

IOWA 64 MAQUOKETA TRANSFORMATION (PLATT STREET CORRIDOR)

Consultant Professional Engineering Services

Request for Proposal

City of Maquoketa

INTRODUCTION

The City of Maquoketa, Iowa (hereafter referred to as the City) is soliciting competitive proposals from qualified professional consulting engineering firms or project teams to determine interest and capabilities providing Professional Engineering Services that include Preliminary Engineering Design, NEPA Services, Final Engineering Design and minimal Construction Engineering (CE) services to review shop drawings and address questions regarding design/plan issues for the reconstruction of Iowa Highway 64/Platt Street in the City of Maquoketa.

The professional consultant services contract will be for a proposed 1.79-mile road from US Highway 61 (Milepost 33.11) to Iowa Highway 62 (Milepost 34.89).

It is anticipated that the timeframe for the Project will be approximately twelve (12) months to thirteen (13) months following the signing of a professional services contract. The selected Consultant will be expected to complete the contracted scope of work within the specified timeframe, under the general direction and coordination of the City's Public Works Department as authorized by the City Council.

PROJECT BACKGROUND

The City of Maquoketa is located in Jackson County, Iowa. The City is approximately 4.37 square miles in area, with a population of approximately 6,200 people. Platt Street (Iowa Highway 64) is the primary east-west thoroughfare through the City of Maquoketa. The portion of Platt Street that makes up this project connects US Highway 61 on the west side of the city with Iowa Highway 62, on the east side of town. Platt Street travels through downtown Maquoketa. Platt Street intersects with Main Street about midway through town.

Pavement Surface

According to the Iowa Department of Transportation's records, IA Highway 64/Platt Street was originally paved with concrete and brick around 1930. Portions have seen asphalt pavement overlays in the 60's, 70's, 80's, and 90's, with the most recent overlay on the western third of the roadway in 2000. A half-block in each direction off Main Street was paved with new concrete pavement as part of the City's Downtown Streetscape project in 2016.

In general, asphalt pavement overlays are expected to last about 15 years. As mentioned, the pavement surface of the western third of this project is 18 years old. Except at Main Street, the asphalt pavement surface on the remaining two-thirds of the roadway is 26 years old, and showing its age. The length of the project, with the exception of the new pavement at Main Street, is about 1.79 miles long. The Iowa DOT approached the City of Maquoketa in the summer of 2016 about addressing the pavement problems on IA Highway 64. The two agencies agreed to plan for a reconstruction/resurfacing project to be constructed in 2018.

Underground Pipes

The City hired a consultant to help them with preliminary design in early 2017. Along with the pavement woes, the City had been experiencing problems with some of the drainage and utilities within the corridor of Platt Street.

The existing water mains under the pavement of Platt Street are old, undersized, and of an inferior material. Water main-breaks occur frequently, especially under the eastern half of the project. Fire protection capabilities are gravely inadequate for much of the corridor – less than half what they should be for the various districts.

Accordingly, the wastewater collection system along the corridor is also old, in poor quality, and much of it is undersized. A sewer televising program performed recently revealed many problems with the existing pipes. Throughout the street length, joints are deflected and leaking, allowing both clean groundwater to enter, or wastewater to leave the pipes, depending on the level of groundwater. Pipes are cracked and have pieces missing all through the project. In addition, there are many areas where the pipes have settled, creating low points where solids build up, requiring frequent cleaning and maintenance. For about three blocks, the wastewater collection pipes exist on private property and actually have buildings constructed over top of them.

In the late 1990's, after properties to the south of East Platt Street had experienced recent frequent flooding, the City hired an engineering consultant to help determine what could be done to control the flooding. The study determined that the drainage and storm sewer system designed to take storm water runoff away from the properties was greatly undersized. A number of options for improvements were offered, including detention and parallel pipes, but the best solution was identified as a new storm sewer pipe to take the excess storm water to nearby Prairie Creek.

A similar problem existed on the west side of town – undersized pipes to take storm water from the south side of Platt Street to the north side – and it was also common to see floodwaters rushing across Platt Street. The City completed storm water management projects in 2007, 2009, and finally in 2017 to help to alleviate the flooding across W. Platt Street.

TRANSPORTATION CHALLENGES

The Platt Street Corridor is challenging to pedestrians, bicyclists, and motorists. Conditions are particularly dangerous for children accessing Briggs Elementary School north and Sacred Heart Elementary School south of the Platt Street Corridor. Elderly and disabled residents of Maquoketa

are also constrained by poor access to downtown Maquoketa that are not compliant with ADA requirements. Maquoketa's key transportation challenges include:

- Excessive speeding along the Platt Street Corridor creates the potential for conflict with pedestrians and bicyclists.
- Lack of sight distance at major intersections in the Platt Street Corridor.
- Non-coordinated traffic control signals.
- Little or no bike accommodations along the corridor or for people wishing to access the Hurstville Interpretive Center just north of town or Prairie Creek Recreation Area southeast of the city.
- General disconnectedness between downtown corridor and the rest of the community and its attractions, such as: Maquoketa Caves State Park, the Maquoketa River, two golf courses, 61 Drive In movie theater (one of only three remaining in the State), Hurstville and Prairie Creek.
- Inadequate pedestrian crossings consist of non ADA-compliant and poorly marked crosswalks and lack of traffic signals connectivity.
- The Platt Street Corridor lacks identity without uniform street lighting and landscaping. The existing streetscape discourages people from walking through the area and works against the community's goal of developing a vital commercial corridor.
- An undersized drainage system that cannot carry storm water away.
- The project corridor has appeared on the State of Iowa's restricted pavement list due to its poor structural condition. This restriction has reportedly caused heavy truck traffic to use other city streets to bypass the restricted area.
- The concrete pavement at the west end of the project corridor exhibits cracking, faulting, and spalling. It requires frequent patching.
- The asphalt surface over the remainder of the project exhibits a rough ride and a large amount of cracking and rutting in the wheel paths. Full-depth patching has been needed due to rutting and structural failures.
- Existing sidewalk is unsafe for walkers and those with physical disabilities in most of the corridor.

The concrete curb and gutter, eastbound, from North 5th Street to Niagara Street is higher than the pavement which results in an inverted crown at the outside edge of the eastbound lane, forcing rainwater toward traveling vehicles.

PROJECT OBJECTIVES

The Iowa 64 Maquoketa Transformation project consists of giving an aging piece of critical transportation infrastructure, new life, by making it safer, efficient, sustainable, and aesthetically pleasing.

Major project elements include new street pavement and resurfacing, replacement of curb and gutter, replacement of pedestrian curb ramps and sidewalks for ADA compliance, repair and replacement of storm sewer, repair and replacement of sanitary sewer, repair and replacement of water main, installation of new broadband fiber-optic network, and traffic signal upgrades. All sidewalk, crossing, and traffic signal improvements will be ADA compliant.

Some unique elements of this project include installation of a new broadband fiber-optic network, provision of safe accessibility for all users of the corridor, upsizing the water distribution system to vastly increase fire protection capabilities, and the elimination of public sanitary sewers underneath private buildings.

Specifically, the project will:

- Employ traffic-calming features to address speeding problems.
- Utilize channelization techniques and better turn-lane placement to improve sight-distance issues.
- Link traffic signals along the length of the corridor to reduce delay, decrease number of traffic collisions, and improve traffic flow
- Provide a safer, more accommodating environment for all pedestrians and bicycles by upgrading sidewalks and extending the East Platt and West Platt bicycle paths a total of 15 city blocks.
- Enhance streetscapes to encourage brownfields cleanup and mixed-use development.
- Provide needed broadband access along the full corridor.
- Strengthen fire-protection capabilities throughout town by replacing an old, undersized, failing water main pipe with new 12-inch PVC water main pipe.
- Make the project location prime for industrial/commercial property development by replacing an undersized drainage system to carry storm water away.
- Replace an old, inefficient sewer system to make it bigger and alleviate wastewater exfiltration into the groundwater as well as groundwater infiltration into the system.

The next steps in the design development process are; begin the preliminary engineering and environmental (NEPA) study phase, consideration of public comments with stakeholder input, and the final engineering design.

The final engineering design and project development activities are necessary to advance the project from the current preliminary design stage to the final construction documents.

All work associated with this project will be subject to City and Iowa DOT review and approval and all associated federal-aid requirements.

PROJECT SCOPE

The Consultant should not feel constrained to the preliminary scope of services as outlined in this RFP. Consultants are encouraged to include any ideas to improve the development of the Project as outlined and to recommend work not identified in this RFP.

The final contract scope of services may be adjusted to include items not listed in the preliminary scope of services, if it is determined that additional factors need to be investigated and addressed in the project development and design process.

The scope of services to be performed by the Consultant shall be completed in accordance with generally accepted standards of practice, the Iowa DOT Design Standards and Specifications and shall include the services and supplies to advance the project from the preliminary design stage to the final construction documents. The scope of services shall include, but is not limited to, the following tasks:

1. Assistance through the Iowa DOT project development schedule.
2. Conduct stakeholder engagement process.
3. Make changes to existing concept statement and submit it to Iowa DOT.
4. Survey the Platt Street corridor.
5. Roadway design accommodating the City of Maquoketa Better Utilizing Investments to Leverage Development (BUILD) project scope.
6. Obtain necessary permits as required for design, letting and construction.
7. Conduct environmental studies and NEPA evaluation including Phase I Archaeology and endangered species studies, preparing technical reports for agency review and concurrence, preparing the NEPA document for review and approval.
8. Utility coordination.
9. Prepare preliminary, check, and final plans for roadway reconstruction.
10. Prepare bid documents and accommodate bidding and award design process.
11. Provide minimal construction engineering services (CE) through construction to address questions on design issues including review of shop drawings and attending preconstruction meeting.

CONTRACT INFORMATION

- The City anticipates that the selection process will be completed by the end of April 2019. The selection committee will be conducting interviews with the top three most qualified consultants in the week of May 13th. The consultants will receive notice approximately one week prior to the interview date.
- The anticipated start date of the contract will be June 3, 2019.
- The estimated duration of the contract will be 12 to 13 months.
- The Contract Type – Project-Specific
- The Payment Method – Cost plus Fixed Fee

The following reflects the timeline of project development provided by Iowa DOT for Federal-aid Local Public Agency Projects and projects involving the Primary Highway System. The concept statement has already been submitted to Iowa DOT, but may need some revisions.

Concept Statement		Preliminary Plans		Check Plans		Final Plans and PDC	Contractor Turn-in	Letting Date
Major	Minor	Major	Minor	Major	Minor			
(42 weeks)	(42 weeks)	(16 weeks)	(11 weeks)	(8 weeks)	(7 weeks)	(2 weeks)		
7/16/2019	1/14/2020	1/14/2020	2/18/2020	3/10/2020	3/17/2020	4/21/2020	5/5/2020	7/21/2020

Source: https://www.iowadot.gov/local_systems/publications/im/3010b.pdf

GENERAL REQUIREMENTS

The City is following the Iowa DOT Instruction Memorandums for local public agencies I.M 3.310.

DBE GOAL

The City has determined to set the DBE goal at 5%. It is the policy of the Iowa DOT that Disadvantaged Business Enterprises shall have the maximum practicable opportunity to participate in the performance of contracts financed in whole or in part with federal-aid highway funds. Most of the work under this contract is expected to involve federal-aid highway funds. Consultants will be expected to demonstrate a good faith effort to meet this goal, and the selection process will include an evaluation of that effort. A list of certified DBE firms may be found on Iowa DOT's web site at: <https://secure.iowadot.gov/DBE/Home/Index/>

SELECTION INFORMATION

The Selection Committee will evaluate proposals on their ability to address the evaluation criteria.

The point value of each evaluation criterion is indicated below, adding up to a total of 100 points.

- **Key Staff and Experience– 30 Points (30%)**

This category refers to the quality and similarity of the consultant's previous projects to this project. In addition, technical ability and specialized expertise of the consultant's staff or sub consultants is also a factor for this category.

- **Technical Qualities and Past Experience – 30 Points (30%)**

This category allows the selection committee to determine if there are certain technical qualities or understanding of the project that make one consulting firm stand out over another firm. This may include but is not limited to: the detail of their work, reputation from other agencies the firm has worked with, experience working with subcontractors or subconsultants, and the success of previous projects.

- **Work Plan and Timeline – 5 Points (5%)**

Points will be awarded in this category based on the proposed timeline and work plan to meet schedule that is presented by each of the consulting firms.

- **Understanding Local Issues and Resources Available to Complete the Project – 10 Points (10%)**

This category awards points based on the staff available to work on the project, other projects the company is working on, the location of a firm and the technological resources available to complete the project. Show possible examples of risk management and mitigation.

- Responsiveness – 10 Points (10%)
This category awards points based on completeness of RFP and submittals. Demonstrate abilities to address development and coordination issues quickly and efficiently with all parties. Show examples of addressing critical issues on other projects.
- Knowledge of Federal and State Regulations and Ability to Work with Lead Agencies – 10 Points (10%)
Points will be awarded for coordination abilities with lead agencies and knowledge of Federal and State regulations. This may include but is not limited to: Federal Highway Administration, Iowa Department of Transportation, State Historic Preservation Office.
- DBE Participation – 5 Points (5%)
The Selection Team will consider the Project Team’s willingness and ability to meet or exceed the established DBE involvement goal as stated in “General Requirements”.

PROPOSAL REQUIREMENTS

Please provide the following information in the order listed:

- All responders must provide adequate information on the response’s cover page to clearly identify the submittal is for the Iowa 64 Maquoketa Transformation (Platt Street Corridor) Design Engineering along with the replying firm and an email for the point of contact for the firm.
- Include your firm’s approach to addressing the identified tasks, your eligibility to meet the requirements of the “Required Work Categories” for the work you intend to perform, your understanding of the project’s scope and key issues. Briefly discuss similar projects the members on your team have completed in the past three to five years. This listing should be limited to the three most applicable projects.
- Include the name, qualifications, experience, office address and availability of the contract manager as well as the manager in charge of each major work task. This information should include the identification of similar projects managed or participated in by these individuals. The selection of a contract manager and work task managers by a firm will constitute a commitment by that firm and NO substitute managers will be allowed without prior written approval by the Iowa DOT.
- Include experience and qualifications as related to the “Required Work Categories” for any sub-consultants to be used and work they will perform.
- Include a detailed resume, summary of current workload and a time commitment for each professional or technical person to be assigned to the project. Identify the principal or manager who will serve as the project manager.
- A project schedule outlining the timeline and estimated completion date of each major task identified in your scope of work. This should include a schedule with a description of all

deliverable products throughout the period. A graphical representation of the proposed schedule should be included.

- The location of the office where the majority of work will be performed.
- A disclosure of all work for other clients that may be affected by work on the proposed contract to avoid a potential conflict of interest.
- Include a statement that the consultant will meet the DBE goal. If the consultant cannot meet the minimum goal, include a commitment statement for the percentage of participation that they can meet.
- Inclusion of promotional literature of a general nature will not be considered in the selection process.

The proposal must be submitted as a single electronic PDF and be formatted to print on 8.5” x 11” pages. The proposal must be limited to 25 single-sided pages. All pages will be counted including: proposal covers, cover letter, dividers, appendices, etc. The maximum size limit of a **proposal is 7.5 megabytes**.

The electronic proposal must be submitted via email to publicworks@maquoketaia.com and carbon copy gsmith@maquoketaia.com, jcarr@maquoketaia.com, cravada@ecia.org . An email will be sent confirming receipt of the proposal within 30 minutes or by 3:00 p.m. on the submittal deadline date, whichever is later.

Proposals are due by 3:00 pm on **April 19, 2019**.

Any technical questions or questions regarding this RFP shall be submitted via email to publicworks@maquoketaia.com and carbon copy gsmith@maquoketaia.com, jcarr@maquoketaia.com, cravada@ecia.org . Any questions about this RFP must be received by noon on **April 01, 2019**. Questions and answers regarding this RFP will be posted with the RFP on the city website, <https://maquoketaia.com/platt-street-rfp/>

Any proposal not complying with all requirements stated in the RFP may not be accepted.

PUBLIC RECORDS LAW

The City of Maquoketa will treat all information submitted by a consultant as open records following the conclusion of the selection process. Open records are public records that are open for public examination and copying. The City of Maquoketa’s release of records is governed by Iowa Code Chapter 22 and 761 IAC Chapter 4. Consultants are encouraged to familiarize themselves with these laws before submitting a proposal.

STATEMENT OF NON-DISCRIMINATION

The selection and contract are subject to the provisions of Executive Order 11246 (Affirmative Action to Insure Equal Employment Opportunity). Federal and state laws prohibit employment and/or public accommodation discrimination on the basis of age, color, creed, disability, gender identity, national origin, pregnancy, race, religion, sex, sexual orientation or veteran's status. If you believe you have been discriminated against, please contact the Iowa Civil Rights Commission at 800-457-4416 or Iowa DOT's affirmative action officer at 515-239-1422. If you need accommodations because of a disability to access the Iowa DOT's services, contact the agency's civil rights/ADA coordinator at: 515-239-1514

REFERENCES

I.M. No. 3.310 Federal-aid Participation in Consultant Costs
https://www.iowadot.gov/local_systems/publications/im/3310.pdf

PPM 300.12 – Negotiated Contracts for Architectural, Engineering, and Related Professional and Technical Services (http://www.prof-tech-consultant.dot.state.ia.us/uploads/300_12.pdf)