

City of Cleveland  
Mayor's Office of Capital Projects  
Division of Engineering and Construction

**LORAIN AVENUE**  
**West 117<sup>th</sup> St. to West 150<sup>th</sup> St.**

**ADDENDUM #1 (Final)**

JUNE 21, 2013

Questions that were raised for clarifications:

Question #1:

Regarding the 30% CSB goal for the above-referenced project, if the prime consultant is considered a CSB, are we permitted to count our participation in this goal? Or, should we seek to only include other firms on our team to fulfill this requirement?

Answer:

CSB goal applies to the sub-consultants. Prime Consultant is not counted towards the goal.

Question #2:

Can the City explain the composition of the 30% CSB goal?

Answer:

A minimum of 30% CSB should comprise the 30% CSB goal. CSB classified firms are those firms listed on the CSB, CSB/MBE and CSB/FBE registry.

Question #3:

Can the City verify the existing web location of CSB registry?  
([http://www.city.cleveland.oh.us/CityofCleveland/Home/Government/CityAgencies/OfficeofEqualOpportunity/CSB\\_MBE\\_FBE\\_RegistryCertifiedCSBfirms](http://www.city.cleveland.oh.us/CityofCleveland/Home/Government/CityAgencies/OfficeofEqualOpportunity/CSB_MBE_FBE_RegistryCertifiedCSBfirms))

Answer:

The CSB registry location was changed to <https://cleveland.diversitycompliance.com>. Toggle on "Search the /MBS/FBE & Section 3 Registry" and enter a business description (e.g. engineering, architectural services, environmental)

Question #4:

Will Lorain require specifications?

Answer:

Lorain is City let and primary source of funding is Issue 1 funds. Consultant will supply plans and project manuals for bidding.

#### Question #5

Can you please be more specific about the public input meetings – during design, which/if any, will be sit down stakeholder meetings (limited group) or will they all be public open house/presentation type meetings. Is there a CDC group we will work through to set these up or will City handle it?

#### Answer:

Lorain passes through three (3) Wards and each Ward has a neighborhood group. There will be three meetings after the Stage 1 plans are reviewed and the project manager will arrange the meetings through the City Councilmember and invite neighborhood group. The Consultant will present a few options for the streetscape concept to all three neighborhood groups prior to the public meeting. The chosen concept will be presented to the public. There will be two follow up break-out sessions with all three neighborhood groups being invited at which time the consultant will present the menu of items for selection in order to prepare final plans and specifications.

#### Question #6:

Let me restate my understanding on the meetings on Lorain:

Stage 1 submitted with concept from TCLI basically shown.

Three stakeholder meetings after Stage 1 (one in each Ward with councilperson and CDC) where we present a few variations on the concept in the plans and they will pick one concept to present at public meeting.

One overall project public meeting for all to attend – from all three wards – presenting the preferences from each stakeholder meeting for the various areas to be landscaped – then based upon feedback from public,

Three follow-up meetings – one in each ward with CDC and Councilperson – to present the feedback from the public meeting and what we heard from the constituents and for them to make the final selection on the elements.

#### Answer:

The meeting scenario will help develop a cost for the project. One public meeting for all three (3) wards will be held. The technical approach should discuss the understanding of the plan development process and community outreach.

#### Question #7:

Please clarify project meetings?

#### Answer:

Consultant shall arrange meetings as necessary with various public and private utilities in order to deliver meet schedule. We recommend a kick-off meeting with Traffic Engineering to present MOT concept plan and general signal layout. There will be a kick-off meeting to review scope, budget, design designation criteria and invoicing.

Question #8:

Review meetings after Stage I and Stage II?

Answer:

If the plans contain minor revisions and meet scoping criteria, we will not hold review meetings.

Question #9:

In the traffic scope, there is an inspection of the signal installations to be performed by the City – when is this planned?

Answer:

City traffic technician will inspect condition and hardware prior to preliminary design. Consultant will be notified.

Question #10:

Page 7, 1st Paragraph: Why are signal designs at Fairfield (should this be Fairwood?) and at W.125th If Authorized? Are these two suspected of not meeting warrants??

Answer:

Fairfield should be Fairwood and Fairwood and West 125<sup>th</sup> are suspected of not meeting warrants.

Question #11:

Page 30, item 5: The RFP states that "signal removals are likely". How do we cost the lump sum signal design work before we know how many signals meet warrants and how many will be removed?

Answer:

Signalized intersections included in the design of this project, unless warrant analysis and removal analysis determine complete signal removal, shall include all signals listed on page 31 and 32 excluding Fairwood and West 125<sup>th</sup>. Fairwood and West 125<sup>th</sup> final signal design are "if authorized service". West 150<sup>th</sup> and West 117<sup>th</sup> require loop replacement only. West 150<sup>th</sup> will be improved with new signal and mast arms with the Triskett/Warren project in 2014.

Question #12:

Page 30, item 4: Next to last bullet at top of the sheet. Are we to show existing and proposed signs on the signal plan sheets? It says "on the traffic control plan" but item 4 is about signals.

Answer:

Plan format shall follow ODOT Traffic Control Manual and ODOT Location and Design Manual, Volume III.

Question #13:

Page 31, item 6: The RFP states the "striping plan may be revised to provide a two way left turn lane". Who decides and when if a continuous two-way left turn lane will be used. If it is to be used, then the marking plan needs to extend eastward to 115th.

Answer:

All plans and documents related to the traffic scope will be reviewed and approved by the Division of Traffic Engineering. The base proposal will include a lump sum cost for all necessary signing and pavement marking.

Question #14:

Page 5, item M: The RFP states the ROW Acquisition is not anticipated, however it should be estimated as "if authorized". Please provide a Proposal Fee sheet for this.

Answer:

A proposal fee sheet for Right of Way Services is attached.

Question #15:

On page 14/43, it states that Intersection details for curb return locations shall be provided if authorized. This is not shown in the fee sheets. How many intersection details should be assumed? Please clarify.

Answer:

The statement Intersection details for curb return locations shall be provided "if authorized" shall be deleted. Technical proposal shall address all Intersections.

Question #16:

In the Variety Village Streetscape Plan for Westown/NOACA, the architect recommends that a pedestrian actuated crosswalk/signal be provided across Lorain Ave at West 118<sup>th</sup> street. Should we include this in our lump sum fee?

Answer:

No. This work task is outside the scope of this project.

Question #17:

Page 5: Item N, and Page 6, Item U: Should we assume that the existing highway lighting (HL) on existing wood utility poles remains and/or gets relocated by the utility company to replacement poles if they need to be setback such that there is no HL design or plans by the consultant other than coordination with the utility company? Should all HL on steel poles remain?

Answer:

Lighting design is outside the scope of this request for proposal.

Question #18:

Page 30, Item 5: Should interconnect be aerial on existing wood utility poles where possible? Are there any other adjacent signal systems that need replacement interconnect cable other than the three listed as examples? In the Examples in the RFP, will the interconnect replacement extend from W 150<sup>th</sup> to Lorain at Triskett, and no further? Similarly, from will the interconnect extend from Lorain at West 117<sup>th</sup> to the north at Triskett and the south at Governor only? Are there other locations that we should include?

Answer:

Traffic signal interconnect will be designed within the project limits. Connection to existing adjacent systems such as West 150<sup>th</sup> and West 117<sup>th</sup> will need to be provided in the plans.

Question #19:

The project limits are between W117th and W150th. In the RFP on page 2, second paragraph, it indicates that decorative crosswalks are to be installed at critical intersections and Triskett Avenue is listed. Triskett Avenue is located west of the project limits and I want to verify that the only work at this intersection is installing decorative crosswalks in the existing pavement and that there is no other work to be performed at Triskett.

Answer:

Page 2: "Enhancements to the pedestrian realm that include the installation of enhanced, decorative crosswalks on Lorain at critical intersections (West 117th, West 130th, West 140th, and Triskett Road);" Change Triskett Road to West 150<sup>th</sup>.

Question #20:

Which intersections need the traffic counts and warrant analysis done?

Answer:

See Traffic Scope of Services Page 31 and Page 32

Question #21:

Do all intersection radius returns need to be investigated for improvements using AutoTURN?

Answer:

Yes

Question #22:

Are fire hydrants located within the clear zone to be relocated?

Answer:

Yes

Question #23:

Are any profile improvements under the bridge a part of this scope?

Answer:

No

Question #24:

On page 12/43, it states that if historic resources are identified; an ODOT pre-qualified consultant will be required. Should we assume that if Phase I Cultural Resources Survey services are needed it will be part of additional services and not a separate if-authorized line item?

Answer:

Additional service is a negotiated fee.

Question #25:

Are the W-9 and Vendor Entry Forms to be included in the Part A or Part B envelope?

Answer:

Part A

Question #26:

Do you want the cost for ESA Phase I broken out per location?

Answer:

Yes

Question #27:

Do you want any geotechnical boring costs associated with the water line shown on the Waterline Design fee sheet or included as a separate if-authorized item?

Answer:

This work task is outside the requested scope of services.

Question #28:

Do you want any geotechnical boring costs associated with the water line shown on the Waterline Design fee sheet or included as a separate if-authorized item?

Answer:

This work task is outside the requested scope of services.

Question #29:

Should the waterline design be added as a line item under the base contract on the proposal fee summary sheet?

Answer:

Yes

Question #30:

Should the waterline design be added as a line item under the base contract on the proposal fee summary sheet?

Answer:

Yes

Question #31:

Do you want the mainline right of way lines, property lines, and property ownership shown on the plans?

Answer:

Right of way lines, property lines and addresses would be helpful.

Question #32:

Should subconsultants put their base fee on their Schedule 3 form or their base fee and if-authorized services?

Answer:

Schedules required for all team members. Fee summary sheets are provided and should be self-explanatory.

Question #33:

Is the \$1.5M mentioned in Lorain the budget for just Lorain or for both Lorain and East 22nd?

Answer:

The \$1.5 million is the budget for both Lorain and East 22<sup>nd</sup> St. TA funding (a.k.a. TE funding which is Federal funding source) is the primary source of funding for the streetscape portion of the project.

Question #34:

On page 4 of 41, Item C mentions a design vehicle AASHTO SB-40. Do you mean WB-40 or S-BUS 40?

Answer:

S-Bus 40. Design Designation Criteria will be reviewed and confirmed at kick-off meeting.

Question #35:

Section D (page 4 of 41) mentions "street car track" and Section R (page 6 of 41) mentions "railroad track steel rails".

Answer:

Yes

Question #36:

Will the consultant need to obtain certified traffic from ODOT?

Answer:

No

Question #37:

The proposal does not mention the need for 3R and design exceptions. Can we assume these are not included in the scope?

Answer:

Your assumption is correct.

Question #38:

Is there a pre-proposal meeting scheduled for Lorain?

Answer:

No.

Question #39:

Will written or verbal questions be accepted after June 21, 2013?

Answer:

No.

Question #40:

Is the proposal due by 4:30pm on June 28, 2013 at City Hall, Room 518?

Answer:

Yes.

**PROPOSAL FEE SHEET**

**PROJECT:** Lorain Avenue: West 150<sup>th</sup> St. to West 117<sup>th</sup> St.  
**DATE:** \_\_\_\_\_  
**CONSULTANT:** \_\_\_\_\_

**Right of Way: If Authorized**

<u>Work Items/tasks</u>	<u>Man Hours</u>	<u>Average Rate</u>	<u>Cost</u>
Right-of-Way services for one (1) parcel			
			\$
<b>Total Hrs (From Worksheets or Above)</b>			
<b><u>Total Direct Labor Cost</u></b>			
Overhead ( _____ %)			
Subtotal – 1			
Net Fee ( _____ %)			
Subtotal – 2			
** Allowable Direct Cost			
*** Total Sub consultant’s Costs			
<b>Total for Right-of-Way Services****</b>			\$

- \*\* Provide Itemized List
- \*\*\* Provide Separate Proposal (Services, Man-hours & Cost)
- \*\*\*\* Four parcels carried to proposal fee summary sheet

End Addendum #1: Final