October 7, 2016
Pleasant View RFP Clarification

1. Water/Sewer design: Are the limits just that on Pleasant View for the utilities or do they need to include some areas beyond that limit?

The limits for sanitary sewer, storm sewer & water main shall match limits generally with pavement replacement. At intersections, that will include going down side streets as necessary to set up intersections and match grades.

2. Water/Sewer design: Are improvements anticipated anywhere south of Greenway Boulevard?

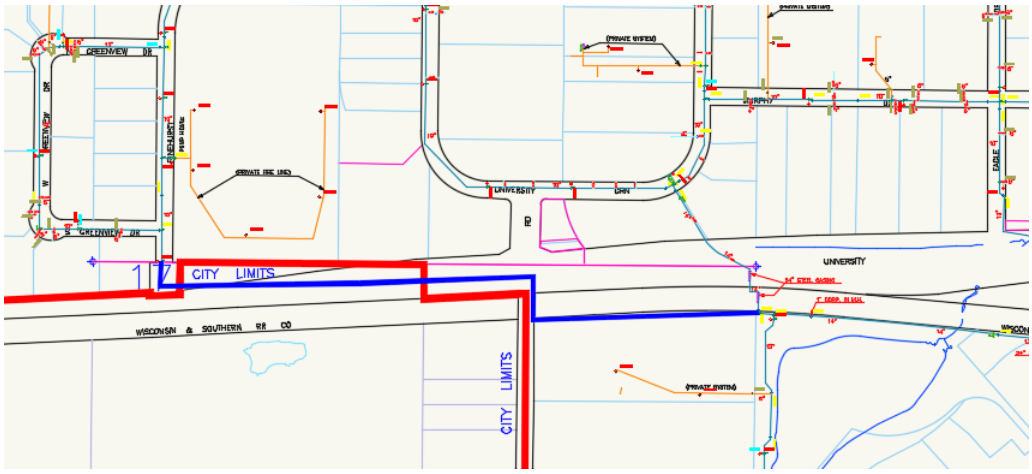
Sanitary will consist of spot improvements and some potential main construction. Water will include new main construction and tie – ins.

3. Water/Sewer design: Is boring anticipated under Hwy 14 or is that being planned to be tore up with this that open trenching would work?

Both options are being considered at this point. DOT just completed a new overlay of USH 14 this summer. Highway is not likely to be torn up for other reasons.

4. Water design: A couple of RFP sheets show water main headed west and notes "to extend to normal service zone." Should we anticipate this project will include design of pressure reducing valves and stations?

City of Middleton does not anticipate a continuous main from Greenway Blvd (high pressure) to USH 14 (low pressure). But City would request at least preliminary design (for consideration by Utility for funding of final design and construction) to include also an E – W extension along USH 14 / RR corridor to loop new Pleasant View water main with existing mains at Pinehurst (W) and South Pond (E). See bold blue **concept** line on Snip, below.



5. Will the project's alternatives analysis consider realignment of Pleasant View Road through the quarry site or will all NEPA alternatives stay on the existing alignment in that area?

It is anticipated to stay on existing alignment.

6. Will the city-provided soils analysis include necessary design information for retaining walls and potential culvert design loads?

The Cities will provide borings and a standard soils report including recommendations for roadway design. Any geotechnical analyses beyond this shall be included in the proposal as part of the contractor scope of work.

7. Page 15 B.(6). - Are there known 6(f) properties along the corridor?

There are none known at this time. That investigation should be included in contractor scope.

8. Page 16 B.(7).(f) - Is the Memorandum of Agreement for a property yet to be determined or is it for a specific property (appears church at Old Sauk Road is outside limits of construction)?

Yet to be determined whether needed. The investigation for the need for this shall be in the scope. It is anticipated that the church at Old Sauk Road will need very little work along its frontage.

9. Can you clarify the design services required for the Old Sauk Road intersection? The contract language under G. Locating states Old Sauk Road is tie in only and no redesign is needed here. Under section 1.2 Project Description it lists Old Sauk Road as being analyzed/redesigned to consider potential for signalization or roundabout improvements.

Old Sauk is tie-in only. No analysis is needed here.

10. Can you clarify the scope of the six pre-construction conferences listed under F.(8). It states the CONTRACTOR will attend and run/manage up to six pre-construction conferences. Typically the design consultant only attends the pre-cons and the construction consultant would run/manage the meeting. Are these intended to be more a public meeting type meeting/level of effort?

Contractor will attend & run/manage 3 precon conferences for the public for the anticipated 3 project lets. Contractor will attend and participate in 3 standard WisDOT precon meetings as well. 6 total.

11. Could some of the intersections listed in G. Locating be scoping Phase 1 ICE reports?

The ICE reports will be required. Some intersections may require higher level of design/analysis to consider the feasibility of those alternatives.

12. Page 20 G. - Should signalized intersections be assumed for the design fee or roundabouts?

Please consider signals as base fees, and provide alternate fees if roundabouts are selected.

13. Can you please clarify who is completing the soils geotechnical analysis? Is the City just providing the soil boring logs and the classification of soils by pedological means? Or will a full geotechnical report be provided from the City soils contractor?

The City will provide borings and a standard soil report including recommendations for roadway design. Any geotechnical analyses beyond this shall be included in the proposal as part of the contractor scope of work.

14. What level of landscaping should be assumed for the project? (i.e. will it be grass terraces and street trees or something more?)

Grass and Trees for restoration. Also any structures will require aesthetic elements considered in the design and a few alternatives provided for the Cities' approval.

15. Can you please clarify the scope of services for lighting design? K.(5) states the CONTRACTOR will design street lighting conduit, light pole locations, handhole locations, and controllers and provide a draft set for CITY to markup. Under P. 10. it indicates the CITY will provide to the CONTRACTOR the street lighting design.

P10, is incorrect. The contractor will design street lighting.

16. Can you clarify the scope/extent of the sanitary and water designs. Will this project just replace existing facilities or will there be new facilities that need design. Will it include water and sanitary design for the entire project limit?

Water and Sanitary improvements will be required throughout the entire project limit. (Except that no water main down the hill north of the Golf Course is anticipated.)

17. Should the Plats assume FEE acquisition from all properties along the corridor? Or is there a set number of parcels we should use for developing our effort for plat development?

The alternative analysis & design will determine the amount of FEE & PLE and parcel counts. It is anticipated that the Plat will require some level of acquisition throughout the corridor.

18. Can you clarify/set a number of right-of-way monuments expected to be disturbed or destroyed during construction? M.(6) states the CONTRACTOR ....existing monumentation disturbed or destroyed during construction replaced in their original positions. It is difficult at this time to know which monuments will be impacted by the proposed roadway and more difficult to know which ones on the periphery might be disturbed by the roadway contractor.

Assume most ~75% disturbance along the corridor.