Question 10
Can the department provide copies of any memorandums of understanding (MOU) or other documentation of discussions between the NYSDOT and NYSDEC relevant to operating procedures to obtain DEC approvals for SPDES General Permit for Stormwater Discharges from Construction Activities, including approval of the Notice of Intent (NOI) by NYSDEC for NYSDOT “Design Build” projects on Long Island?
Answer:
There is no current memorandum of understandings between NYSDOT and NYSDEC regarding this subject. The Design-Builder should follow the NYSDOT Highway Design Manual, Chapter 8, Appendix B and the NYSDEC 2015 Stormwater Management Design Manual.

Question 11
Can the department provide information pertaining to traffic volumes and signal timing parameters for analysis of turn lane requirements for NY 347 intersections at Southern Boulevard, Lake Avenue, and Gibbs Pond Road?
Answer:
Traffic volumes are included in RFP Part 7. The signal system that the three referenced signals on Route 347 are part of currently utilizes cycle lengths of 180 seconds AM peak, 140 second midday and off-peak and 170 second PM peak. In order to limit pedestrian delays, these cycle lengths should be considered a maximum parameter and not be exceeded. In order to maintain coordination with adjacent signal systems and accommodate pedestrian clearance intervals, minimum cycle length parameters to be evaluated for the three time periods should be 140 seconds AM peak, 120 seconds midday and off-peak, and 140 seconds PM peak, with 5 second minimum green intervals for side streets and left turns. This guidance will be added by addendum.

Question 12
The RFP states “The aesthetic details and concepts described within this contract were developed to create visual unity and connectivity along the entire NY Route 347 corridor...” The previous corridor Design Build contracts required permanent traffic barriers shall meet the testing requirements of TL 5. Is the intent that this contract has the TL-5 testing requirement?
Answer:
No, permanent traffic barriers will not be required to meet the TL 5 testing requirements. Additional median barrier requirements will be added by addendum.

Question 13
Will plane reinforcing bar permitted in noise barrier?
Answer:
The Design-Build Team shall follow the requirements of the RFP.

Question 14
Will crosshole sonic logging be required for noise barrier foundations?
Answer:
No.
Question 14
With reference to the “30% Detailed Design Sound Wall Plans” included in the PIN 0054.18 Route 347 Reconstruction Noise Analysis Technical Memorandum, reference document dated September 2015, Note 6 on Drawing No. SWN-01 states “The sound wall shall be constructed utilizing the overlapping fish scale layout.” Please define what is meant by “overlapping fish scale layout”
Answer:
The overlapping fish scale sound wall panel layout is intended to conceal the posts and allow the exaggerated grape stake pattern on the sound wall panel to appear continuous with some minor shadowing effect given from the offsetting of the walls.

Question 15
In reviewing the RFP for Route 347 I did not see the requirement for printing. Can we use color in our proposal or does the proposal need to be completely in black and white.
Answer:
RFP ITP, Section A 12.1.5 does not preclude the use of color in the proposals.

Question 16
Will NYSDOT provide the signal phasing, timing, cycle length and offset requirements for the three (3) signalized intersections along Route 347 (Southern Blvd, Lake Avenue South, and Gibbs Pond Road) to the successful proposer for use in the final design of the traffic signal timing and determination of the number and length of turning bays?
Answer:
Please see response to question 11 with regard to signal timing parameters.