Question 35
Prior to the issuance of Addendum #2, the Design Builder was to determine the length and number of turn lanes in order to achieve a desired Level of Service. In order to approach those levels, it was anticipated that double left turns from Rt. 347 would have been required at all the project intersections. Addendum #2 included Table 18-1 – Table of Taper and Turning Bay Lengths which indicates single Left Turn lanes at all the contract intersections. The Route 347 23 CFR 771.129 Review Re-evaluation for PIN 0054.05 indicated Southern Boulevard as one of five intersections that should be given consideration for potential phased construction of double left turn lanes. In addition, the Final Design Report / Final EIS / Final Section 4 (F) Evaluation, Volume III, Appendix A Typical Sections and Plans of Project Corridor, May 2007 indicate dual EB Left Turn lanes at Southern Boulevard.

Should the design under this contract provide double left turn or single left turn lanes at Southern Boulevard or at any of the other intersections (Lake Avenue or Gibbs Pond Road)?

Answer:
The intent of this contract is to construct two left turn lanes along with the subsequent reduction in median width. The outer left turn lane adjacent to the median is for future capacity improvements and shall have pavement marking cross hatching under this project. This will be included by addendum.

Question 36
The 350 foot length of taper into the EB Rt. 347 left turn bay at Southern Boulevard identified in Addendum #2, Section 18.3.2 suggests that this left turn bay includes two left-turn lanes. There are also two EB Rt. 347 left-turn lanes indicated at this intersection in the Typical Sections and Plans of Project Corridor in Appendix A of the 2007 FEIS. Please confirm the number of left turn lanes required for the EB Rt. 347 left turn bay at the Southern Blvd. intersection.

Answer:
Please see response to question 35.