

October 19, 2020

To: Prospective Proposers

From: Contracts Administrator

Subject: Question and Answer for RFP No. S19246

The following page(s) contain responses to questions submitted by prospective Proposers. Do not submit the attached “Q&A” document in your proposal.

QUESTIONS & ANSWERS

The following questions have been submitted by prospective proposers. VTA has provided responses to the following questions to assist proposers in the preparation of their proposal. Some questions may have resulted in material changes to the instructions or technical aspects of the RFP. If so, those changes will be documented herein.

1. Can you clarify if the scope should include preparation of a Visual Impact Assessment (VIA)? Page 30 notes that it is required; page 58 notes that it is excluded from the scope.

Answer: Page 30 states that Contractor will provide engineering support to VTA Environmental staff who will prepare the environmental document. The preparation of a Visual Impact Assessment (VIA) is not included in the Contractor’s scope of services. Providing all of the preliminary engineering, design information, preliminary plans to VTA Environmental staff and coordination with VTA staff who will be preparing both the environmental document and the supporting environmental technical studies (including VIA) must be included in the Contractor’s scope of services.

2. It is noted that “the recommended noise reduction measures may change based on additional input from Caltrans and other stakeholders.” Is this referring to the potential full implementation of the noise reduction strategy and the pilot study is as described in the RFP?

Answer: The corridor wide implementation of noise reduction measures is beyond the scope of this current project. The reference to noise reduction measures possibly changing is alluding to the fact that the noise reduction concept at each of the five locations have not been the subject of a detailed design effort. As additional information is obtained from Caltrans team members (as the owner of the facilities), it is expected that the design will evolve and change to meet the goals of VTA and the cities, while satisfying design and operational requirements from Caltrans. This iterative design process is the specific change that was being referenced.

3. Is the feasibility re-examination of acoustically absorptive treatments and/or barrier cap for this pilot study focused on constructability? If not, what aspects of the 2016 SR 85 Noise Reduction Study are to be re-examined?

Answer: The feasibility re-examination of a barrier cap installation is referring to the design and coordination effort required with Caltrans that must be completed. The feasibility of the barrier cap concept must be based on the cost of implementation. Determining the specifics measures required to implement a barrier cap installation in a retrofit condition versus new construction, identifying specific right-of-way impacts, environmental issues, constructability issues and total costs of the improvement. The acoustically absorptive wall surface treatment re-examination is a research effort to confirm that no new surface treatments have been developed since 2016 that yield significantly better results than those described in the 2016 study.

4. Preliminary review of background materials indicate that area has been subject to multiple noise analysis leading to this Pilot Study. In addition, Section 3 of the 2016 SR 85 Noise Reduction Study indicated that FHWA or Caltrans noise criteria were not applicable. What are the requirements and criteria for the referenced Noise Study Report/Noise Abatement Decision Report for the pilot study? Or is it possible that a Noise Study Report/Noise Abatement Decision Report is not required for this pilot study?

Answer: Section 3 of the 2016 SR 85 Noise Reduction Study states that the project is not using federal or state moneys. This can be expanded for the current project to mean that the project would not have FHWA's or Caltrans's corresponding feasibility or reasonableness limits on the implementation of sound mitigation measures at the five proposed test locations. Contractor should assume that a Noise Study Report / Noise Abatement decision report will be required and that the report will be prepared by VTA. Separate project specific requirements for feasibility or reasonableness may be developed for the project by VTA.

5. Can VTA clarify specifically, what are the “two soundwall modification strategies”?

Answer: The precise strategies will need to be developed by the Contractor. Some of the possibilities might include; (1) strategies with and without right-of-way acquisition, (2) Retrofit of cap on existing wall versus a new retaining with an integrated cap, (3) two different cap shapes, etc. Additional coordination is required with Caltrans and local agency stakeholders to determine the two most likely strategies.

6. Is Caltrans supportive of the “two soundwall modification strategies”?

Answer: Given that this project is unique and is not a typical noise abatement soundwall project, it is likely that there will be both support and resistance to the proposed improvements depending on the specific Caltrans functional unit and the specific staff within Caltrans assigned to the project.

7. Are you utilizing UAV aerial mapping on this project for as-built verification or other uses?

Answer: At a minimum, Contractor should assume that VTA will request UAV photography to document pre-construction conditions in advance of mobilizing the general contractor. The precise means and methods to obtain aerial photogrammetric mapping and design level topographic surveys will be specified by the Contractor with the restriction that the information gathered must meet and comply with all procedures and policies required to complete Caltrans mapping and design survey requirements.