



**Request for Qualifications
Design and Engineering Services
Mississippi Drive Corridor Reconstruction Project
March 27, 2015**

PROJECT SUMMARY

The City of Muscatine, Iowa, is soliciting qualifications from interested engineering firms to provide design services and other related work for the “**Mississippi Drive Corridor Reconstruction Project**”. This proposal includes the reconstruction of 1.6 miles of U.S. 61-Business (pavement & curb/gutter); street lighting, landscaping, gateway features; pedestrian crossings and sidewalk improvements; intersection design improvements; and storm drainage improvements and roadway embankment work intended to improve flood protection. The work would focus on four distinct areas adjoining Muscatine’s Central Business District. The improvement segments include the HNI Campus Area, Downtown Area, High Sidewalk (Bluff) Area and the Carver Corner Area. The objectives for the proposal include:

- Meeting Muscatine’s Complete Street policy by improving both Muscatine’s quality of life and image.
- Providing a safe and attractive environment for street users of all ages and abilities such as motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users.
- Modernize Mississippi Drive Corridor through the reconfiguration and reconstruction.
- Enhancing aesthetics throughout the corridor that are consistent with Muscatine’s riverfront plans.

This work will include, plan development, public meetings, design development, final design, technical specifications and drawings.

This packet is our introduction and initiates the formal selection process. If you are interested, please address the "Required Information" detailed in this packet. Representatives of the City will review those responsive firms and reduce the field to allow for a more in-depth proposal and interview. The RFQ is requested in order to compare consultants.

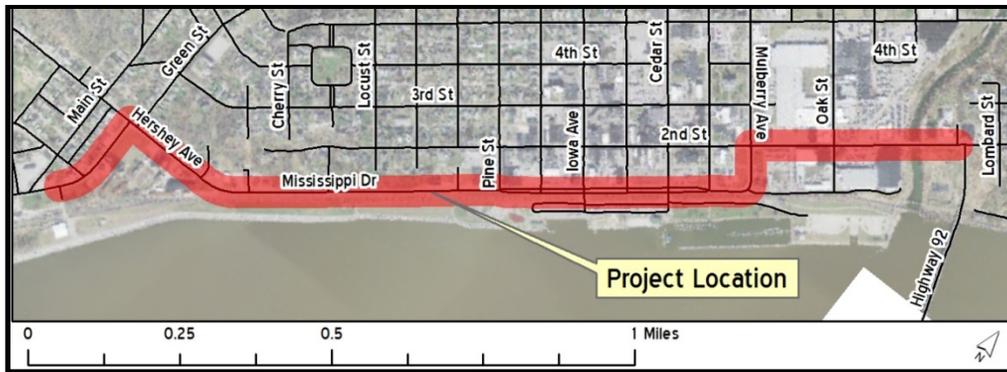


Figure 1: Mississippi Drive Corridor

PROJECT OBJECTIVE

The purpose of this project is to make street improvements to the Mississippi Drive Corridor between the Norbert F. Beckey Bridge and the intersection of Green Street with Grandview Avenue. The distance is approximately 1.6 miles with a wide variety of existing conditions. The objectives for reconstructing Mississippi Drive are:

- Reshaping the corridor to promote and support economic vitality, civic engagement, human health, and environmental sustainability.
- Meeting peoples' mobility and accessibility needs, through changes to the built environment.
- Allowing the Mississippi Drive Corridor to remain open during flood events up to the 25-year flood level.
- Modernizing the Mississippi Drive Corridor through reconfiguration and reconstruction

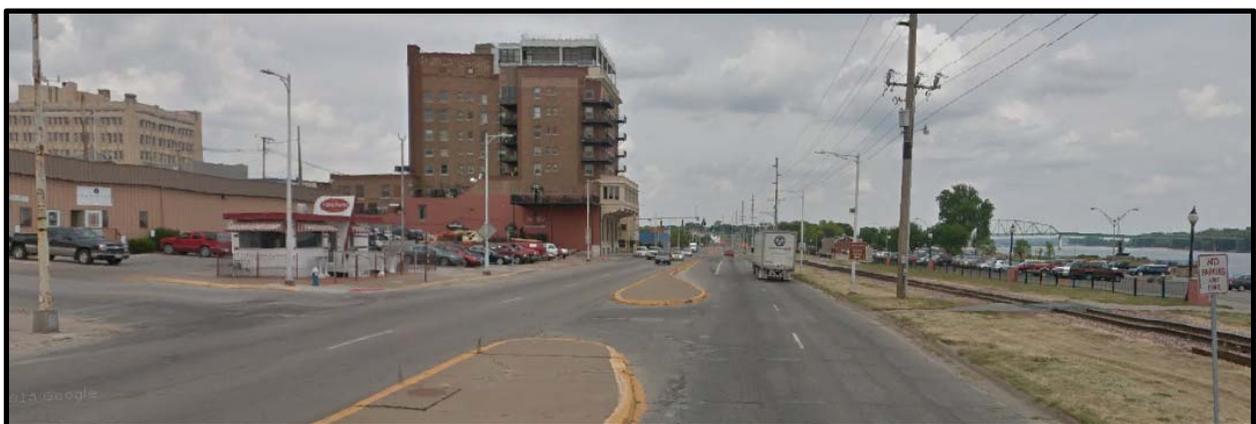


Figure 2: Pedestrian Crossing at Chestnut Street



Figure 3: Mississippi Drive Corridor Passing through the HNI Campus



Figure 4: Bluff (High Sidewalk Area)

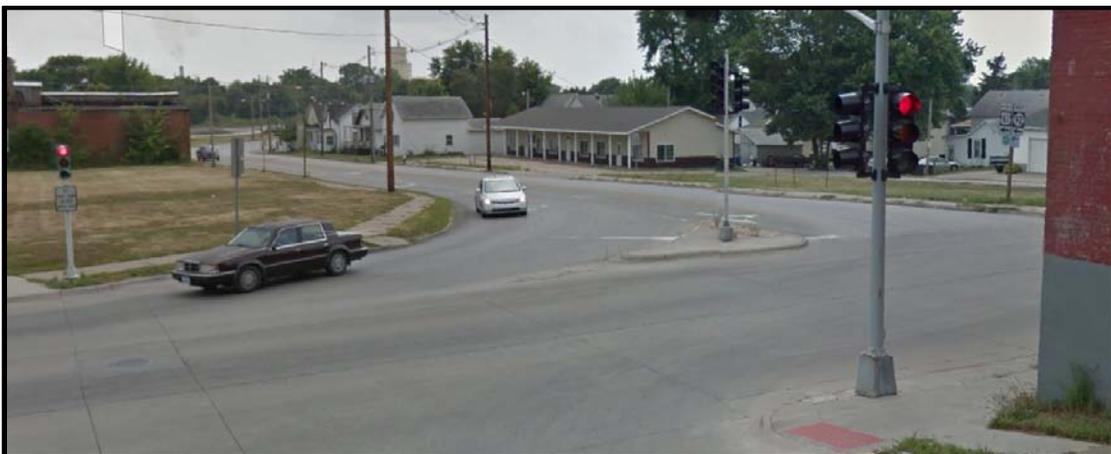


Figure 5: Carver Corner



Figure 6: Flooding at Walnut Street



Figure 7: Mississippi Drive Corridor in Central Business District



Figure 8: Concept Rendering *(Photo Courtesy of the Blue Zones Project)*

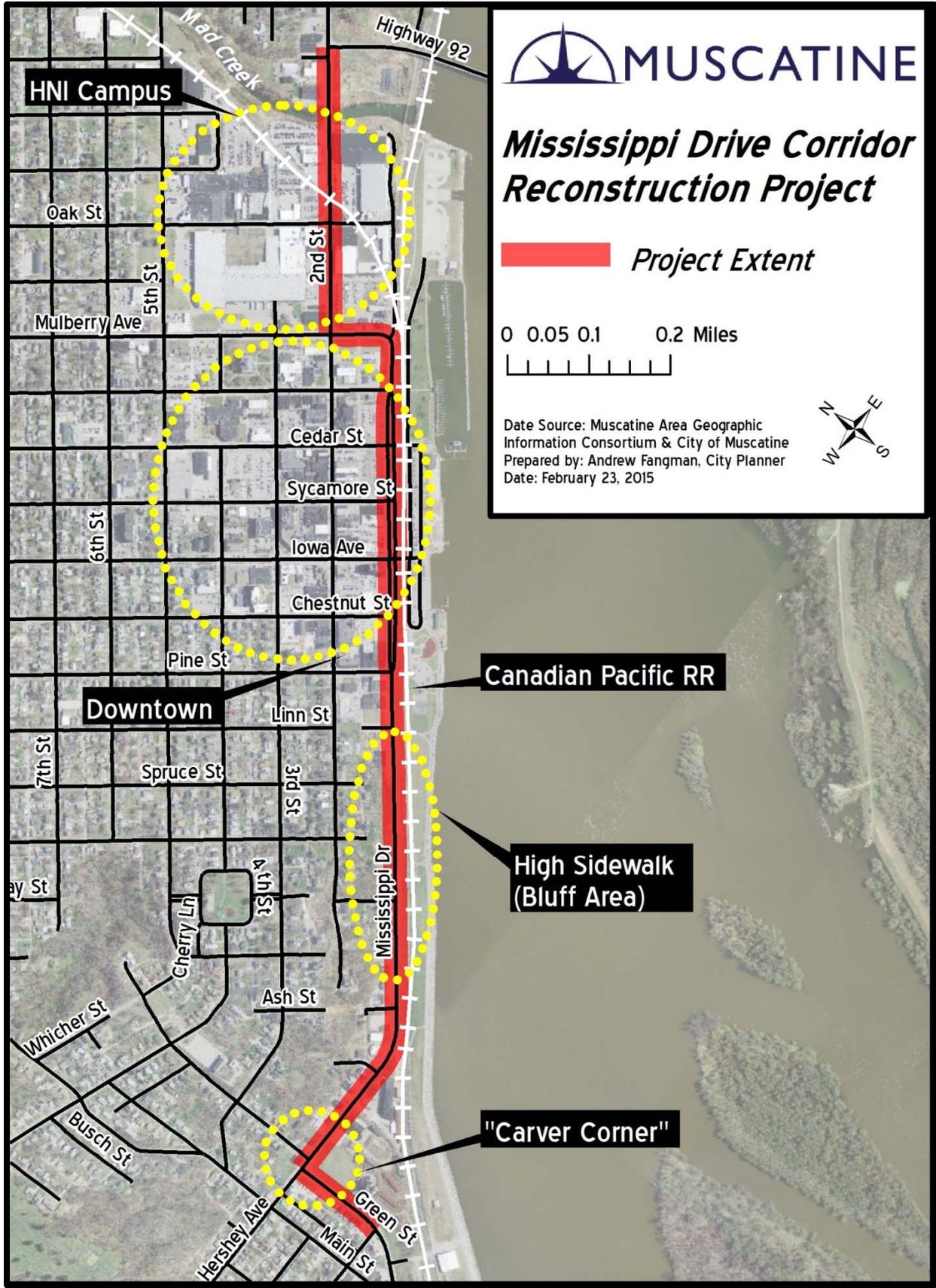


Figure 9: Mississippi Drive Corridor Project

PROJECT BACKGROUND

The Mississippi Drive Corridor is a 1.6 mile segment of Business U.S. 61 running through Muscatine, Iowa. Prior to the opening of the U.S. 61 Bypass in 1984, the corridor was part of U.S. 61. After the opening of the Bypass the corridor was redesignated as Business U.S. 61/State Highway 92 and remained under the jurisdiction of the Iowa Department of Transportation. In 2014 the Iowa Department of Transportation transferred jurisdiction of the Mississippi Drive Corridor to the City of Muscatine and removed its designation as a portion of State Highway 92.

Mississippi Drive runs through the heart of Muscatine dividing the downtown from the riverfront. Like many communities across the U.S., the last sixty years of auto-centric transportation planning have caused Muscatine to turn its back on the riverfront. To add to the complexity, the railroad further divides Muscatine's downtown and riverfront. In addition, the railroad will be raising their tracks a foot due to the river flooding patterns, which will cause a significant grade change at the existing railroad track crossings. The City has positioned itself to leverage both of these changes as opportunities to envision and transform the Mississippi Drive Corridor in support of the community. Additional on-street parking is desired on the corridor serving as a traffic-calming tool to make the street pedestrian friendly.

The railroad only allows four crossing points to access the river—two are open to all modes of transportation at Cedar Street and Iowa Avenue. The crossings at Sycamore Street and Chestnut Street are pedestrian/bike crossings. These are key locations where new innovative tools should be applied to enhance the safety and efficiency for all roadway users while optimizing public access to the riverfront. Transforming Mississippi Drive Corridor will serve as a catalyst for enhancing economic development, quality of life, community health and well-being.

Flooding of the Mississippi River causes frequent closure of Mississippi Drive Corridor. It is desired that the Mississippi Drive Corridor Project provide improvements that will allow Mississippi Drive to remain open during flood events up to the 25-year flood level. This part of the project should be done in coordination with the Canadian Pacific Railroad's intention to raise their adjacent tracks. Canadian Pacific is raising the tracks in order to provide protection for rail traffic from flood events

In March of 2005, the city was awarded Region 9 Surface Transportation Program Funding to conduct a planning study on the Mississippi Drive Corridor. During 2006/07, a study of the 1.6-mile section of Highways 61 & 92 located between the Norbert F. Becky Bridge and what is commonly referred to as the Carver Corner was completed. The completed Study was accepted by the City in April of 2007. Based on the contents of the Study, the city began to explore potential funding sources to improve this deteriorated and substandard corridor. In 2010 the City obtained additional funding for environmental clearances necessary to move the project forward.

DESIGN OBJECTIVES

Public Participation: Maximize public participation and engagement throughout the project.

Coordination with Key Stakeholders: The final design plan needs to be coordinated with key community stakeholders.

Coordination with HNI Corporation: The final design plan needs to be coordinated and compatible with the HNI current and future plan through their campus.

Redesign of the Carver Corner: The Average Daily Traffic (ADT) through the corridor is approximately 12,000 vehicles per day. The 2026 projected ADT traffic is expected to increase to 14,000+ vehicles per day. Redesign to accommodate projected traffic within site and budget restrictions.

Central Business District: The City seeks to link the Muscatine Riverfront with the Central Business District by developing pedestrian/bicycle friendly intersections utilizing Complete Street concepts, signage and landscaping.

Complete Streets: The Mississippi Drive Corridor Project will be completed in accordance with the adopted Complete Street Policy. The overarching goal of the Complete Streets Policy is *“Improve both Muscatine’s quality of life and image by providing a safe and attractive environment for street users of all ages and abilities such as motorists, pedestrians, bicyclists, mass transit, children, senior citizens, individuals with disabilities, freight carriers, emergency responders and adjacent land users.”*

Road Diet: Working within the parameters of the project, reduce, as much as possible, the portion of the Mississippi Drive Right of Way that is devoted to vehicular traffic.

Aesthetics and Walkability: Creation of a signature corridor that invites residents and tourists to patronize downtown businesses, enjoy beautiful waterfront vistas, walk to work, and enjoy the spectacle of the Mississippi River and our historic downtown. Include new and innovative concepts that improve the built environment and create a sense of place (placemaking).

Streets as Places: The project will reshape the corridor to promote and support economic vitality, civic engagement, human health, and environmental sustainability, while simultaneously meeting the mobility and accessibility needs of all people (street users), through changes to the built environment.

Railroad: Keeping the railroad involved as a partner and maintaining a positive and participatory relationship is important to this project. Identifying railroad stakeholders so that issues can be identified early and solutions developed within the project schedule and project budget.

Sustainability Features: The City of Muscatine supports environmental stewardship and the Mississippi Drive Corridor project shall reflect this value considering the Historic nature of the location. The Consultant will explore low impact development applications and/or other sustainable improvements in the corridor.

Feasibility: By necessity, this project will proceed within a specific set of parameters. Cost/implementation must be factored into the final design. Design plans must be technically and financially feasible.

Construction Staging: The design should minimize, as much as practicable, disruption to traffic flow through the Central Business District, the HNI Campus, and the Riverfront during construction.

The final design and improvements for this project may include but are not limited to:

- Compliance with the adopted City of Muscatine Complete Streets Policy
- Handle current and projected vehicular traffic safely and efficiently in a manner that minimizes the amount of available right of way that is dedicated to vehicular traffic
- Improved intersections that support the safety and efficiency of all users, by applying tools that create more compact intersections and that help define place (gateways), such as the use of roundabouts
- Street designed to meet community's desired 'target speed'
- Drainage improvements
- Flood protection to the 25-year flood level
- Create or preserve place for way finding signs
- Improved pedestrian and bicycle connections across Mississippi Drive between the Central Business District and the Riverfront
- Enhanced pedestrian improvements including, but not limited to, widened sidewalks, corner bulb-outs, linear park promenades, enhance crossings, and roadway center medians
- Undergrounding of utilities where applicable
- Reconstruction of existing underground utilities where applicable
- Coordinate with grade raising of the adjacent railroad tracks
- Effective use of retaining walls along the Corridor
- Area/site appropriate landscaping and innovative solutions to landscape maintenance that can result in enhanced aesthetics, increased shade, and natural space
- Lighting where needed and appropriate
- Opportunities and/or locations for public art/displays
- Opportunities to coordinate on-street parking so that it complements pedestrian and bicycle improvements, and potentially reduce the number of parking spaces in the adjoining Riverside Park

List of Resources

The following resources provide further background information, technical data, and the community's vision for the Mississippi Drive Corridor Project. These documents and other background information can be found at: <http://www.muscatineiowa.gov/941/Mississippi-Drive-Corridor-Project>

- City of Muscatine Comprehensive Plan
- City of Muscatine Complete Street Policy
- Toward Health and Well-Being in Muscatine Built Environment: Opportunities for Change- Blue Zones Project
- Toward a Future Mississippi Drive-Blue Zones Project (Photo Vision)
- The Iowa Initiative for Sustainable Communities, Student Projects
- Mississippi Drive Corridor Study

PROJECT SCOPE OF WORK

Given the project goals, the City of Muscatine anticipates a Scope of Work consisting of three primary project components:

Component 1: Public Outreach and Meeting Facilitation

Component 2: Design Concepts

Component 3: Final Design

Component 1: Public Outreach & Meeting Facilitation

An open and collaborative relationship between the City, residents and stakeholders will ensure success of this project. Through community workshops, consultants will seek consensus among property owners, residents, Canadian Pacific Railroad, downtown stakeholders, and political representatives regarding the vision and subsequent design for the Mississippi Drive Corridor. Workshops are anticipated during this phase. Other public engagement alternative ideas are welcomed.

Preceding formal community workshops, consultants are expected to conduct stakeholder interviews to directly solicit the thoughts, priorities, expectations, and aspirations for the Mississippi Drive Corridor. Key stakeholders include but are not limited to:

- Local Industry
- Canadian Pacific Railroad
- Downtown business community
- Blue Zones Project
- The Mayor's Community Improvement Action Team

This Project's public outreach shall adapt quickly and creatively to capture the community's ideas. Sensitivity to neighborhood residents and downtown business owners is essential. The ability to visually communicate ideas through photo-simulation and sketching/illustrating capabilities is required.

Workshops:

The purpose of the first workshop is to define the overall context and set the framework for detailed design ideas that will follow. Additionally this workshop will explore vehicular traffic and pedestrian/bicycle traffic changes resulting from the corridor redesign.

Final Workshop:

Present streetscape design concept(s) to the community. Emphasize how designs reflect community input from the Workshops.

Component 2: Design Concepts

Consultants will take design and policy ideas from the Workshops, synthesizing them into a draft design including:

- Plan view illustrations with dimensions
- Typical section illustrations with dimensions
- Photo-simulations from varying angles and vantage points
- Identify if any changes are anticipated in traffic or pedestrian/bicycle circulation
- Possible design alternatives

Prior to creation of final bid documents the City of Muscatine plans to submit the design concepts for outside peer review(s).

Component 3: Final Bid Documents

The Final Design shall include all relevant information from Components 1 & 2 in a final document, including at a minimum:

- Present final project summary as determined by Components 1 & 2
- Provide final bid documents that meet Iowa DOT requirements and bid letting schedules
- Construction cost estimate(s) for design and specific components (i.e. Railroad, Flood Protection, and Aesthetics)
- Targeted completion date – February/March 2016

GRANDVIEW AVENUE CORRIDOR PROJECT

Upon completion of the above three components, the selected firm may be invited to submit a proposal to complete a conceptual plan for the Grandview Avenue Corridor Project. This project will be a follow up project to the Mississippi Drive Corridor Project. This project is envisioned to carry the design principles of the Mississippi Drive Corridor Project to adjoining 2.2 miles of former state highway. As with the Mississippi Drive Corridor Project, the completion of the Grandview Avenue Corridor Project will result in a visually pleasing complete street serving the needs of all that travel, live, and do business along the corridor.

The reconstruction and enhancement of Grandview Avenue will include:

- Limited roadway construction utilizing Complete Street Policy
- Installation of sidewalks
- Street lighting enhancements
- Lane reconfiguration
- Landscaping
- Gateway features
- Burial of overhead utility lines
- Study of the Houser/Sampson/Grandview intersection
- Storm water drainage improvements
- The Installation of a pipe to reduce bridge crossings and other drainage obstacles related to Brier's Ditch.
- Rebuild Musser Street railroad crossing and the approach from Grandview Avenue

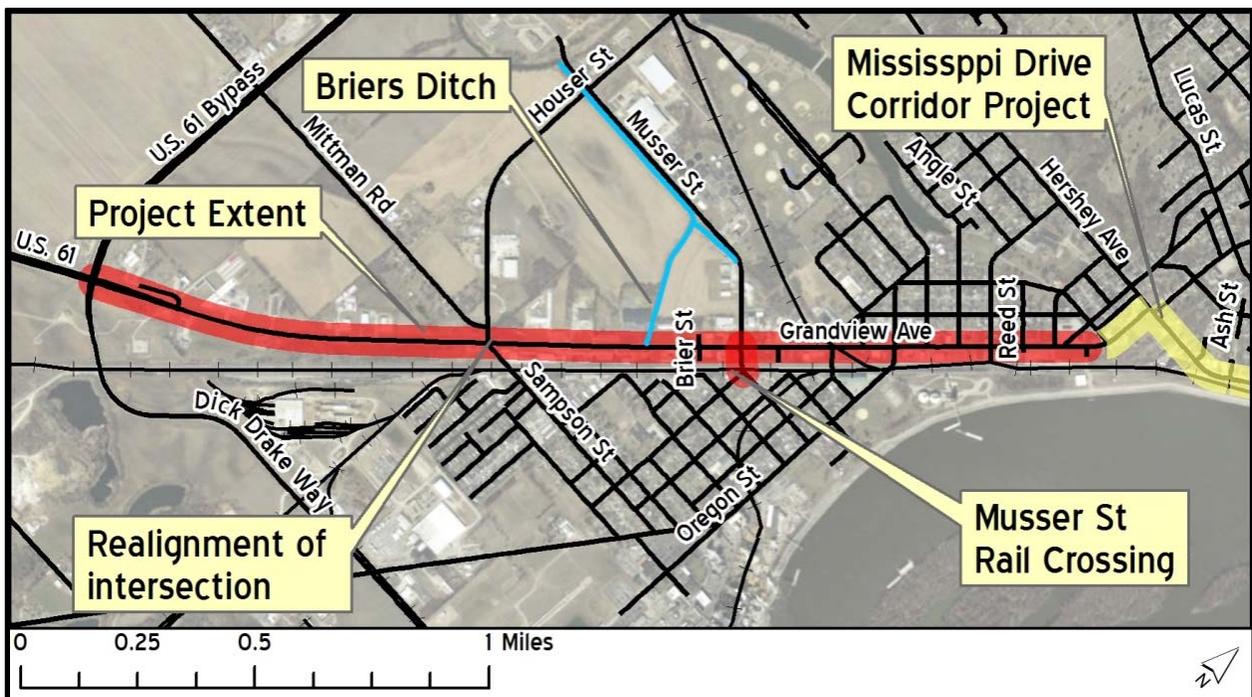


Figure 10: Grandview Avenue Corridor Project

MINIMUM QUALIFICATIONS

The consultant selection process will be primarily based on review of qualifications. To be considered, consultants must document the knowledge, skills, and abilities of the firm and personnel proposed for the project.

The City of Muscatine anticipates a civil engineering, planning, or urban design firm as an appropriate prime consultant for the project. A civil engineering firm (either as prime or subconsultant) with the following qualifications is desired:

- Iowa DOT prepared bid documents for similar urban projects
- Traffic engineering
- Established record of best practices in bicycle and pedestrian facility design implementation (Complete streets, walkability)
- Utility Corridor Coordination
- Established successful record of Railroad Corridor coordination and project implementation

CONSULTANT SELECTION PROCESS

Submittals will be reviewed and evaluated by the City of Muscatine. Based on the submittals, firm(s) deemed best qualified by the City of Muscatine will be invited to a presentation/interview. Final selection will occur after the interviews are complete. Contract negotiations based on a mutually agreed upon scope of services will commence with the top ranked firm. The top ranked firm will be invited to develop a full proposal. If the top ranked firm and the City of Muscatine are unable to agree on final scope and fee for the design services for the contract, the City of Muscatine will terminate negotiations and initiate contract negotiations with the second ranked firm. The intent of the selection process is to select the most qualified, responsive, and responsible firm based on the identified needs of the City of Muscatine. The skills, areas of expertise, and capabilities that the City of Muscatine believes are highly desirable will be evaluated and factored in the selection process.

In all cases, the City of Muscatine reserves the right to select a consultant firm and award a contract that is in the best interests of the City of Muscatine. The City of Muscatine reserves the right to select another consultant to complete the scope of services if at any phase of project development the City of Muscatine determines that the selected consultant is not performing work in accordance with executed engineering services agreements.

SUBMITTAL CONTENTS

Maximum 3 page response to this RFQ plus one additional page for a project organizational chart (no exceptions).

1. What is your understanding and/or interpretation of the project context, needs, challenges, and opportunities?
2. What competitive advantages does your team bring to this project?
3. How do we encourage participation from those who don't come to all the workshops?
4. What parts of the process outlined in this RFQ would you suggest be retained, removed, added, or modified?
5. Description and qualifications of firm, subconsultant firms and experience of working as a team. Web links are acceptable.
6. Examples of closely analogous projects constructed (i.e. gateway or entryway projects, walkability, bicycle/pedestrian improvements at intersections and connectivity) with web links to final work products. Examples of new and innovative designs that are practical and able to be implemented in a cost effective manner.
7. Key Personnel - Provide the names of the key personnel to be involved in the project, along with a brief summary of their areas of expertise and their intended role in the project. Their years of relevant experience with firm (and previous employers) Resumes and CVs may be included as part of the supplemental information but cannot substitute for the required summary page. Please indicate the persons possessing the licenses and certifications necessary to perform the type of work being requested. In addition to the three pages, a one-page organizational chart for this project shall be provided, indicating the key personnel, their relationship to the overall project and their position within the firm. It is a requirement of the City of Muscatine that the key personnel identified during the consultant selection process will participate in and execute the project. Substitution of key personnel after an award of contract will require approval by the City of Muscatine as project lead professionals are considered essential.
8. Your proposed project management plan and the precise role of each person in accomplishing the work.
9. A description of the anticipated project approach including technical and management factors that will lead to a superior design. Respondents are encouraged to use this section of the submittal to address potential improvements to the scope of services outlined in this RFQ. Competitive advantages or special capabilities of project teams should be highlighted in this section as well as the intended methods to ensure:

- Cost effectiveness
- Ability to meet budgets and schedules
- Effective project management
- Environmental soundness and neighborhood compatibility
- Stringent quality

10. Project Schedule — provide a preliminary project schedule that includes projected durations for the tasks outlined in the scope of services. The schedule shall also include project milestones and deliverables

11. Firm's familiarity with the area of the project.

12. Location(s) where work on this project is to be accomplished.

RFQ TIMELINE

Anticipated timeline of consultant selection is as follows:

- | | |
|--------------------------------------|--|
| 1. Release of RFQ | <u>March 27, 2015</u> |
| 2. Responses due | <u>April 20, 2015</u> |
| 3. RFQ response evaluation | <u>May 4, 2015 (Notification to all respondents)</u> |
| 4. Interview preferred team(s) | <u>May 18, 2015 (Week of)</u> |
| 5. Select Team | <u>May 25, 2015</u> |
| 6. Full Proposal due (finalist) | <u>June 4, 2015</u> |
| 7. Conclude agreement negotiations | <u>June 11, 2015</u> |
| 8. Agreement Approval | <u>June 18, 2015</u> |
| 9. Project kick-off meeting | <u>TBD</u> |
| 10. Project planning/design/outreach | <u>TBD</u> |
| 11. Final Plan Approval | <u>TBD</u> |
| 12. Anticipated construction | <u>2017</u> |

SUBMITTAL DELIVERY ADDRESS

Physical:

City Hall
ATTN: Randy Hill
215 Sycamore Street
Muscatine, IA 52761

Electronic:

rhill@muscatineiowa.gov

SUBMITTAL DEADLINE

April 20, 2015 at 3:00 p.m.

SUBMITTAL INSTRUCTIONS

Please furnish three copies of your submittal and one electronic copy of response to expanded RFQ.

INQUIRIES

Phone and e-mail inquiries to clarify the requirements of the RFQ are welcome and shall be directed to Randy Hill at 563.263.8933 or rhill@muscatineiowa.gov