

Questions – 5/28/24:

Posted: 6/4/24

1. Since this Contract requires no design services, will the Professional Liability Insurance coverage be required?

Answer: Yes

2. Clarify whether the Environmental Impairment Liability coverage will be required for this Contract.

Answer: Yes

3. Will THEA break with FDOT and allow in-roadway lighting on the highway exit ramps identified in this project? In both District Six projects, the in-roadway lighting was removed from the design because FDOT Central office indicated that MUTCD standards do not permit in-roadway lighting on highway exit ramps and that FDOT would not break with MUTCD. It is my understanding that in-roadway lighting is predominantly deployed at arterial sites with slow moving traffic such as crosswalks. If in-roadway lighting is considered for highway exit ramps, it may be beneficial to consider equipment that is better suited for faster moving traffic with frequent braking...a harsher environment. The FDOT APL compliance matrix (attached) for in-roadway lighting may be adequate for slow moving traffic at crosswalks, but this equipment may become a maintenance headache for THEA's highway exit ramps. In-roadway lighting designed for highway exit ramps should resolve maintenance issues.



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Answer: Yes, the intent is for the Contractor to provide in-roadway lighting that is rated for the existing roadway design speeds and volumes where they are to be deployed.

4. If yes, will THEA consider a hardened in-roadway lighting solution without FDOT APL certification that is designed to withstand highway exit ramp environments?

Answer: Yes, however contractor will need to provide additional testing and/or documentation showing product meets applicable specifications and standards.