

1. Section “2.8.2 Signals” states that we are to assume that “...existing traffic signal equipment, including but not limited to signal poles, mast arms, pole foundations, detectors, conduit, circuitry, and controller equipment can be incorporated in the final design.”. However, signal pedestal poles exist in the north and west medians which are intended to be widened and will physically impact said signal pedestal poles. Shall we assume the relocation cost of for these signal pedestal poles in our fee?

VDOT Response: *Any existing signal equipment that meets project requirements and can be incorporated in the completed project in a cost-effective manner will be so incorporated, whether or not it needs to be relocated. To the extent that existing signal equipment is no longer needed or relevant to the proposed design, it shall be removed. Costs of removal or relocation, as applicable, shall be included in Design-Builder’s price proposal.*

This will be addressed via Addendum No. 1.

2. The signal timing files provided show a date of 2006. Will the engineer be required to collect new (more recent) data?

VDOT Response: *The RFP information package includes 2008 Synchro files. Yes, as stated in Part 2, Section 2.8.2.1 the Design-Builder is required to collect the most recent data.*

3. NoVA standards require preparing timing plans for 8 time periods. The files provided cover 9 time periods (there are 2 for the AM peak). Will this project require timing plans for 8 or 9 periods?

VDOT Response: *This project requires 8 time periods. The 190 sec cycle AM Synchro file for developing the AM timing plan should be used.*

This will be addressed via Addendum No. 1.

4. The provided models include 4 signalized intersections. Is this the full extent of the coordinated signal network? If not, how many intersections will need to be included?

VDOT Response: *Yes.*

5. Will any traffic modeling be required for the TMP/MOT? If so, can we use the available data or does data need to be collected prior to construction? If data is collected for the TMP/MOT, will that information be ok to use for the final timing plans?

VDOT Response: *In accordance with VDOT Instructional & Information Memorandum LD241, traffic modeling will not be required for the TMP since work is restricted to off peak hours as shown in the RFP, Part 2, Section 2.9.*

6. Can the “Design Manager”, “Highway Design Engineer”, “Design Quality Manager”, and/or “Design Discipline Leaders” be employed by the prime consulting/engineering firm? If not, which key personnel on the D/B team are required to be from independent (3rd party) consulting firms, if any?

VDOT Response: *Yes, However the Quality Assurance Manager is the only Key Personnel required to be from a firm that has no involvement in construction operations for the project.*

7. The lane drop (50:1 receiving lane transition) for the northbound through lanes on Loudoun County Parkway start in the intersection where vehicles travelling through the intersection would not have a full 12’ through lane width. Is this method of shifting traffic the intended approach or should the design be modified to include the minimum 75’ full width after the intersection (see Figure C-1-1.20 in the Road Design Manual) before the lane drop (transition) is started?

VDOT Response: *Design Builder should begin transitioning the lane through the intersection.*

This will be addressed via Addendum No. 1.

8. Is it intended for the westernmost crossover on Waxpool Road to be closed and become a right-in/right-out? If so, is any re-striping of this entrance required beyond the re-striping on Waxpool road?

VDOT Response: *The entrance in question will become a right-in / right-out entrance. Proposals should include the cost of re-striping at this entrance as well as the cost of the re-striping on Waxpool Road. VDOT will be responsible for ensuring that Design-Builder has access to the portion of the entrance outside the existing right-of-way for purposes of doing this work.*

This will be addressed via Addendum No. 1.

9. Have all underground utilities in the area been marked and surveyed or will the D/B contractor be responsible for locating these for design?

VDOT Response: *Underground utility locations (utility designation files) will be included in the survey data provided to the Design-Builder by VDOT on or prior to Notice to Proceed (NTP). Design-Builder shall not include the cost for utility relocations or adjustments in its Price Proposal.*

This will be addressed via Addendum No. 1.

10. Are any paved shoulders proposed with this project?

VDOT Response: *No.*

11. Can the design-builder use the latest version of AutoCAD during design development, then convert files to MicroStation CADD software for submittal to VDOT?

VDOT Response: *No. VDOT CADD Manual requirements apply. VDOT will not accept submittals of CADD data in alternative formats.*

This will be addressed via Addendum No. 1.

12. Will the project schedule be extended to allow for the appropriate time to address the 30-day scope validation period and the 90-day submittal review period for the Project Geotechnical report?

VDOT Response: *The following changes in the project schedule will be revised:*

RFP Part 2, Section 2.6 – The geotechnical submittal shall be made at least 30-days in advance of the evaluations and recommendations.

RFP Part1, Section 2.6.1 - The Substantial Completion date shall be 11/23/10 and the Final Completion date shall be 12/07/10.

This will be addressed via Addendum No. 1.

13. Can the VDOT describe in detail the existing “signal equipment” that we should assume, “for proposal purposes only,” that can be incorporated into the final design? The RFP list several components in Part 2, Section 2.8.2, page 18 of 35; however, this section also says, “including but not limited to”.

VDOT Response: *See response to Question No. 1, above.*

14. For typical 2-stage design-build solicitations VDOT will provide the MicroStation files for bidding purposes during the second stage. Since this is a single stage solicitation, can the MicroStation files depicting existing topography, existing drainage, existing utilities, and the proposed design be provided now in advance of the technical and price proposal submission?

VDOT Response: *No. A complete design-level survey will be provided to Design Builder on or prior to NTP date. Because the RFP sketch plans were developed using base mapping compiled from multiple sources, MicroStation files for the sketch plans*

will not be provided. Note also – this procurement does not include a requirement for a technical proposal submission, and none will be entertained prior to award.

15. Typically design of simultaneous dual left turn lanes only require a WB-50 in the outside turning lane, adjacent to a SU truck on the inside lane, however RFP Part 2, Section 2.2. requires “simultaneous turns by WB-50”. Please clarify which is the requirement, as the RFP requirements could introduce additional median nose reconstruction.

VDOT Response: *Use of WB-50 in the outside turning lane, adjacent to a SU truck on the inside lane per approach is acceptable, however the same combination of vehicles must run simultaneous on opposing lefts with concurrent phase and in cases with single left the design vehicle shall be WB-50.*

This will be addressed via Addendum No. 1.

16. RFP Part 2, Section 2.8 refers to overhead sign illumination and roadway lighting, yet there are currently no roadway lighting or overhead signs in the area. Will roadway lighting and/or overhead signs be required, and if so, please identify the limits of roadway lighting.

VDOT Response: *Roadway lighting and overhead signs would be required only if a need for same is identified during the development of signing and signalization plans for the project. This is not anticipated, but it will be Design-Builder’s responsibility to evaluate related needs, to the extent consistent with VDOT’s Standards and Reference Documents listed in the RFP Part 2, Section 2.1, in the course of developing the project design.*

17. The existing traffic signal and pavement marking at the intersection only provides crosswalks on the southern and eastern sides of the intersection, and only the southern crossing of Loudoun County Parkway is signalized. Will additional pedestrian crossings be required, or if only the existing crossings are to be maintained, will both be required to have pedestrian signals and push-buttons.

VDOT Response: *Additional pedestrian crossings are not included in the project scope. Currently the only crossing is on the southern approach (northbound Parkway); any aerial imagery depicting a crossing on the eastern approach (westbound Waxpool) is outdated. The existing crossing includes pedestrian signals and push buttons, and the completed project must include these as well.*

18. RFP Part 2, Section 2.8.2.1 requires submission and approval of (8) timing plans for the traffic signal. Have all of the necessary traffic counts been completed by VDOT for these eight time periods, or should traffic counts be included in the scope and price of the bidder’s proposal?

VDOT Response: *Please see the response for Question No. 2, the Design-Builder is required to provide recent traffic counts.*