

**I-405/NE 195th St to SR 527 - Northbound Auxiliary Lane
Question and Answer #4 - July 16, 2009**

KEY: New/ Updated

Question or RFI #	RFP Reference	Question / RFI	Date Received	Answer
1	2.13.4.2.6, 2.15.4.1.4, and Appendix E6	Page 2.13-6, section 2.13.4.2.6 Noise Wall Design Criteria. The information contained in the Table provided in this section does not match with the Table provided in appendix E6. The Northings and Eastings are different on 8 of the 16 Points on the tables. Page 2.15-3, section 2.15.4.1.4 states that "The final locations of the noise walls shall comply with the Noise Memo (Appendix E6) and the Clear zone requirements." Can you please confirm which information is correct?	6/16/2009	See Addendum #5 for clarification on the noise wall requirements. A2 was updated with the correct reference file: 195px050_Walls.dgn which matches the table on Section 2.13. Although it would technically affect sheet No. 6 of some disciplines, the conceptual plans (M1) were not changed because it wouldn't have been noticeable at that scale.
2	Appendices H1, H2, and H3	The hydraulic analysis completed in 1994 for the Bothell to Swamp Creek project contains Appendix A, Storm Drain Hydraulic Analysis. The 1994 analysis has columns listing structure numbers, TDA ID's, drainage areas, and culvert invert elevations, however the structure numbers do not correlate with the Bothell to Swamp Creek 1996 "As Constructed Plans" and we are unable to identify the culverts in our project area. Table 2.1 of the BAUX project's hydraulic report lists 24 existing cross-drain pipes. Culvert invert elevations or slopes are not provided. Will WSDOT provide existing culvert invert elevations or the drawings that correspond to the 1994 Storm Drain Hydraulic Analysis?	6/17/2009	Additional survey information has been included in Addendum 7.
3	HRM	Will changes to the materials specified for the media filter drain (ecology embankment) in the Highway Runoff Manual be accepted for this Project?	6/17/2009	No. The materials used in media filter drain need to match those specified in the Highway Runoff Manual. Any time/cost needed to procure this material needs to be accounted for in the Proposer's bid.
4	2.11.5.2 and 2.11.5.4	Is it required that the Roadside Barrier Technical Memorandum and the Clear Zone Inventory cover southbound I-405?	6/19/2009	Yes, the Roadside Barrier Technical Memorandum and the Clear Zone Inventory must cover both northbound and southbound I-405 within the Project limits. The Design-Builder shall be responsible for all costs necessary to bring the roadside barriers up to current WSDOT Standards, or obtain an approved design deviation.
5	2.18.1.1 and 2.18.4	Chapter 2 Items No. 4 through 7 of Addendum 7 indicates that all buried ITS cable/conduit is to be located a minimum of 3 feet away from "final" striping. Does the term "final striping" to mean the edge stripe on the side of this project? Does this include the traffic shift necessary for the ELT project? Forward compatibility is required under Section 2.18.1.1 of the contact docs and it specifically addresses VMS signs, cabinets, CCTV cameras, and cabinets. As such, it does not address cabling or buried conduits. Could you please verify or correct our interpretation?	7/6/09	The Design-Builder shall accommodate both the Project channelization (striping) and the Express Toll Lanes (ETL) channelization in Appendix A2. This will be clarified in Addendum No. 10.
6	ITP 3.1.4	Number of CD's for submittal. Confirm that 1 CD is required that contains, Proposal, CADD files, any other technical data and schedule. Or is a separate schedule CD required. If so, do we only need to provide 1 cd with the schedule or one for each hard copy?	7/9/2009	Please submit a total of three disks. One CD or DVD for the schedule, one CD or DVD for the CADD files, survey files, and field investigation files, and one CD or DVD for the Proposal.

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7	2.18.4.6.1	The technical requirements state that the existing mainline fiber cable is a 96CT, but the as-builts provided for Bothell to Swamp Creek I/C HOV Lanes - Stage 1 show a 48CT mainline fiber cable. Please clarify which is correct.	7/9/2009	The existing cable is 48 ct. An addendum will be issued to revise 2.18.4.6.
8	2.18-4.5	This requirement will required the existing pull boxes at each side of the 228th Street bridge to be replaced. Replacing these boxes will impact the existing mainline fiber cable. Based on the requirements in Appendix I-4, no new splices are allowed in the mainline cable, so the mainline cable will need to be replaced between existing splice points. Based on the as-builts for the Bothell to Swamp Creek I/C HOV Lanes - Stage 1, the existing splices are located in a cable vault south of the Sammamish River to the south and at the cable vault at SR 527 to the north, which is approximately 16,300 feet of new mainline cable. Is the intent to replace this entire length of fiber between these two splice points?	7/9/2009	The mainline trunk cable (48 SMFO) shall be replaced with a 96 SMFO cable between the NE 195th Street Interchange and the SR 527 Interchange. Splices in this cable are allowed at the SR 527 Interchange and the NE 195th Street Interchange. This has been clarified in Addendum No. 10.
9	2.16.4.1.4	This requirements states that the entire circuit connected to each modified illumination component will need to be brought up to current standards if any electrical component is found to be non-standard. The two existing isolated street lights located on the NB on-ramp to I-405 at NE 195th Street will need to be replaced to accommodate the widening and to provide lighting for the illumination design area identified in the preliminary plans. Based on the as-builts for the Bothell to Swamp Creek I/C HOV Lanes - Stage 1, there are a total of 25 light poles (total of 41 luminaires) that are on the circuit that will be affected, including light poles in the I-405 median south of 195th Street all the way to SR 522. Was it the intent that all these street lights be upgraded with this project? Please clarify the limits of the lighting work to be completed.	7/9/2009	It is not the intent to replace 25 light poles. However if the Design-Builder modifies an electrical circuit, the entire circuit shall be evaluated. Any electrical component within the circuit found deficient shall be brought up to current code requirements.
10	Appendix H1	<p>Can you confirm that the composition of the existing 4.1 acres of PGIS requiring treatment as shown in Table 5.4.1 of the Preliminary Hydraulic Report (Appendix H1) is as follows:</p> <p>3.21 acres to the existing Water Quality Vault at Station 4510+00 (Per calculations shown in Appendix H3) 0.47 acres to existing ecology ditch EC14B at Station 4530+00 0.42 acres to existing bio-filtration swale BS15a at Station 4543+00</p> <p>If these existing BMP's are removed or impacted, then enhanced treatment for the original design intent area will be required at a 1:1 ratio. Will this satisfy section 2.12.1 of the RFP?</p>	7/9/2009	<p>Yes. These values are correct. Since we have verified that BS15A is outside the widening as depicted on the preliminary design, we have updated the Preliminary Hydraulic Report to note 3.7 acres is existing PGIS treatment to be replaced in Table 5.4.1 and other pages have been corrected for consistency. These corrections are included in Addendum No. 9.</p> <p>Enhanced treatment for the original design intent area will be required at a 1:1 ratio if existing BMP's are removed or impacted. This will satisfy section 2.14.1 of the RFP.</p>

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11	Addendum 8/ 2.11.4.3	Addendum 8 requires that the contractor removes and replaces the Type-27 with Type-31 guardrail, on the northbound and southbound lanes of I-405. What are the exact station limits of the guard rail replacement? Does this include the entrance and exit ramps?	7/9/2009	The guardrail replacement area includes the entire project limits (MP 24.62 to MP 26.43) including ramps. If any portion of the guardrail run is within the project limits, the entire run (including the portion beyond the project limits) shall be replaced. This will be clarified in Addendum No. 10.