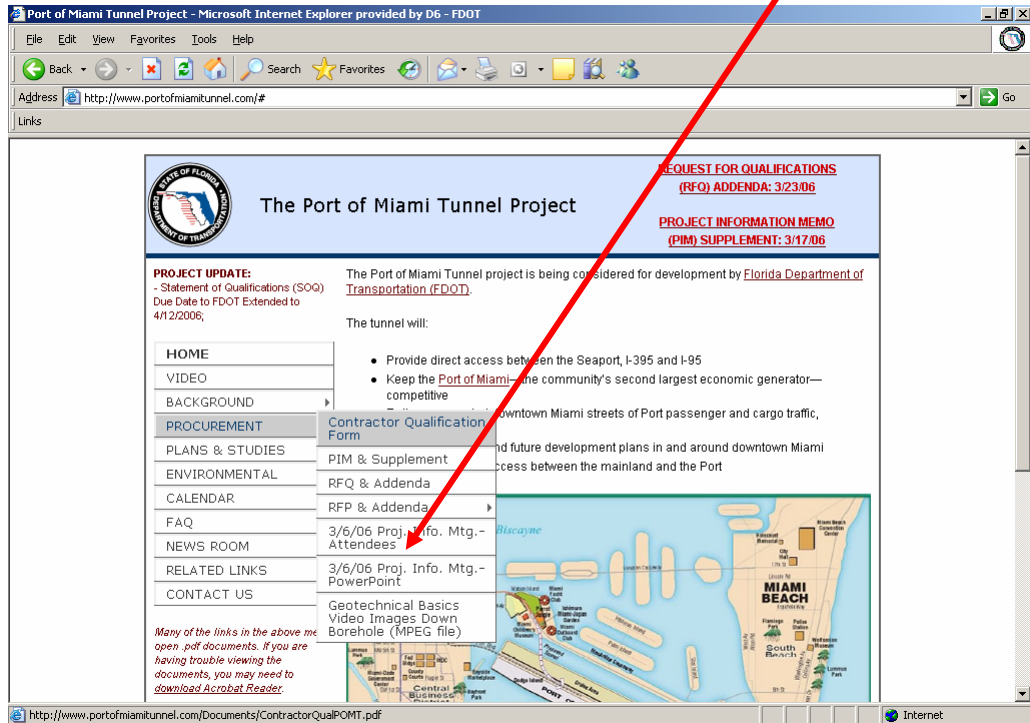
Then Click on Addendum #1



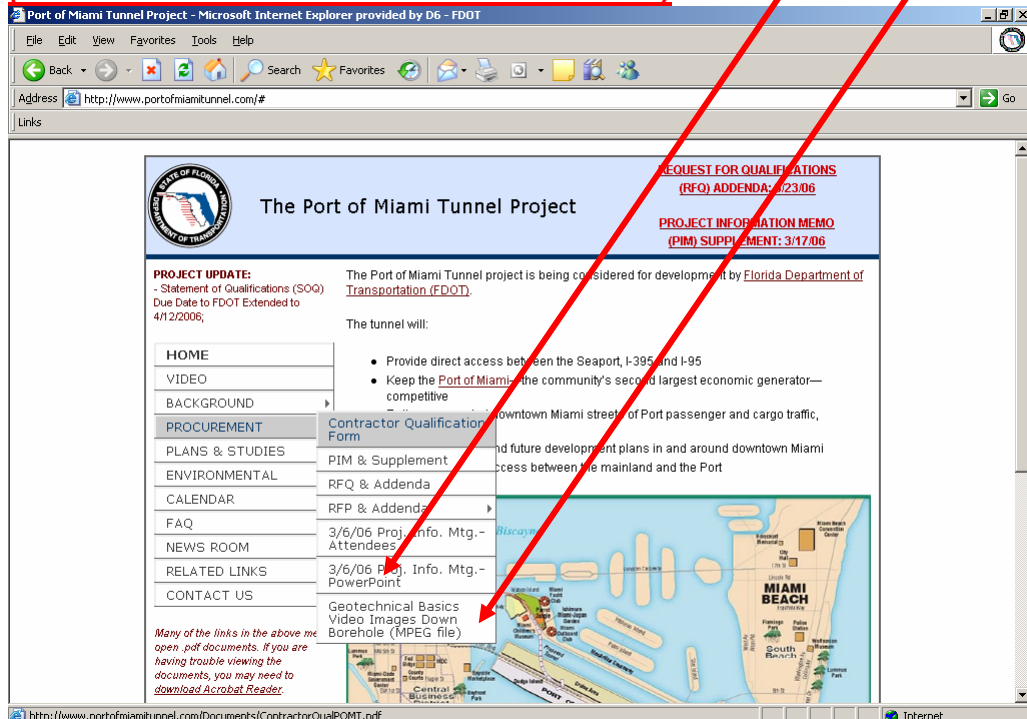
GENERAL QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
4.	<p>Extension of SOQ Due Date</p> <p><i>According with the Procurement Schedule the SOQ Due Date is March 31, 2006. However, due to the complexity of the project <u>we ask for an extension of this period.</u></i></p> <p>Following our last e-mail we clarify that we do ask for an extension of 2 weeks for the SOQ Due Date.</p>	See answer to question #3
5.	<p>The information presented in the Pre-Proposal Meeting coupled with newly developed international interest in the project make it difficult if not impossible to respond by March 31, 2006. We respectfully request an extension in the SOQ due date to encourage a greater number of participants in the process.</p>	See answer to question #3
6.	<p>RFQ Section 5.1 Some of the originals required for Volume 1 (ie. Financial Statements) are already available on A4 sized paper.</p> <p>Would it be possible submit as original a single copy of this documents on the required format?</p>	Documents submitted in A4 size will be deemed compliant with the letter sized requirements. Proposers shall nevertheless adhere to the number of copies required.
7.	<p>Will the CEI services be advertised independently?</p>	CEI will be advertised separately. Further details regarding CEI services will be available in due course, please continue to check the project website for additional information.

GENERAL QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
8.	<p>I attended this meeting in Miami last week. I was told that, if I asked, it would be possible to receive a list of all the attendees at the meeting, together with their company affiliations and email numbers. I would be very grateful if that could be sent to me, as I would like to contact various other attendees to discuss how to cooperate with them on this important project. I appreciate your kind attention to this request.</p>	<p>The list of attendees at the March 6, 2006 meeting is on the website at: http://www.portofmiamitunnel.com/</p> <p>Then click on the Procurement Tab Then click on "3/6/06 Proj. Info. Mtg. - Attendees" <u>(PLEASE SEE THE SCREEN SHOT BELOW)</u></p> 
9.	<p>Please send a list of the attendees from yesterdays Port of Miami Tunnel and Access Improvement Project informational meeting. If you can include those that participated by video conference we would appreciate it.</p>	<p>This meeting was broadcasted live on the web, we have no way of knowing who attended the conference through the webcast, however the listing of the attendees at the March 6, 2006 meeting is available on the website. Please see the answer to question #8 above.</p>

GENERAL QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
10.	Is there a prime contractor list that you may forward to us for review?	There is no prime contractor listing available, however you may obtain a listing of the attendees at the March 6, 2006 Project Information Meeting held in Miami, Florida by following the instructions in question #8 above.
11.	Could you please fax or email us a copy of the Attendee Sign-in Sheet from the Project Information meeting?	Please see the answer to question #8 above.
12.	Can we please obtain a copy of Mr. Piedrahita's slide presentation and the geotechnical basics video from the Project Information meeting?	<p>These are available on the website at: http://www.portofmiamitunnel.com/</p> <p>Then click on the Procurement Tab Then click on "3/6/06 Proj. Info. Mtg – Powerpoint" and on "Geotechnical Basics Video Images Down Borehole (MPEG File)" <i>(PLEASE SEE THE SCREEN SHOT BELOW)</i></p>  <p>The screenshot shows the website interface for the Port of Miami Tunnel Project. The navigation menu includes: HOME, VIDEO, BACKGROUND, PROCUREMENT (selected), PLANS & STUDIES, ENVIRONMENTAL, CALENDAR, FAQ, NEWS ROOM, RELATED LINKS, and CONTACT US. The 'PROCUREMENT' dropdown menu is open, showing links for: Contractor Qualification Form, PIM & Supplement, RFQ & Addenda, RFP & Addenda, 3/6/06 Proj. Info. Mtg. - Attendees, 3/6/06 Proj. Info. Mtg. - PowerPoint, and Geotechnical Basics Video Images Down Borehole (MPEG file). A red arrow points to the last link. The main content area includes a 'PROJECT UPDATE' section and a map of Miami Beach.</p>

GENERAL QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
13.	Can we please obtain a copy of the color ROW diagram used in yesterday's meeting?	Please see the answer to question #12 above.
14.	<p>We are interested in working as a subcontractor on the upcoming work for the Port of Miami Tunnel Project. We would like to request clarification of the following:</p> <ol style="list-style-type: none"> 1. Will there be any diving requirements in support of this work? 2. Will there be diving services required in support of the bridge work? If so, are the specifications for this work available for review? 	Interested parties should contact the list of attendees to offer their services on this contract. FDOT will not be contracting directly for these services and there are no specifications available at this time.
15.	<p>In the interest of RFQ DOT-05/06-6001.DS Port of Miami Tunnel Project. I would like to request a list of Bidder/Plan Holder for this project. For the possibility of underwater diving inspection.</p> <p>I read the solicitation I believe there is some underwater diving inspection on it? And would like to know if there is any underwater diving inspection on it.</p>	Interested parties should contact the list of attendees to offer their services on this contract. FDOT will not be contracting directly for underwater diving services.
16.	<p>I would like to know if GIS Data, GIS custom application development and/or Mapping Services will be required for this project.</p> <p>My Company is an IT&GIS consulting firm with a strong track record in the production and maintenance of GIS data and GIS application development in support of engineering projects.</p>	Interested parties should contact the list of attendees to offer their services on this contract. FDOT will not be contracting directly for these services.
17.	We are interested in submitting a proposal for the above noted project. However, our expertise is limited only to environmental engineering. Therefore, I was wondering if we can submit a proposal strictly for the environmental/geotechnical portion of the project or are you only accepting proposals from firms qualified to design the entire project? Please advise.	The Department is accepting proposals only from teams qualified to design, build, finance, operate and maintain the entire project. We suggest that you contact the list of attendees to offer them your services.

GENERAL QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
18.	Does the tunnel project contain a Disputes Review Board Specification? This is exactly the type of project that brought about the use of Dispute Review Boards due to the many problems that can be encountered in tunneling, not the least of which are potential geotechnical problems. The Florida Department of Transportation DRB web site http://www.doce-conferences.ufl.edu/default.asp has many qualified DRB members available for use on a project of this magnitude. I would strongly urge the inclusion of the Disputes Review Board Specification in the Contract if it is not already there.	This will be addressed in the Request for Proposal (RFP) document.
19.	<p>RFQ paragraph 5.2.1.1.(e) on page 14 requires a list and a brief description of all "... dispute review board and other dispute resolution proceedings.."</p> <p>DRB and other ADR approaches have become very common contractual methods to resolve potential disputes between owners and contractors, particularly in the underground industry. Inasmuch as the DRB process is a lower, more informal level of ADR than arbitration, litigation, etc., a substantial number of issues may be heard by a DRB especially on large and complex projects. In this regard, the subject requirement could involve an extensive volume of paperwork to address properly and completely the request. We therefore request that the referenced requirement be limited to arbitration and litigation</p>	No change will be made to the requirements of that section. The referenced RFQ section requires disclosure of information related to proceedings where more than \$500,000 was at issue on projects with a value in excess of \$250,000,000. FDOT believes this information is sufficiently limited and is relevant to the evaluation of SOQs.
20.	Of the permits listed in Mr. Piedrahita's slide presentation, other than the Class I & II DERM, 404 Dredge & Fill and Easement Permits, which other specific permits will be applied for in advance	Please see section 2.3 of the Project Information Memorandum (PIM). As of now, FDOT intends to apply for the following permits : Class 1 DERM, Class 2 DERM , Environmental Resource Permit, and 404 dredging permits. FDOT continues to analyze whether it would be beneficial to apply for additional permits. This information will be provided in the RFP.
21.	Have there been any Public, Private or Environmental concerns/objections expressed toward this project?	There is considerable public support for the Project, however Proposers are encouraged to perform their own due diligence. The Port of Miami Tunnel is vital to the economic development of the Port of Miami, and the project has received a Finding of No Significant Impact (FONSI) from the Federal Government.
22.	My country has a good reputation in building tunnels, roads, bridges etc. and I was wondering if you allow foreign companies to participate in the construction of the tunnel and if so, is it already too late to have companies shortlisted?	All entities, regardless of their country of origin, are encouraged to participate, subject to the requirements stipulated in the RFQ.

GENERAL QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
23.	<p>Can you please clarify the intention of Section 4.1.5 of the RFQ regarding the eligibility of equity investors to participate on other Proposer teams? Specifically, can you please confirm the following:</p> <p style="padding-left: 20px;">If a proposer team submits a response to the RFQ but is not shortlisted, then all members of the team are eligible to participate in any capacity on other teams.</p> <p style="padding-left: 20px;">While a proposer team is preparing its response to the RFQ and while the response is being evaluated, then the Equity Members and Major Non-Equity Members are forbidden from participating in any capacity on another team, except that any Equity Member which is on the team solely to invest equity in the proposer is eligible to participate on other teams.</p> <p style="padding-left: 20px;">That this equity investor may participate in any capacity on other teams, including investing equity, senior debt, and/or subordinated debt, or acting as a Major Non-Equity Member.</p> <p style="padding-left: 20px;">That this equity investor may participate in this manner on multiple teams (i.e., more than 2).</p> <p style="padding-left: 20px;">That an Equity Member which is on the team solely to invest subordinated debt is forbidden from participating in any capacity on another team.</p> <p style="padding-left: 20px;">That FDOT does not anticipate changing these rules during the RFP phase. For example:</p> <p style="padding-left: 20px;">If a member is eligible at the RFQ stage to participate on more than one team and some or all the teams that is participates on are shortlisted, that legibility will not be withdrawn subsequently without a change in circumstances on the teams.</p> <p style="padding-left: 20px;">If a member is not eligible to be on more than one team and the team is on is shortlisted, that member will continue to be forbidden from participating in any capacity on any other shortlisted teams, including any alternate team identified pursuant to Section 4.1.1 of the RFQ.</p> <p style="padding-left: 20px;">If a member of a team that is not shortlisted is approached by more than one of the shortlisted teams to join them, then it can do so provided doing so is compliant with the rules above and any other relevant provisions of the RFQ and RFP.</p> <p style="padding-left: 20px;">That FDOT does not anticipate changing these rules post selection of a Concessionaire prior to execution of the Concession Agreement (e.g., a member of one of the shortlisted proposers who is ineligible under the rules above to participate on more than one team would not be permitted to join the concessionaire in any capacity during this time frame).</p>	<p>Please see revision to Section 4.1.5 as set forth in Addendum #1, dated March 17, 2006. For instructions on accessing the Addenda, please see the instructions in Question #3.</p>

GENERAL QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
24.	<p>FORM B.</p> <p>What is the difference between 'Name of Proposer' and 'Name of firm' fields?</p>	<p>"Proposer" refers to the collective group of entities submitting the Proposal. (Consortium, joint venture, etc.)</p> <p>"Name of Firm" refers to the name of the entity filling out the form.</p>
25.	<p>FORM B.</p> <p>Please confirm our understanding that some fields of FORM B (ie. 'Florida Individual's Title', 'Federal Tax ID No', 'North American Industry Classification Code') do not apply in case of foreigner Promoters.</p>	<p>To the extent the entity completing Form B lacks a Federal Tax Identification Number, or Florida representative, then these fields need not be completed.</p>
26.	<p>FORM B.</p> <p>"E. Please identify in the table below the Major Non-Equity Members of the Proposer's team. The companies identified below should complete this form on an individual basis."</p> <p>Please clarify why the following table (fields 'Name and Address of Major Non-Equity Member' and 'Proposed Work Scope') must be completed on an individual basis.</p>	<p>Page 1 of Form B needs to be completed separately for each of the responding parties. The remainder of the form may be completed collectively by the Proposer team.</p>
27.	<p>FORM F.</p> <p>Please confirm our understanding that if the audited financial statements for finance year 2005 are not still available, it would be valid to include the existing data with the certification of the Chief Financial Officer.</p>	<p>The submission of un-audited 2005 Financial statements together with the required certification will be accepted if audited FY2005 Financial Statements are not yet available. However, this option is limited to those entities that can demonstrate the unavailability of their audited FY2005 Financial Statements. The RFP (Request for Proposal) will require updating of financial information for short-listed firms.</p>
28.	<p>Section 5.1. Format.</p> <p>Can submittals be prepared using A4 (8.26" x 11.69") sized white paper and four ring loose-leaf binders?</p>	<p>See the answer to Question #6</p>
29.	<p>Where should be included the written statement about individuals availability??</p>	<p>The written statement should be included in the technical section of Volume #1, please refer to RFQ (Request for Qualifications), Section 5.2.1.3(d).</p>

QUESTIONS ON FINANCIAL INFORMATION

	QUESTIONS	ANSWERS
30.	Please confirm our understanding that the needed documents are not required to be notarized or legalized at this stage.	No notarization is required. Note that the contractor qualification form as described in RFQ section 4.1.6 (which is not among the documents submitted with the SOQs) does require notarization. We are not familiar with the term "legalize." Please comply strictly with the requirements of the RFQ (Request for Qualifications).
31.	I have a question concerning the RFQ for the above subject project. On Page 23, paragraph ii. it states that "annual revenues of no less than \$100 million over the past five (5) years." The same terminology is used in paragraphs iii., iv., v., and vi. Are the sums the amounts required per year, or the sum for the total number of years?	As they are "annual revenues" they are amounts required per year.
32.	In one of the presentations, it states that payments to concessionaire are responsibility of FDOT subject to annual appropriation by Legislature. What does this mean?	Please see the Project Information Memorandum (PIM) Supplement, dated March 17, 2006, specifically Section 1.2. For instructions on accessing the PIM Supplement, please see the instructions in Question #48.
33.	If a potential Concessionaire decided to file for TIFIA assistance and the project was federalized based on their request. What affect if any would this have on other Concessionaire's opportunities for the project? Would all potential Concessionaires then be required to also apply for TIFIA once the project is federalized?	The project becomes federalized only if and when TIFIA funds are actually used by the successful Proposer. It is not an FDOT requirement to use TIFIA funds.

PREQUALIFICATION QUESTIONS

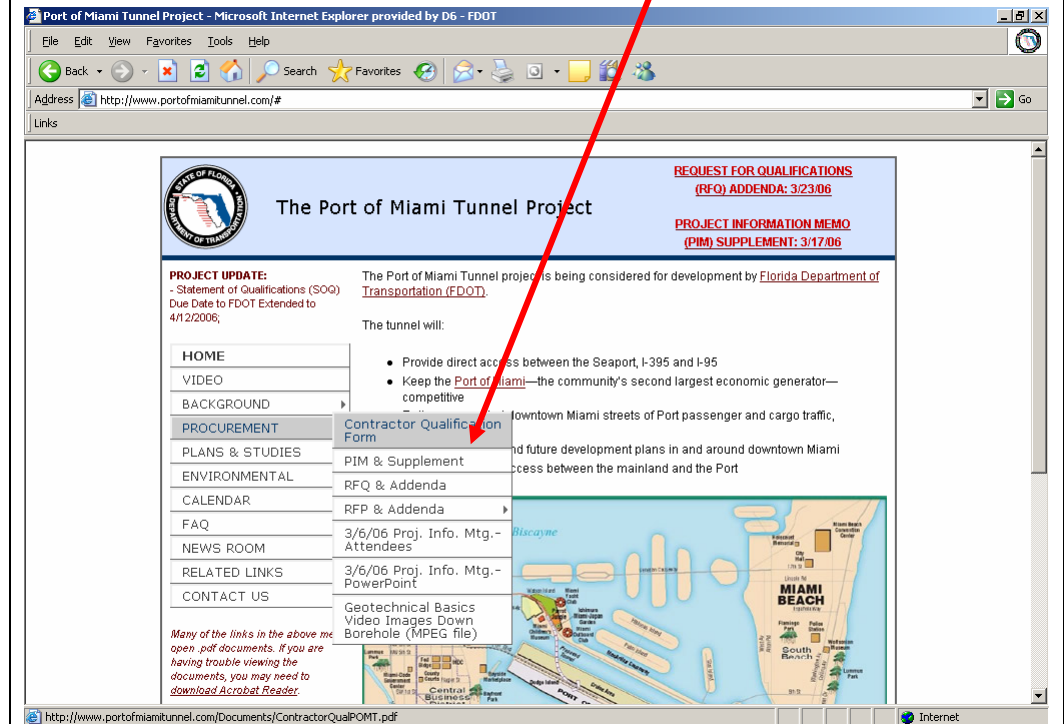
QUESTIONS

ANSWERS

34. How will the pre-qualification process be applied to bidders who are new to Florida?

FDOT has developed special forms that are unique to the Port of Miami Tunnel Project to facilitate and expedite the pre-qualification of firms to do tunnel and bridge construction. Firms pre-qualified under this process will be able to work on the Project, but the certification will not extend to other FDOT procurements. The pre-qualification process shall be completed as outlined in Section 4.1.6 of the RFQ. Either the regular or the project-specific pre-qualification process must be completed in accordance with the timing set forth in Section 4.1.6 of the RFQ. The contractor qualification form can be found on the project website at <http://www.portofmiamitunnel.com/>

Then click on the Procurement Tab
Then click on "Contractor Qualification Form"
(PLEASE SEE THE SCREEN SHOT BELOW)



PREQUALIFICATION QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
35.	<p>At the meeting on March 6th, 2006, I asked if the qualifications for the tunnel design firm could be relaxed as my reading was that three Florida PEs would need to have had intimate experience on three highway tunnels within the past ten years. I was told that the requirement could be reconsidered and in a subsequent discussion with your consultants it was pointed out to me that the PE registration could take place after the qualification date.</p>	<p>Please see Addendum #1, dated March 17, 2006. For instructions on accessing the Addenda, please see the instructions in Question #3.</p>
36.	<p>My main point is that these projects generally take about four years to construct (longer in the USA) and most highway tunnel engineers' experience tends to be international not local.</p> <p>We would wish to use international experts in the event we were designers in a team and it is not easy to get mature people with foreign qualifications to licensed PE status within the time proposed.</p> <p>My suggestions are that the</p> <ul style="list-style-type: none">a) The "within the past ten years" requirement is removed from the three experienced tunnel engineers and thatb) the Florida PE requirement be reduced to perhaps one engineer with 'relevant highway tunnel experience'.	<p>Please see Addendum #1, dated March 17, 2006. For instructions on accessing the Addenda, please see the instructions in Question #3.</p>

PREQUALIFICATION QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
37.	<p>RFQ. Section 6.2 (d) vi. Lead Operation and Maintenance Firm’s experience. “Lead Operation and Maintenance Firm with a minimum of seven (7) years experience in the operation and maintenance of transportation facilities. To be eligible for consideration in the pass-fail evaluation, all experience must be on projects where the Lead Operation and Maintenance Firm held a minimum thirty percent (30%) of the ultimate responsibility for the listed experience, and where the contract tenor was no shorter than ten (10) years. The Lead Operation and Maintenance Firm must have average annual revenues of no less than \$50 Million over the past five (5) years for large highway, bridge and tunnel facilities”.</p> <p><i>Please confirm our understanding that the O&M experience may also be proved through the participation of the Equity Member in Tunnel Concessions in which it holds a stake higher than 30%.</i></p>	<p>FDOT will only consider experience in the Operations and Maintenance of Transportation Facilities. FDOT will consider such experience only where the proposed Lead Operations and Maintenance Firm had a minimum 30% responsibility for the performance of the identified experience. The Lead Operation and Maintenance Firm need not be a Equity Member of the Proposer. Also, the RFQ does not require that the Lead Operation and Maintenance Firm was/is an equity member of the concessionaires (if any) for the cited experience provided that the experience complies with the requirements of the RFQ.</p>
38.	<p><i>RFQ. Section 6.2 (f)</i> “Neither the Proposer nor any other entity that has submitted Form F as required by this RFQ has been disqualified, removed, debarred or suspended from performing or bidding on work for the federal government or any state or local government where such disqualification, removal, debarment or suspension would preclude selection and award under Section 337.165 of the Florida Statutes”.</p> <p><i>Is right the mention to Form F in the above paragraph?</i></p>	<p>The reference is correct. All major equity and non-equity members must make this certification.</p>
39.	<p><i>RFQ. Section 6.2 (f)</i> “The information disclosed in Form E response to Section 5.2.1.1(d) does not materially adversely affect the Proposer’s ability to carry out the Project responsibilities potentially allocated to it, as determined by FDOT in its sole discretion”.</p> <p><i>Is it right to mention the Form E in the above paragraph? We believe that Form E corresponds to Section 5.2.1.1(e), so the information related to this form would not be valid for checking the pass/fail item (f).</i></p>	<p>The RFQ (Request for Qualifications) references are correct, no change will be made.</p> <p>Please note that Form E is described in Section 5.2.1.1(d), <u>not</u> Section 5.2.1.1(e).</p>

PREQUALIFICATION QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
40.	<p>RFQ par. 6.2.(d) v on page 23 indicates a Pass/Fail criteria to select the Lead Tunnel Contractor, by which it is required to have completed at least 3 soft ground tunnels, using a pressure face TBM, with diameters in excess of 35 ft (1) and 20 ft (2), and with a construction value above \$150M</p> <p>The requirement appears to be excessive, and may risk reducing or impeding the participation of interested parties in this procurement process.</p> <p>The reasons for which the requirement appears to be excessive are:</p> <ul style="list-style-type: none"> ➤ There are not many examples in the world of soft ground tunnels with diameter in excess of 35 ft. ➤ Some of these tunnels have been carried out by companies which have never shown interest in this project or even to the USA market (Russian or Malaysian companies for example). ➤ It cannot be assumed to be a fact that companies which have carried out tunnels meeting such limiting criteria still employ within the company the people who have actually managed the project(s). As written, you may find situations in which a company "A" with the required experience, but with its former people working actually with a company "B", which does not have, as company, the required experience. <p>In order to avoid the potential elimination of valid and capable competitors, we request that the requirement related to the diameters of the 3 projects be reduced respectively to 25 ft., 20 ft. and 15 ft.</p> <p>In addition, there are a lot of examples of very difficult soft ground tunnel projects with values below \$150M, and it should be kept in mind that similar-sized projects constructed in different countries, whether USA, Thailand, India or South America, may have a widely varying construction value. This is due simply to the very high difference in the cost of manpower or other goods between different countries. We therefore also request that the construction values of the above 3 projects be reduced to \$100M</p>	<p>The Pass/Fail requirements for the Lead Tunnel Contractor were changed in the RFQ Addendum #1 issued on March 17, 2006. For instructions on accessing the Addenda, please see the instructions in Question #3.</p>

PREQUALIFICATION QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
41.	<p>RFQ par. 5.2.1.3.(b) v and vi on page 18 indicates the experience required for the position of Project Manager and Superintendent of the Lead Tunnel Contractor, which is the same as the experience required from the Lead Tunnel Contractor.</p> <p>The same considerations and requests from our request no. 2 above are requested to be applicable to these individuals as well as to the contractors. We also request that the construction values of the above 3 projects be reduced to \$100M</p>	<p>FDOT has reduced the minimum construction values to \$ 100 million in Section 5.2.1.3(b) v, vi, and vii. Please see Addendum #3. For instructions on accessing Addendums see Question #3</p>
42.	<p>The Instructions to Form D limit to 5 the number of pages, at font size 12, that the Tunnel Contractors (of which there may be more than 1 in the same group), and the Non-Tunneling Contractors (of which there may be more than 1 in the same group) are allowed to demonstrate experience to pass the Pass/Fail Criteria and to prove that they have the experience indicated in the same Instruction to Form D.</p> <p>Due to the fact there may be multiple firms on a team and the difficulty and importance of the requirement, we suggest that the page limit is too low to enable a full and fair review of the competition. We therefore request that the proposers be allowed to attach to the form D2 one full page for every project listed in that form.</p>	<p>The page limitation refers to the narrative supplement only. Proposers may take as many pages as required to complete the forms themselves.</p>
43.	<p>Form D-1 Technical Qualifications- Design; This form requires that we provide details of experience over the past five (5) years for Lead Tunnel Engineering Firm and Lead Non-Tunnel Engineering Firm. However,</p> <p>Section 6.2 Pass/Fail Review; This section requires that the Lead Tunnel Engineering Firm have no less than fifteen (15) years of design and engineering experience involving tunnels. Therefore, In order for the Lead Tunnel Engineering Firm to meet the pass/fail criteria and obtain a pass on all pass/fail items in order for it's SOQ to be evaluated qualitatively under Section 6.3, do we show our fifteen (15) experience on Form D-1 or do we show our fifteen years experience as part of an addendum to Form D-1.</p>	<p>Please refer to RFQ Addendum #1 issued on March 17, 2006 for changes to these requirements. For instructions on accessing the Addenda, please see the instructions in Question #3.</p>

PREQUALIFICATION QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
44.	Idem for lead tunnel contractor and lead non-tunnel contractor. See form D-2 and Section 6.2 page 23.	Please refer to RFQ Addendum #1 issued on March 17, 2006 for changes to these requirements. For instructions on accessing the Addenda, please see the instructions in Question #3.
45.	Item 5.2.1.2 e) requires an optional letter of Parent Company Support. May we replace the letter of Parent Company support for a letter of Sister Company Support in case that the Sister Company has enough strong financial standing?	Yes.
46.	<p>There have been very few highway tunnels built in the United States in the last 10 years. Of those built, the majority have been built with immersed tube, cut-and-cover, or drilled and blast technologies. The requirement contained in the RFQ for the Port of Miami Tunnel dictates that the staff proposed must have worked on at least three (3) highway tunnels in the last ten (10) years on their resume, including a highway bored, i.e. by Tunnel Boring Machine (TBM), tunnel. We believe that this requirement will severely limit those firms that can prequalify.</p> <p>There have been many more bored tunnels built in the past 10 year period, however, for transit and water/wastewater systems. These tunnels tend to be of the same magnitude (diameter of bore) and the transit tunnels are built under similar line and grade conditions, as well as for the human environment. The similarity between a transit and highway tunnel, from a structural, fire, life, safety and ventilation perspective, is very similar. We believe that the Transit tunnel design experience would demonstrate the technical needs to the same extent as that of highway tunnel experience.</p> <p>It would appear that the Department desires to have as many teams as possible present qualifications for this tunnel project. Therefore, qualifying as many firms as possible, without sacrificing capability or safety would seem to be in the Department's best interest. The prequalification should demonstrate the ability to design and construct a large bored tunnel structures, safely and efficiently, for the human environment.</p> <p>We respectfully request that the Department consider modification to Section 4.1.6.3 of the RFQ, page 9, as shown below.</p>	Please see modifications in Section 4.1.6.3 as listed in RFQ Addendum #1 issued on March 17, 2006. For instructions on accessing the Addenda, please see the instructions in Question #3.

PREQUALIFICATION QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
47.	<p>I do have one specific follow-up question pertaining to the RFQ that was left unclear to me; the document specifies that the work requires at least three professional engineers, registered with the Florida State Board of Professional Engineers.</p> <p>As I am representing foreign business interests, could you tell me if a foreign company contending for the project would need to have these engineers on board prior to applying for the project (as part of the application), or if they are required to hire the engineers after earning a contract for the work?</p>	<p>Please see modifications in Section 4.1.6.3 as listed in RFQ Addendum #1 issued on March 17, 2006. For instructions on accessing the Addenda, please see the instructions in Question #3.</p>

GEOTECHNICAL QUESTIONS

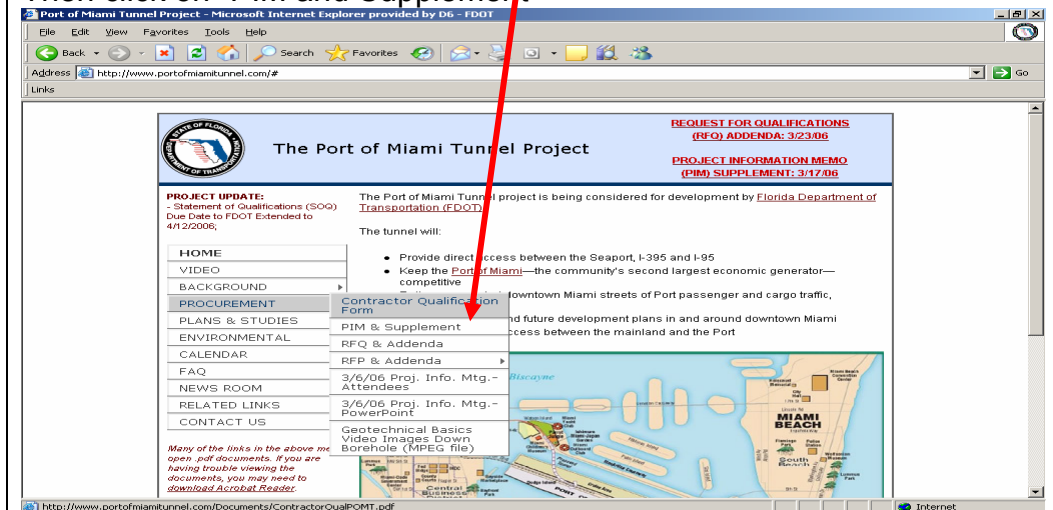
QUESTIONS

48. **Geotech risks and Geotech data**
The PIM indicates that FDOT is willing to share geotechnical risk and that a risk sharing structure is under consideration. Has FDOT's thinking advanced and can FDOT provide more detailed information?

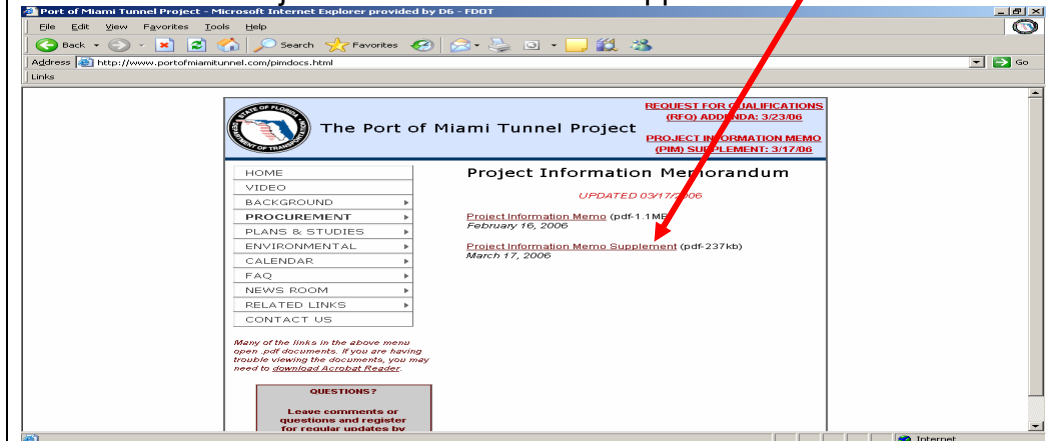
ANSWERS

Please see the Project Information Memo as contained in Project Information Memorandum (PIM) Supplement, dated March 17, 2006, specifically Section 4.3. which is posted on the website at <http://www.portofmiamitunnel.com/>

Then click on the Procurement Tab
Then click on "PIM and Supplement"



Then click on "Project Information Memo Supplement"



GEOTECHNICAL QUESTIONS CONTINUED

	QUESTIONS	ANSWERS
49.	<p>Among the various schemes indicated in the Questionnaire, our preference would be an approach based on the following points:</p> <ul style="list-style-type: none">a. The contractor would be fully responsible for a first, limited and well identified layer of risk.b. The FDOT would be responsible for any risk above that layer.c. As the bored tunnel represents only part of the scope of the work, and the only one having a major geotechnical risk, it would be more appropriate to indicate the layer mentioned at the above point a. as a dollar amount, and not as a % of the whole construction cost. <p>Any form of risk/incentive sharing needs to have clear and agreeable conditions to which reference can be made to determine if an event has generated unforeseen cost or not, as well as a clear and convincing method to resolve timely and equitably any possible dispute. In this regard our comments are:</p> <ul style="list-style-type: none">a. A Geotechnical Baseline Report should be prepared and issued with the RFP.b. A provision for a Disputes Resolution Board should be included in the RFP. The DRB should have clear power to issue binding decisions and not only recommendations to the parties. Time for honoring DRB decisions should also be indicated. <p>Having attended the Workshop and Information Meeting organized by FDOT, it is strongly suggested that the whole issue of risk sharing be addressed now, at the RFQ stage and not at the RFP stage.</p>	<p>Please see the Project Information Memo (PIM) Supplement 3/17/2006. See instructions in question #48, for accessing the Project Information Memo (PIM) Supplement 3/17/2006.</p>

GEOTECHNICAL QUESTIONS CONTINUED

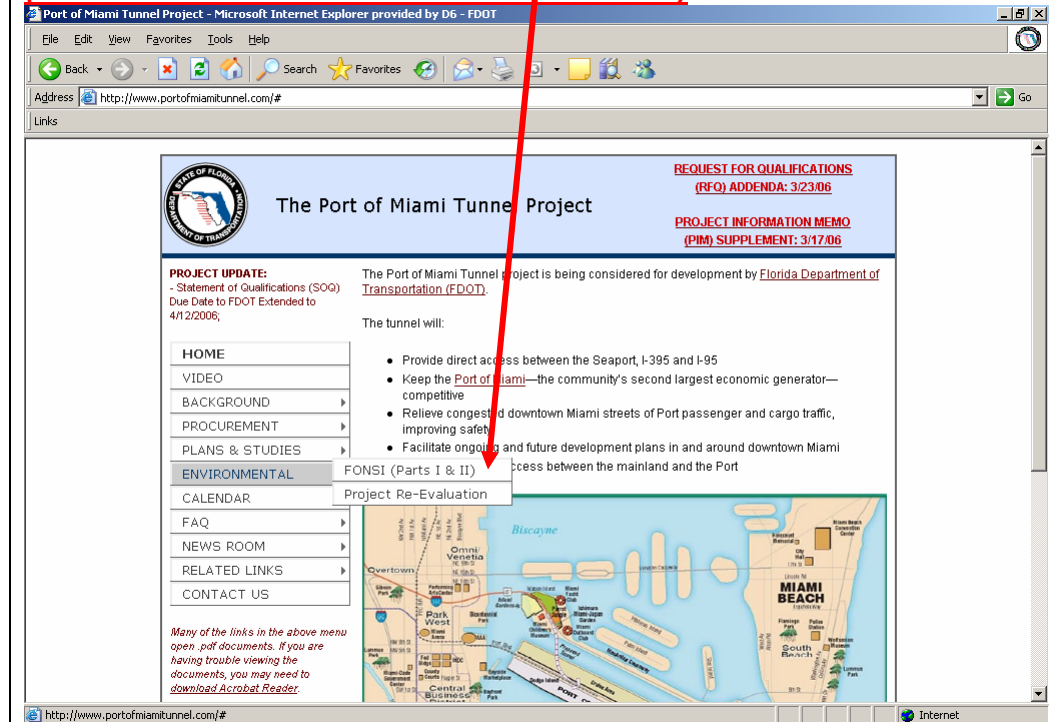
QUESTIONS

ANSWERS

50. Will a technical solution that includes an immersed tube instead of a bored tunnel be acceptable to FDOT? Are there any circumstances in which an immersed tube solution may be developed? If not, it would be very helpful to understand why an immersed tube solution is not feasible / acceptable.

An immersed tube is not an acceptable solution. Please refer to the FONSI (Finding of No Significant Impact) which is available on the website at <http://www.portofmiamitunnel.com/>

Then click on the Environmental Tab
Then click on "FONSI (Parts I & II)"
(PLEASE SEE THE SCREEN SHOT BELOW)



51. What are FDOT's views regarding risk allocation in respect of the bored tunnel? In particular, risk allocation in respect of:

- * unexpected subsurface conditions, in particular voids in the subsurface material;
- * escape of grouting material;
- * failure of boring machine during the project.

Please see revisions to the Project Information Memo (PIM) Supplement 3/17/2006. See instructions in question #48, for accessing the Project Information Memo (PIM) Supplement 3/17/2006.

RIGHT-OF-WAY QUESTIONS

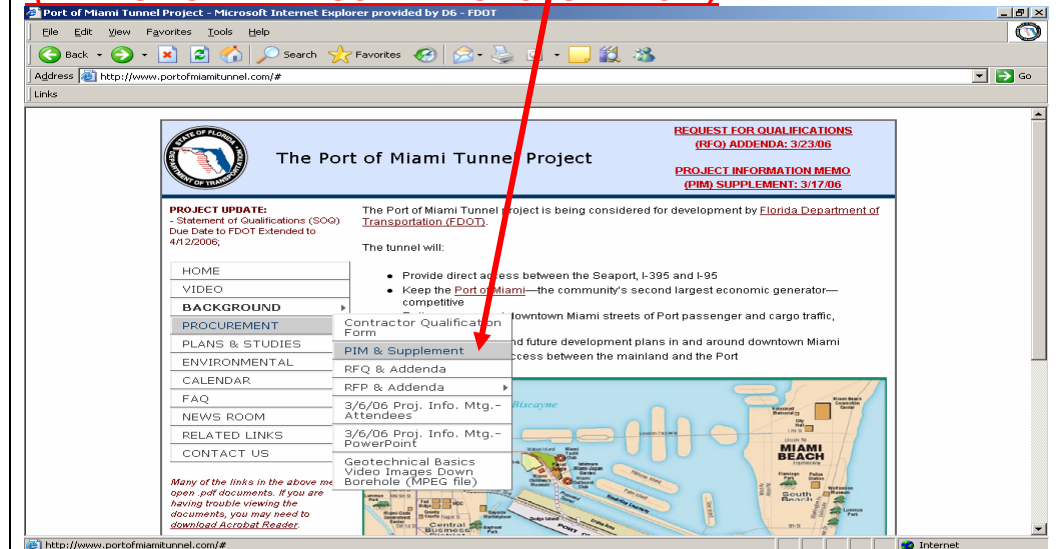
QUESTIONS

ANSWERS

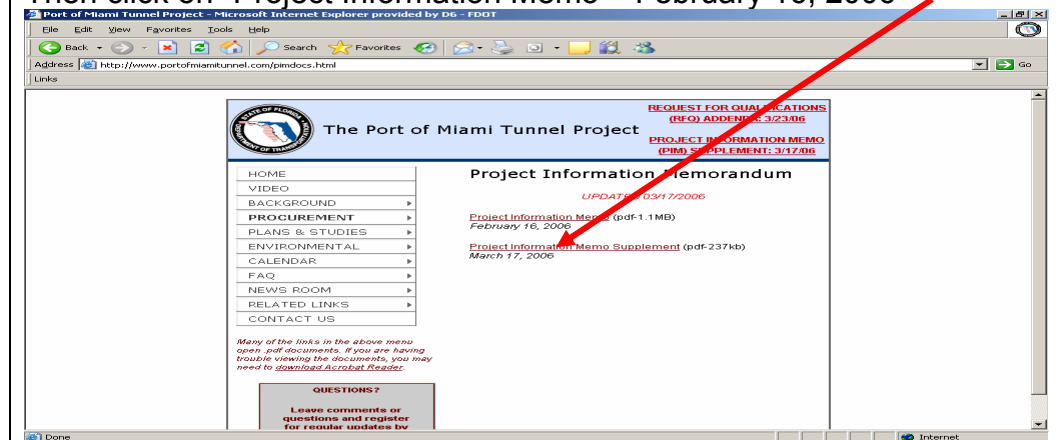
52. How will new right-of-way be acquired?

Please refer to PIM section 2.5.1 which is posted on the website at <http://www.portofmiamitunnel.com/>

Then click on the Procurement Tab
Then click on "PIM and Supplement"
(PLEASE SEE THE SCREEN SHOTS BELOW)



Then click on "Project Information Memo – February 16, 2006"



53. Is FDOT looking for reimbursement for the cost of Project's right of way acquisition?

Please see response to Question #52.

ADDITIONAL QUESTIONS

	QUESTIONS	ANSWERS
54.	<p>We are interested in providing you professional service and unique staffing assistance for the Port of Miami Tunnel Project. We are a registered Workforce Recruitment Organization (WRO) with Miami Dad County and Certified M/WBE through the State of Florida.</p>	<p>You may obtain a listing of the attendees at the March 6, 2006 Project Information Meeting held in Miami, Florida by following the instructions in question #8 above. You may contact these entities to offer your services.</p>
55.	<p>We have submitted on March 15th a request for clarification regarding the above referred RFQ. So far we have not received any direct answer, nor have we seen on the website of the project any answer to these questions or to questions submitted by others, which we understand you have received in a considerable number.</p> <p>Addendum Nr. 1, issued on March 17th and Addendum Nr. 2, issued on March 23rd, do not address the issues which we have raised.</p> <p>The submitted Requests for Clarification nr. 2 and nr. 3 are vital for us to decide about our interest and our eventual role on the project. Pending the above, we are maintaining contacts with several potential partners, in order to retain the possibility of forming a group which would satisfy at the best the requirements of the project, but we are in a standstill situation, and we are not making any progress. At this stage, the deadline date of April 12th appears to be quite unrealistic for us.</p> <p>We therefore urge your consideration to the above questions, and at the same time we request you to postpone the date of submission of the P/Q dossier by a further 30 days.</p>	<p>FDOT apologizes for the delay in responding to industry questions. Responses are provided in this question and answer table. Note that FDOT has extended the deadline for submitting questions to Monday, April 03, 2006. Please refer to Addendum #3 issued on March 28, 2006 which is posted on the website at http://www.portofmiamitunnel.com/.</p> <p>For instructions on accessing the Addenda see Question #3</p>
56.	<p>We have recently been approached by firms attempting to form a team for the Port of Miami Tunnel project. The short time left to submit qualifications may preclude our involvement. In the interest of having more than one response to the RFQ, we respectfully request an additional extension of time to submit a competitive SOQ.</p>	<p>The SOQ submittal deadline remains April 12, 2006.</p>
57.	<p>Request that the Due Date for Statement of Qualifications for FDOT project 05/06-600IDS, be extended beyond the current deadline of 4/12/2006.</p> <p>The concessionaire teams we are aligning with are complex, and require an additional few weeks to present themselves in SOQ's that fully demonstrate their ability to execute the FDOT's program.</p>	<p>The SOQ submittal deadline remains April 12, 2006.</p>

**FURTHER QUESTIONS WERE
RAISED VERBALLY DURING THE
PROJECT INFORMATIONAL
MEETING (3/6/2006). PLEASE REFER
TO THE VIDEO POSTED AT:
[HTTP://WWW.PORTOFMIAMITUNNEL.COM/](http://www.portofmiamitunnel.com/)
FOR FDOT'S RESPONSES TO THOSE
QUESTIONS.**