

Quote Q19-04

Professional Design Engineering Services
18th Avenue Reconstruction – Vogt to Paradise

Questions & Answers

****FINAL****

****NOTE: Text of questions are directly copied from emails received without editing.****

Question 01: The required plan preparation services include ‘Lighting Plans’. Can additional information be provided regarding the extent of lighting that would be included with the project? For the entire project length? Just at the south end near the existing signalized intersection of Paradise Drive?

Answer 01: We are planning to install street lights for the entire length of the project, up to where we do currently have lights on the north end and on the south end. The street light plan is expected to be a layout indicating desired locations for the poles only. The design and installation would be done by WE Energies, so there will be coordination with them at some point during the design phase.

Question 02: What if any traffic/traffic signal work may be needed as part of the project? Does the city have existing traffic count data or would that be something the design consultant would be responsible for? Area any impacts/updates expected to occur at the existing Paradise Drive traffic signal or is the assumption that the project would stop to the north of the intersection and no impacts would occur to the traffic signal equipment?

Answer 02: The City only has traffic count data that was acquired in 2018 for the retiming of the signals along the Paradise Drive corridor. Our assumption is that the project would stop to the north of the intersection and no impacts would occur to the traffic signal equipment.

Question 03: If you have anything showing the plan view of the south end of the previous 18th Ave project that shows the new improvements and how they end (Pavt, storm, San & Water etc). If you have any CAD files of that it would rally be nice too but don’t worry if you don’t have them now.

Do you have anything that shows the ultimate configuration of the West Bend Clinic site plan once the new building is in place and the old one is torn down?

Answer 03: Since this first step is selection based on qualifications, we will share more design specific information with the successful candidate once selected. We understand and appreciate efforts to include information for a more meaningful narrative in the “Project Approach”, but it could stay more general (even if you don’t know yet what that new configuration is, you can acknowledge it as an item that needs to be considered during design).

Question 04: Do you have specific lights that you use throughout the city for street lighting?

Answer 04: The street light plan is expected to be a layout indicating desired locations for the poles only. The design and installation would be done by WE Energies, so they would provide the poles and lights.

Question 05: Will the street lighting be operated by the city or by a utility?

Answer 05: WE Energies will own and operate the street lights.

Question 06: The Scope of services includes language about a potential need for annexation. Can you describe the selected firms role in this?

Answer 06: For those lands that may be acquired outside the City's corporate limits for this project, the selected firm's role would be to flag the piece of land for the City and make sure that the acquisition process protects the rights of the City to annex the land at a later date after it is acquired. The City will handle the annexation process itself.

Question 07: Will there be any improvements to the signals at Paradise Drive or will the project end at the existing urban section north of this intersection?

Answer 07: Our assumption is that the project would stop to the north of the intersection of 18th Avenue and Paradise Drive and no impacts would occur to the traffic signal equipment.

Question 08: Is there an existing storm sewer line that runs down 18th Avenue

Answer 08: The map included in the RFQ documents shows all inventoried storm sewer pipes in the City's database.

Question 09: What is the PS&E and let dates for this project?

Answer 09: The only date we have at this point is that this project is scheduled for a December 14, 2021 construction letting. Our best guess at a timeframe for design and land acquisition is shown on page 5 of the RFQ. As indicated on page 6 of the RFQ, "*Design Consultant shall provide an exhibit detailing the schedule anticipated for this project that includes milestone dates and tasks*"; we envision that schedule would include the anticipated PS&E date.

Question 10: The RFQ states that the new roadway should be an urban cross section with a width of 52 feet from face of curb to face of curb. This is also what the RFQ (Q14-10) for the design of 18th Ave. just north stated also. However, review of the north section's plans shows two 11-foot driving lanes, with 5-foot bike lanes and 24" curb and gutter on the outsides for a face of curb to face of curb width of only 35 feet. Why the difference between the RFQ and the final plans for that section? Is it the City's desire to match the most recent north section of 18th Ave. (35 feet from face of curb to face of curb) or widen 18th Ave. from just south of Vogt Drive to 52 feet from face of curb to face of curb? What terrace and sidewalk widths are desired?

Answer 10: The difference between the 2014 RFQ and the final plans for that section of 18th Avenue between Vogt Drive and Decorah road, was implemented following input from the public involvement meetings. The public comments advocated for a narrower road, arguing that given the adjacent land use and configuration, road users would never or very rarely use the proposed parking lanes.

The City's desire at this time is to start with the 52 feet from face of curb to face of curb design. It is likely we may see a change after the public involvement meetings as we did last time, but we don't want to jump the gun on making this decision.

Standard sidewalk in the City is five (5) feet wide, and typically two (2) feet from the ROW line. Terrace width will be calculated based on what pavement width is finalized.

Question 11: The RFQ states that 18th Ave will be constructed with a 52' curb face to curb face typical section. This is wider than the recently constructed segment that the north end of this project will tie into. A 52' face to face section will require relocation of the utility poles on the east side of 18th Ave. Can you please confirm that the scope of the project will include relocating these poles?

Answer 11: As explained in Answer 10 above, the City's desire at this time is to start with the 52 feet from face of curb to face of curb design. Pavement width may change after the public involvement meetings as it did for the adjacent section of 18th Avenue to the north. The scope of the project will include relocation of utility poles as needed to implement the final design.

END.

**THIS CONCLUDES ALL QUESTIONS AND ANSWERS
AS OF 12:00 P.M. ON THURSDAY, AUGUST 15, 2019,
PER QUOTE Q19-04 SPECIFICATIONS.**
