



**RFP QUESTIONS AND ANSWERS
PARK AND RIDE LOT AT I-66/ROUTE 15 INTERCHANGE
VDOT PROJECT PR15-076-236
CONTRACT ID C00109486DB99**

August ~~8~~¹⁷, 2017

PROCUREMENT

1. **Part 1, Section 6.2.2:** The RFP states: “Design concept graphics and Proposal Schedule may be submitted as a separate volume on 11” x 17” paper unfolded.” Is VDOT asking offerors to include both the design concept graphics and Proposal Schedule together by the Letter of Submittal due date (8/28/17)?

VDOT Response: Design concept graphics are part of attachments to Letter of Submittal (see RFP Part 1 Section 4.2.7) to be submitted by 9/8/17 whereas Proposed schedule is part of Post Notice of Intent to award Submittals (see RFP Part 1 Section 4.4.4) due 9/22/17.

2. **Part 1, Section 2.3.1 and Section 4.4:** According to Section 2.3.1, the Post Notice Documents Submission is due on 09/13/17, which is six days after Notice of Intent to Award (NOIA). However, Section 4.4 states that the Post Notice Documents shall be submitted to VDOT within three calendar days of the NOIA. Please confirm the correct date/timeframe.

VDOT Response: Post Notice Documents submission due date is 9/22/17. This will be clarified in an upcoming Addendum.

3. Does the 10 pt. font exception apply to forms such as the Key Personnel Resume form and Work History forms, or do they need to be 12pt.?

VDOT Response: Input provided in Key Personnel Resume forms and Work History forms can be 10pt. font.

4. Are there any page limits to the non-form related sections?

VDOT Response: There are no page limit requirements for the Letter of Submittal or Attachments to the Letter of Submittal or Price Proposal.

PARK & RIDE / ACCESS ROAD DESIGN

5. Will contractor have access to project site with construction equipment for test pit investigation?

VDOT Response: The Offerors shall not conduct test pits of utilities during the procurement process. After award, the Design-Builder shall provide the property owner notification of intent to access the property in accordance with the Virginia Code §33.2-1011.

6. Section 5.3.1 of the AASHTO Guide for Park and Ride Facilities denotes that “competing modes of access should be separated.....” There are other instances in this guide about what distances should be from parking spaces to bus shelters and other design items. Section 1.2 of Part 1 of the RFP defines “requirements of this RFP generally will use the words “shall”, “will”, or “must” (or equivalent terms) to identify a required item that must be submitted with an Offeror’s Proposal.” Is “should” an equivalent term for requirements or are these items preferences?

VDOT Response: “Should” is deemed a preference, not a requirement.

7. The pdf files for the access road profile sheets don’t appear to match correctly at the match lines, and also don’t match the profile contained in the .dgn files. Please clarify which profile is to be used for pricing and plan development, and provide updated sheets or .dgn files as appropriate.

VDOT Response: Profile sheets will be revised and released in an upcoming Addendum.

8. Please confirm that the minor approach stop condition (Park & Ride exit) is an acceptable operational configuration, and that no additional analysis or geometric modifications to Heathcote Boulevard are required to meet intersection sight distance. The Traffic Analysis Memo dated 2017 in the RFP package notes an existing speed limit of 35 mph (which is the Heathcote Boulevard design speed), however Heathcote Boulevard is currently posted at 45 mph.

VDOT Response: Stop controlled is an acceptable configuration at the Park & Ride entrance with Heathcote Blvd based on the traffic analysis performed by VDOT. No physical geometry modification is anticipated on Heathcote Boulevard. The Design-Builder is responsible for modifying pavement markings, markers, and signage along Heathcote Blvd between Route 15 and Old Carolina Rd for the Park & Ride entrance as recommended in the traffic analysis memo. Additionally, the Design-Builder shall relocate signs in the median and trim vegetation along Heathcote Blvd between Route 15 and Old Carolina Rd if the signs, landscaping, and vegetation reduce the sight distance required per VDOT standards. The Traffic Analysis Memo will be revised and provided in an upcoming Addendum to reflect the existing posted speed limit of 45 mph on Heathcote Blvd. This will be clarified in an upcoming Addendum.

9. Section 2.2.2 of the RFP states that a 20-foot landscaping buffer is required along the western and southern edges of the Park and Ride Facility. It appears that the location of this landscaping buffer will at least partially conflict with the existing overhead power lines and easements, which would restrict the types of landscaping that can be installed following construction of the project. Please confirm that the Offeror will not be required to relocate utilities which are not in conflict with construction but will overlap with the landscaping buffer area. To assist in development of final grading and seeding plans, as well as for utility confirmation purposes, please provide the desired/required landscaping buffer limits.

VDOT Response: The Design-Builder will not be required to relocate utilities in order to accommodate a 20-foot landscape buffer. The 20-foot landscape buffer shall be between the back side of the curb of the Park & Ride Lot and the limited access fence along Route 15.

10. Part 2, Section 2.2.2 indicates the Design-Builder is responsible for "...incidental pavement repairs" until the Final Completion Date. Since the Park & Ride lot and access road will not be opened to traffic until the Final Completion Date, please clarify what use is anticipated which could damage or degrade the pavement which would warrant repairs by the Offeror.

VDOT Response: Should heavy equipment be brought over adjoining roads, such as Heathcote Boulevard, Route 15, etc. and cause damage to these roadways, the Design-Builder shall repair such damage. The Park & Ride lot and access road will be opened to traffic upon completion of the Interim Milestone, and as such both the Park & Ride lot and access road shall be maintained by the Design-Builder until Final Completion. This will be clarified in an upcoming Addendum.

11. **RFP Information Package:** It appears that several MicroStation files were not included in the DVD (i.e. survey files, utility files, drainage design files, etc.). Please confirm that missing files will be provided in an addendum.

VDOT Response: VDOT will not release the conceptual drainage design files (see response to Question 27). VDOT has provided all available survey and utility files, except for one additional utility relocation file from the I-66/Route 15 interchange project, which will be provided in an upcoming Addendum.

12. **RFP Information Package:** Are there any additional Special Provisions associated with the Parking Management System?

VDOT Response: All ITS devices that constitute the Parking Management System are covered in the 2016 Road and Bridge Specifications, with the exception of the individual parking space detectors. VDOT will provide examples of individual parking occupancy detection technologies in an upcoming Addendum.

13. **RFP Concept Plans:** RFP Concept Plans, Sheets 4 and 5, identify a "Developer's Exhibit" (Sheets 4B and 5B). Please confirm that these sheets will be included in a future addendum.

VDOT Response: These sheets were specifically eliminated from the plan assembly as the Developer's plan has not been approved by the County. Reference to those plans should have also been deleted, and will be removed and released in an upcoming RFP Addendum.

14. Developer's Exhibit

VDOT Response: See response to question 13.

ENVIRONMENTAL

15. Wetlands appear to be initially identified, but not shown on the plans or verified with the Corps. Can VDOT verify these wetlands and show on the plans?

VDOT Response: The wetland delineation .DGN file was provided in the RFP Information Package. VDOT has not sought verification with the USACOE for the designation of wetlands. The Design-Builder shall obtain USACOE approval during permit acquisition.

16. Can VDOT utilize the existing plans to start the permitting process? This is a very aggressive schedule.

VDOT Response: No. VDOT cannot proceed with the permitting process based on Conceptual Plans. The Design-Builder shall be the Permittee and be responsible for acquiring necessary permits. VDOT will extend the contract duration, and will revise the Interim and Final Completion Dates in an upcoming Addendum.

17. Part 2, Section 2.4.6 contains different language than is typically included in the Design-Build projects, and this language seems to indicate that the Offeror is to include all costs for removal and disposal of hazardous materials within the project limits which are referenced in the completed hazardous materials studies. It is very difficult to determine the quantity of hazardous materials which will need to be removed at this time. Will VDOT consider providing a maximum quantity of hazardous material that is to be included in the Offeror's price proposal?

VDOT Response: All hazardous materials found on the lots where the Park & Ride lot will be constructed have been addressed under a different contract. VDOT will clarify in an upcoming RFP Addendum.

18. The final Categorical Exclusion states that septic fields in the project area were drained and demolished, and an existing well was properly closed during construction of the I-66/Route 15 Interchange project. Please provide the records of the investigations and closures of the wells and septic systems, including closure permits. In addition, please provide the method of demolition of the septic system.

VDOT Response: The septic tanks have been emptied and crushed in-place. The well has not been closed.

19. Please provide the geographic location of the borings conducted during the Phase II ESA, either through MicroStation files or GPS locations of the borings.

VDOT Response: The geographic location of the borings can be found on page 8 of the Hazardous Materials Phase II Environmental Site Assessment contained in the RFP Information Package. VDOT does not have any additional location files such as MicroStation or GPS locations.

GEOTECHNICAL

20. Minimum Pavement sections indicate 1" of SM-4.75A. Should this be a SM-9.5A or D mix at 1.5"?"

VDOT Response: The RFP is correct as written, 1" Asphalt Concrete, Type SM-4.75A estimated at 115 lbs/sy.

21. Please confirm that Underdrain UD-4 is required on perimeters of Park & Ride Lot and Edges of Access road?

VDOT Response: Yes, standard UD-4 is required.

22. Boring B-5 appears to hit refusal before the drill reached the natural grade. Can VDOT provide more information in this stockpile area?

VDOT Response: All of the available subsurface information has been provided to the Offerors.

23. We recognize that the RFP does not require mill and overlay of Heathcote Boulevard as part of the pavement marking to open the access road turn lanes. However, the existing pavement in these areas is in a state of disrepair that may further degrade during marking eradication processes. Please confirm that mill and overlay in the area of the proposed left and right turn lanes along Heathcote Boulevard onto the access road will not be required, or provide the limits of mill and overlay which the Offeror shall include in their Price Proposal.

VDOT Response: Mill and overlay is not required per the RFP.

24. Please clarify if the concrete pavement in the Bus Loop and Transfer Bays is to be Plain or Reinforced per the PR-2 standards.

VDOT Response: The concrete pavement is plain jointed concrete pavement in accordance with Standard PR-2. If the design-builder's joint layout plan requires panels with a length to width ratio greater than 1.25:1 or if there are odd (i.e. non-square/non-rectangular) shaped panels, then wire mesh reinforcement will be required in accordance with standard industry practice (e.g. Corps of Engineers TM-5-822-6) and ACPA guidelines (e.g. Informational Brochure, ACPA, Design and Construction of Joints for Concrete Streets). This will be clarified in an upcoming Addendum.

25. Please provide the thickness for the concrete portion of the hydraulic cement concrete sidewalk.

VDOT Response: The sidewalk shall be 4" thick, Class A-3. This will be clarified in an upcoming Addendum.

26. Please clarify: In the paragraph that describes acceptable methods of dealing with unsuitable soils, in alternative d, is it saying that highly plastic clays derived from the weathering of Diabase are not allowed to be chemically stabilized, or is it saying that chemically stabilized Diabase clays are not allowed to be within 12 inches of the subgrade?

VDOT Response: Chemical stabilization of Potomac and Diabase clays is not permitted. This will be clarified in an upcoming Addendum.

HYDRAULICS

27. The hydraulic design file (h109486_des.dgn) was not provided in the RFP information package. Can this file please be provided?

VDOT Response: The Design-Builder will be responsible for designing the drainage necessary, and as such VDOT will not provide the conceptual drainage design file.

28. Part 2, Section 2.7.2 states that “the ESC Narrative shall specifically include calculations (with supporting data) documenting that the design meets water quantity requirements for downstream channel flood protection utilizing Part IIB technical requirements in the ESC Law and Regulations, and the VSMA and VSMP Regulation.” Part 2.7.3 of the RFP states “The project is non-linear hence the design shall comply with 9VAC25-870-98-Flooding of the VSMP Regulation.” 9VAC25-870-98 is located within Part IIC of the Virginia Stormwater Management Program Regulations. Is the intent of these two separate requirements to have the project meet flood protection requirements from both Part IIC and Part IIB? Please clarify.

VDOT Response: The RFP Part 2, Section 2.7.3 will be revised to reference 9VAC25-870-66-Water Quantity in an upcoming Addendum.

29. Prince William County typically requires silt fence to surround the entire project. Will this be required on this project?

VDOT Response: The Design-Builder shall be responsible for designing and installing the appropriate erosion and sediment control measures to meet all state regulations.

TRAFFIC CONTROL DEVICES

30. Where are the requirements for off-site signage identified?

VDOT Response: The requirements for off-site signage will be clarified in an upcoming RFP Addendum.

31. Please clarify if Park-Ride lot guide signs are required to be installed on other roadways leading to the lot such as Route 15, Route 29, or I-66.

VDOT Response: See response to Question 30.

32. The RFP Information Package contains a signing and pavement marking plan, yet this plan lacks typical VDOT Park & Ride regulatory and guide signs (such as the prohibition of sales of goods or services signs, bicycle locker signs, “park in designated spaces only” signs, entrance sign with lot name & VDOT logos signs, etc.). Please confirm that the Offeror is also responsible for these signs and their associated costs.

VDOT Response: Yes, the Offeror is responsible for regulatory and guide signs. This will be clarified in an upcoming Addendum.

33. The Parking Management System and related services is not fully defined and poses a significant risk to the design builder, especially smaller teams. Can this scope of work be removed from the contract so that VDOT can get more competitive bids? This scope can be added in the future.

VDOT Response: The scope of work related to the Parking Management System will be further clarified in an upcoming Addendum. VDOT will not remove it from the RFP.

34. Can the offerors contact Iteris and QFree during proposal development?

VDOT Response: No, the Offerors should not contact Q-free and Iteris. For any future coordination related to Q-Free and Iteris, the Offerors may contact the following VDOT personnel:

- The primary point of contact for VDOT’s ATMS is Mr. Ken Earnest, P.E., VDOT Central Office Operations at 804-786-9743.*
- The primary point of contact for VDOT’s 511 system is Mr. Scott Cowherd, VDOT Central Office Operations at 804-786-2451.*

35. We recognize that in order to connect to the existing I-66 fiber network, conduit and fiber must be extended either below I-66 or across the new Route 15 bridges to connect to the existing VDOT fiber running along eastbound I-66. In order to properly identify the scope and cost of connecting the Parking Management System to this existing network, please provide the I-66/Route 15 Interchange Design-Build Released-for-Construction Plans for the interchange, ITS facilities, and bridge improvements, as well as any as-built information for those improvements.

VDOT Response: Please see response to Question #36. The I-66/Route 15 Interchange (UPC# 100566, Project #0066-076-074, P101, R201, C501, B677, B676, B678, B679, B680) does not include ITS and therefore does not reflect the fiber optic network. The ITS Plans from the I-66 Widening Project (UPC# 93577, Project # 0066-076-003, P101, R201, C501, B675, B674) will be added to the RFP Information Package via an upcoming Addendum.

36. Please provide the location of the fiber connection to VDOT’s fiber network on I-66 for the Parking Management system?

VDOT Response: The fiber connection shall be made at the camera cabinet located near the On-Ramp to I-66 eastbound from Route 15. There is a manhole where the conduit can be tied in just east of and in very close proximity to the cabinet. Assuming the cable that will be installed has a relatively small fiber count, a small count termination panel shall be added to serve as the final connection point where the transition can be made from our existing infrastructure onto the newly installed fiber run. This location is shown on Sheet 40(3) of the I-66 Widening Project (UPC# 93577, Project # 0066-076-003, P101, R201, C501, B675, B674). The ITS Plans from this project will be added to the RFP Information Package via an upcoming Addendum.

37. Please confirm that parking lot lighting does not require the use of decorative fixtures required by the Town of Haymarket.

VDOT Response: The lighting for the Park & Ride lot shall be LED and designed to meet VDOT requirements for lighting. The lamp posts and fixtures shall be selected by the Design-Builder, with input from VDOT, from those readily available through Dominion Energy. This will be clarified in an upcoming Addendum.

38. Is there a preferred fixture for the lighting or can we select anything that is preapproved by Dominion energy?

VDOT Response: See response to Question 37.

UTILITIES

39. Which utility Company will provide power to the Dynamic Sign for Parking Management, Dominion or NOVEC?

VDOT Response: The utility company providing electric service to the Dynamic Sign for Parking Management (Dominion Energy or NOVEC) will be defined by service territory boundaries. The Design-Builder will need to make direct contact with each utility company to determine the appropriate service provider.

40. RFP Indicates power consumption to be paid for by Design Builder until final acceptance of electrical system. Application for electrical service permit will indicate VDOT as owner. Should these fees be waived?

VDOT Response: The Design-Builder will request the initial service in their name from the appropriate utility company and pay any application and installation fees along with monthly billing for electric consumption until such time as VDOT approves/accepts the project lighting system. Then, the Design-Builder will issue a request to the utility to remove the service from its name on a specific date and simultaneously VDOT will request the utility to transfer the service into its name on that same date. This will prompt the utility to physically read the meter in the field and final billings for consumption prior to the date of transfer will be directed to the Design-Builder for close out of the account. VDOT will assume monthly

billings going forward. In utility company terms this action is referred to as a “turn off / turn on” request and is considered a normal routine practice in the industry.

41. There appears to be significant utilities, including fiber optics, along Heathcoate in the vicinity of the work to be performed. Is VDOT going to provide any further information on these utilities?

VDOT Response: VDOT will provide a MicroStation file in an upcoming RFP Addendum to the RFP Information Package that contains approximate location of utility relocations as performed under the I-66/Route 15 Interchange Reconstruction project. The fiber optic installation that was questioned at the Pre-Proposal Meeting has subsequently been determined by VDOT not to be within VDOT right of way, nor does it extend as far south as Heathcote Boulevard. Refer to RFP Addendum 1, Part 2 Technical Requirements Section 2.12 Utilities for additional information.

CONSTRUCTION/SCHEDULE

42. The schedule proposed for the project is extremely aggressive, providing only 9 months from NTP to the completion and acceptance of the Park and Ride Lot. During this 9 months, design, environmental permitting, right-of-way acquisitions, utility relocations, and construction must be completed. It is expected that right-of-way for the access road will likely not be acquired until 7 or 8 months after NTP (accounting for design and approval of right-of-way plans, issuance of notice to commence right-of-way, and the right-of-way acquisition process). This will leave only 1 or 2 months to complete construction following acquisition of Parcels 001 and 002. In order for Offerors to assess this significant schedule risk, we have the following questions:

- a. Please confirm that the Offeror will be able to access the Park and Ride area (and existing VDOT property) directly from Route 15 or the I-66 Interchange ramp without needing to process a limited access line break for the temporary access to start construction prior to the acquisition of Parcels 001 and 002.

VDOT Response: The Offeror should not be accessing the property at all; only after award should the Design-Builder be accessing the properties needed. VDOT will ~~pursue~~ allow a dedicated temporary physical break in the limited access line fence break to allow access from Route 15, just north of the I-66 Westbound to Route 15 Northbound ramp, where there is currently a construction entrance for the I-66/Route 15 Interchange Reconstruction Project, for construction purposes activities only. There will not be any need to pursue a regulatory action to CTB for temporary break in limited access line for construction activities only. This will be clarified in an upcoming Addendum No. 2. See also response to Question #16

- b. Please advise if VDOT will commit to reduced review and approval durations for the right-of-way plans, appraisals, and certificate packages.

VDOT Response: VDOT will work expeditiously on reviews, but cannot commit to reduced durations. VDOT will extend the contract duration, and will revise the Interim and Final Completion Dates in an upcoming Addendum.

- c. Will VDOT approve the right-of-way plans for acquisition of Parcels 001 and 002 prior to the CTB design approval discussed in Part 2, Section 2.11?

VDOT Response: This will be addressed in an upcoming Addendum.

- d. Will VDOT consider starting acquisition of Parcels 001 and 002 ahead of NTP to mitigate this schedule risk?

VDOT Response: No. VDOT cannot proceed with R/W acquisition based on Conceptual Plans.

43. We understand that the alignment of the access road has been coordinated with the adjacent property owners, and that site plans for this same property are currently being developed. Please confirm that the adjacent properties will not be under construction when the Park & Ride lot and access road are being constructed, and that coordination of construction traffic will not be required.

VDOT Response: It is not anticipated that the construction of the Developer's project will impact the construction of the Park and Ride Lot at I-66/Route 15 Interchange project; however, the Design-Builder shall be responsible for coordinating with the Developer, if the construction schedules of the two projects overlap.

44. During the construction of the new bridge on Rte. 15 over I-66 was there any spare conduits provided in the parapet wall for future use of the fiber cable for the Parking Management System? If a spare conduit was provided and it could be utilized this would be a rather substantial cost savings in lieu of other options to cross I-66 with the new fiber.

VDOT Response: There is currently one empty conduit crossing the bridge on Southbound Route 15 over I-66 (B678), however, Prince William County plans to utilize this conduit for an Emergency Vehicle Prevention (EVP) system. Therefore, the conduit is not available for the Park & Ride project.

45. Could not locate the following forms in word format on VDOT RFP website – (i). 4.2.1 Affiliated Subsidiary Companies, and (ii). 4.2.2(a) & (b) Certification Debarment

VDOT Response: Form 4.2.1, in Word format, is now on the VDOT website. Form 4.2.2(a) & (b) will not be provided in Word format. Offerors are required to sign and submit the pdf form