

I-5 Lid Consultant Questions

January 10, 2019

Q: Is there a specific time of day for the RFP Response Deadline on January 28th?

A: 5pm.

Will the negotiation and contract Scope of Work development occur between 2/21 and 2/28?

Yes, but additional refinement of the Scope will be an early task of the Lid Feasibility Study Committee that will assemble in March.

Should there be references for all firms? Key team members?

Just prime required, key team members at your discretion.

Is the goal of reducing or eliminating safety conflicts between vehicles, people on bikes, and people on foot, especially at I-5 entry and exit points restricted to the connections and conflicts at the entry to the ROW only or is there meant to be additional consideration given to the traffic flows on I-5 related to the entry and exit merges?

Impacts to traffic on I-5 could be relevant if modifications to existing entry and exit points are proposed but needn't be studied in depth.

Will there be direct meetings with the Freeway Park improvement team or with city or citizen stewards of the Terry Avenue Promenade, Melrose Promenade and the Pike/Pine Renaissance? If so, which?

At this time we anticipate that only City staff will meet with these organizations.

Are the pages double sided (i.e. 14 pages of data plus 6 pages or 10 pages total)?

10 pages total.

Should documentation of existing infrastructure and geotechnical conditions for this feasibility study be based on review of existing documentation or is there an expectation that additional assessments, physical surveys visual surveys, and/ or geotechnical studies be performed?

The assumption should be that be documentation will be based on exiting information.

What level of interaction with WSDOT is anticipated for possible freeway redesign?

We anticipate robust design interaction with WSDOT.

Section 4 implies some degree of freeway redesign be considered. In terms of feasibility should temporary impacts during construction and modification be considered?

Potential impacts should be identified but not necessarily resolved.

Should Section 5 impacts take into consideration the construction period as a potential project impact?
Identify the potential impact, but no need to analyze.

Consultant Questionnaire - Should each sub-consultant fill out the consultant questionnaire or just the prime consultant?
Just the prime.

Minimum Qualifications – Is this where the city expects to see all firm description and resume-type information, including references?
Yes.

Will a consultant be ineligible to compete for future I-5 Lid work if they sign on to this effort?
Participation in the study will not limit any future involvement.

What level of noise analysis would the city like to see within the feasibility study (e.g., in-depth and comprehensive – screening level and quantitative – qualitative with future requirements outlined)?
Qualitative with recommendations for future solutions/opportunities.

Would the city like both construction and traffic noise addressed?
Long term traffic noise is the main consideration here. Identifying construction noise as a potential impact should be sufficient.

Would the city like an architectural assessment of sound transmission through the lid – or should the feasibility study focus solely on environmental effects of noise (i.e., reductions in traffic noise near the lid – and an assessment of traffic noise at the ends of the lid)?
Describing noise attenuation best practice and identifying issues/considerations for future study should be adequate.

Would the traffic noise assessment need to comply with WSDOT Traffic Noise Assessment Policy – or would a screening assessment be sufficient at this stage?
Will not need detailed calculations but rather general assumptions regarding potential noise emissions.

Would a background noise survey be required?
Not for this phase.

Our general expectation is that the noise evaluation will be at a high-level and qualitative with general recommendations on best practices rather than detailed technical recommendations.

What information is available to the selected team for existing conditions (record drawings, CAD files, geotechnical borings, assessment information)?

OPCD will work with SDOT and WSDOT to provide all available documents, including as-builts, 3D base maps and survey data.

Will WSDOT provide conceptual design for "overall rehabilitation of I-5?"

As available.

What is the expected deliverable, or will the deliverable be determined during the study?

Documentation that will provide a seamless transition into the next potential phase is anticipated. The details will be determined as part of the study.

Please clarify whose references should be included (PM, Key Team members, Key Team Firms)?

Just prime/PM, key team members at your discretion.

If the submittal includes an 11x17 sheet, does that count as 2 pages?

Yes.

The RFP requires the "Consultant" to fill out the consultant questionnaire and proof of business name, etc. Are the forms and licensure requirements required of the prime firm only, or all the subconsultant firms on the team?

The Prime needs to fill out all the forms. The subconsultant need only provide proof of business name.

Do **all** sub-consultants we propose to team with need to individually include/register the following in addition to the Prime

- Register into the online business directory
- Consultant questionnaire
- Proof of legal business name
- Minimum qualifications
- Non-disclosure form

No, just proof of legal business name.

The subconsultants do not need to register since the City of Seattle will not be paying them directly.

The Prime will have to report what it has paid to the subconsultant.