

Napier Corridor Pedestrian and Bicycle Feasibility and Conceptual Engineering Plan

Request for Proposal (RFP)

May 3, 2017

ADDENDUM 1: Answers to Questions

May 30, 2017

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Question 1: Who was solicited for this?

Answer 1: In Berrien County – Abonmarche, DLZ, Edgewater Resources, Genesis Architects and Engineers, Merritt Engineering, and Wightman & Associates. Plus a few others in Michigan and several firms out of state.

Question 2: Has SWMPC established a budget for this project?

Note: Several firms asked questions similar to this one. Rather than answer the question over and over, this question is standing in for all budget related questions.

Answer 2: The budget is not being disclosed – we are looking for the best possible proposal.

Question 3: Are the traffic counts on Napier and any feeder roads available?

Answer 3: Yes, please see http://www.swmpc.org/traffic_counts.asp. Between 2009 and 2014 we have 43 counts on Napier Avenue, including I-94 ramps, but 8 counts are outside the Napier Avenue Corridor study area. Feeder counts are also available. We do not have touring counts. SWMPC does have traffic counter staff and equipment to take traffic counts if needed.

Question 4: Is a record of crash history, or motorized/pedestrian crashes available for the corridor?

Answer 4: Yes. Please see the swmpc.org website for pedestrian and bicycle crash information: http://www.swmpc.org/downloads/benton_township_packet.pdf
http://www.swmpc.org/downloads/st_2.pdf

Please also see the following site for information on serious and fatal crashes (2006-2015):

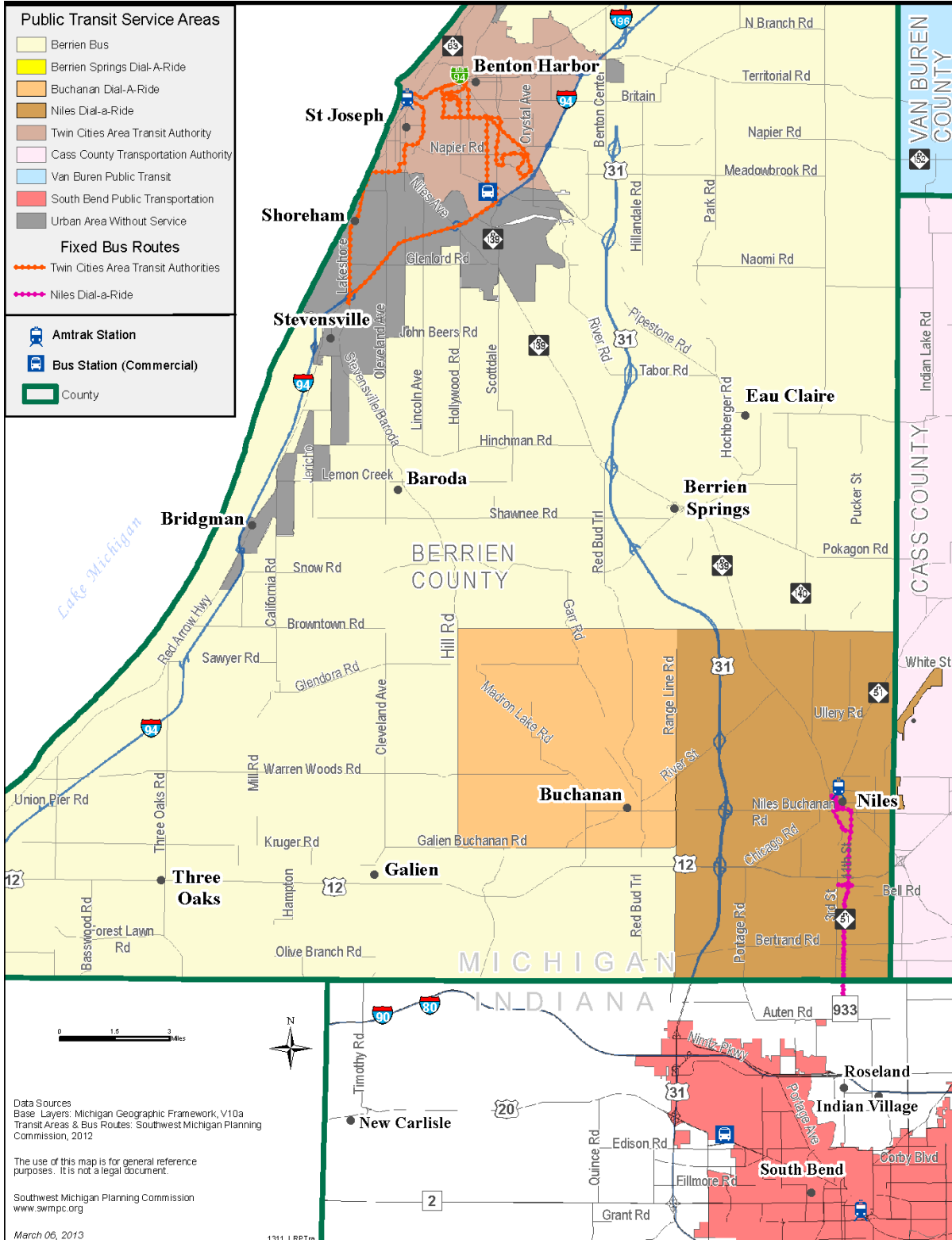
<http://swmpc.maps.arcgis.com/home/webmap/viewer.html?webmap=ce6528836a744f54a7cdf68eb09b0a0>

Question 5: Trip originations are shown in the proposal. Are the destinations known and available as well?

Answer 5: The Corridor is heavily traveled and has a variety of land uses that serve essential functions including healthcare (Lakeland Hospital) at its west end and employment, education, and retail on its east end (Fairplain Plaza, Orchards Mall, businesses along M-139, and Lake Michigan College). Please also note that Fair Plain Renaissance Middle School, part of the Benton Harbor Area Schools public school district, is on Napier at its intersection with Colfax.

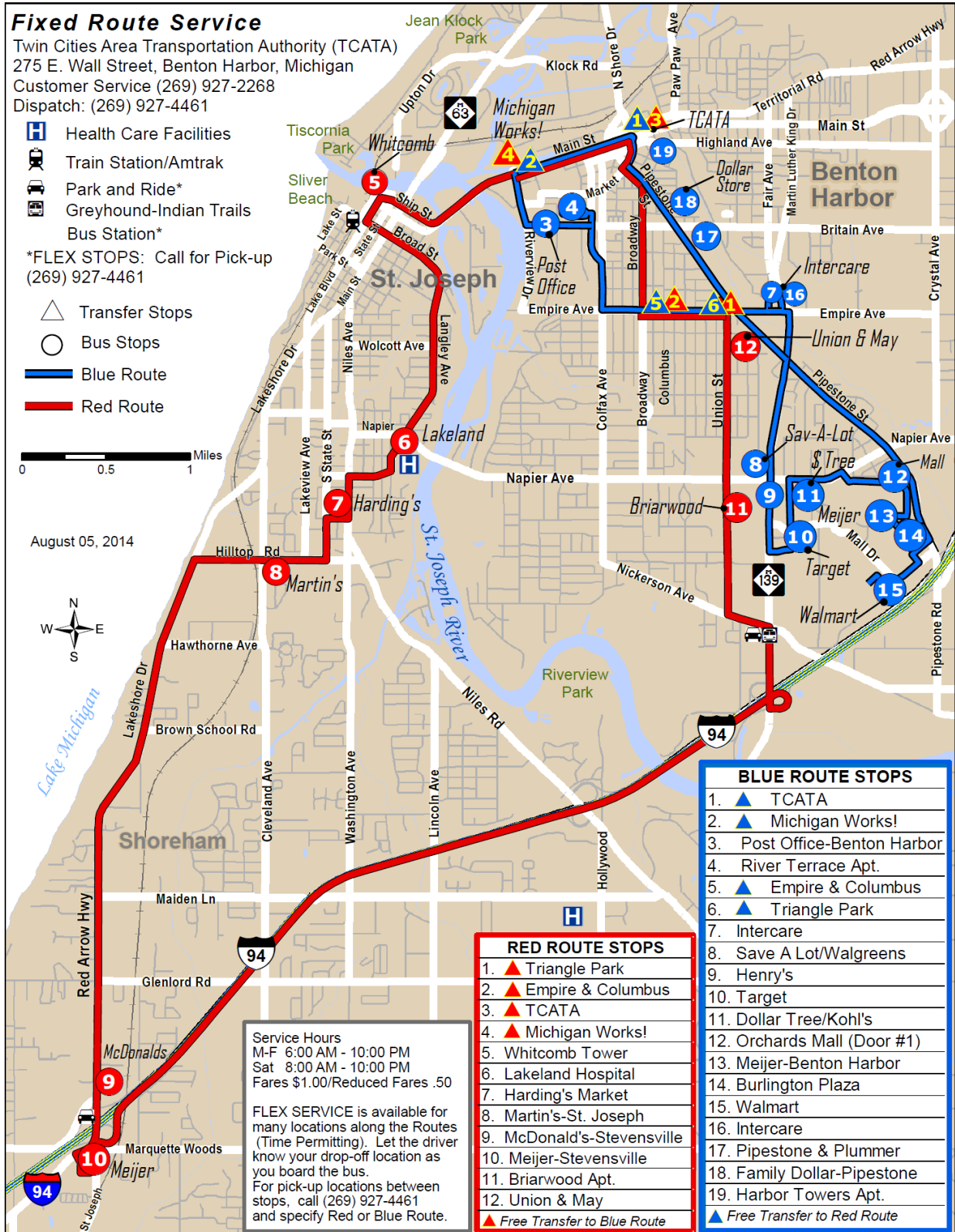
Question 6: Is there any public transit beyond the Napier corridor? What will potential transit on Napier connect to?

Answer 6: Information on the transit in the area is located at mywaythere.org. Please also see connectberrien.org for information on the ongoing current effort to unite the four separate transit providers in Berrien County. Concerning what potential transit on Napier could connect to, please see the answers to questions 5 and 7. For your reference, here is a map of the service areas of the four transit services in Berrien County, and the area without service:



Question 7: Is there already a fixed route public transit service in the area, and if so, is a map available?

Answer 7: Yes, there are currently two fixed routes that operate within the Benton Harbor-St. Joseph urbanized area. Please see the map below:



Question 8: Is there existing GIS information for the corridor? If so, does it have a right-of-way layer, or a property/parcel layer?

Answer 8: Berrien County maintains county-wide GIS data. Please feel welcome to contact them for more information. A public interactive mapping site and contact info for Berrien County GIS is available online:

<http://berriencounty.org/gis/onlinemapping>

Please note that while Berrien County does have property parcel layer, rights-of-way are treated differently. Sometimes property parcels are depicted as going to the centerline of the road. Sometimes rights-of-way seem like voids between properties. Sometimes rights-of-way are depicted like property parcels. It is important to realize that historically right-of-way in Michigan were created using various legal techniques which do not necessarily translate easily into a data layer.

Question 9: Can we see the scoring/weighting matrix that you will use to evaluate the proposals?

Answer 9: No.

Question 10: In regards to Task 2 – Document Existing Conditions: What is the expected quality of services?

- a. Full Boundary and Topographical Survey to identify exact locations of elements for the entire corridor as identified in the RFP?
- b. Approximate locations as determined by the walking audit and satellite imagery?
 - i. The description seems to identify supplemental information by GIS to identify parcel data and property ownership.
 - ii. For conceptual purposes, ROW could be assumed by the descriptions provided on page 7, paragraph 2, is that adequate?

Answer 10: Concerning (b)(ii) – assumption is not adequate. Verification is required by plat map, professional survey, or other instrument of legally-binding quality that bestows confidence.

Question 11: Would SWMPC consider extending the scope of the project east past 1-94, potentially to Lake Michigan College?

Answer 11: We would be willing to consider extending the scope of the project east past 1-94, potentially to Lake Michigan College. But, we are unwilling to make a commitment at this time.

Question 12: Would SWMPC consider extending the scope of the project west past the Saint Joseph River, potentially to Lakeland Hospital?

Answer 12: We would be willing to consider extending the scope of the project west past the Saint Joseph River, potentially to Lakeland Hospital. But, we are unwilling to make a commitment at this time.

Question 13: Will SWMPC be incorporated into the planning team and if so, to what extent?

- a. Will your team be an integral piece to executing public engagement or will the consultant be expected to handle the entire process?
- b. Will your team review documents and deliverables before public meetings for edits and changes?
- c. Will your team be required to approve venue locations, meeting strategies, etc...

Answer 13: (a) We will be an integral piece to executing public engagement. (b) We will review documents and deliverables before public meetings for edits and changes. (c) Our approval will be required for venue locations, meeting strategies, etc.

Question 14: In regards to Task 4 – Conceptual Engineering Plan: Should a Public Meeting and/or Steering Committee Meeting take place to close out this task?

Answer 14: Yes. Thank you for recognizing this.

Question 15: Is there a page limit for the proposal? And if so, do resumes or required forms count towards that limit?

Answer 15: We do not have a page limit.

Question 16: The list of elements to be documented under existing conditions is pretty comprehensive (Task 2 – Document Existing Conditions, RFP page 8 of 39). Is the consultant expected to obtain a full engineering survey of the corridor as part of the contract?

Answer 16: Yes.

Question 17: Regarding the documentation of elements listed in Task 2, should we assume that the Road Commission or any other agency has any of this information to share electronically? Relatedly, are there any recent, high-quality aerials of this corridor that exist?

Answer 17: Assume nothing – verify everything. We use Google Maps and Bing Maps aerials. Berrien County GIS uses a similar quality aerial from 2011 for their interactive mapping website.

Extra note 1: Just for reference purposes, the watercourse that runs under Napier Avenue just east of Ogden Avenue is named Willow Creek. And the watercourse that runs under Napier Avenue just east of Pipestone Road is named the Yore & Stoeffler Extension & Outlet – which runs into Ox Creek several yards to the north. Immediately east of this county drain is abandoned

Conrail right-of-way that is owned by the City of Benton Harbor, and it has been identified as a potential route for a non-motorized trail.

Extra note 2: Please see the Twin CATS Walk and Roll Plan for the Twin Cities region's plan for non-motorized travel:

http://www.mywaythere.org/downloads/finalplan_lrpversion_repaginated_2013_rs.pdf

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