



Request for Qualifications

3rd Street Bicycle Lane Project Midtown, Atlanta

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RFQ Released: October 3, 2024
Submittals Due: November 1, 2024

Project Title:	3 rd Street Bike Lane Project – Preliminary Design
Questions Due:	October 10, 2024 at 4:00PM EST
Submittals Due:	November 1, 2024 at 4:00PM EST
Consultant Team Selection	November 8, 2024 (subject to change depending on need for interviews)
Copies of Submittal Required:	(1) Electronic PDF (read - only file)
Submittal Submission To:	Dan@MidtownATL.com
Project Site Location:	3 rd Street NE between the 3 rd Street Tunnel Entrance and Piedmont Avenue NE
Funding Source:	Midtown Alliance/Midtown Improvement District

3rd Street Bicycle Lane Project

A. Project Introduction

Midtown Alliance is soliciting interest from consulting firms under this Request for Qualifications (RFQ) for conceptual and schematic design services for the construction of the 3rd Street Bicycle Lane project. The successful consultant/team will prepare survey, analysis, plans, and cost estimates.

Questions regarding this project or solicitation must be submitted to Dan Hourigan at Dan@MidtownATL.com. Midtown Alliance staff will post responses on <https://www.midtownatl.com/midtown-alliance/physical-improvements/new-solicitations-page-array>. Questions are due on October 10, 2024 at 4:00pm and responses will be posted by October 14, 2024 by 4:00pm. Questions submitted after the deadline will not be answered.

Any additional information or addendums will be posted to the webpage listed above.

B. Project Background

The core of Midtown lacks safe east/west micromobility facilities in the southern part of the district. Given the location of the 3rd Street tunnel (under I-75/85), direct access to the North Ave MARTA Station, and the density of students living in this corridor, 3rd Street was identified as the preferred street to add a micromobility facility.

Currently, the 3rd Street pedestrian tunnel connecting Georgia Tech with the commercial core of Midtown is closed due to public safety concerns. However, now that new development has been built along this corridor, there is renewed interest in re-opening the tunnel.

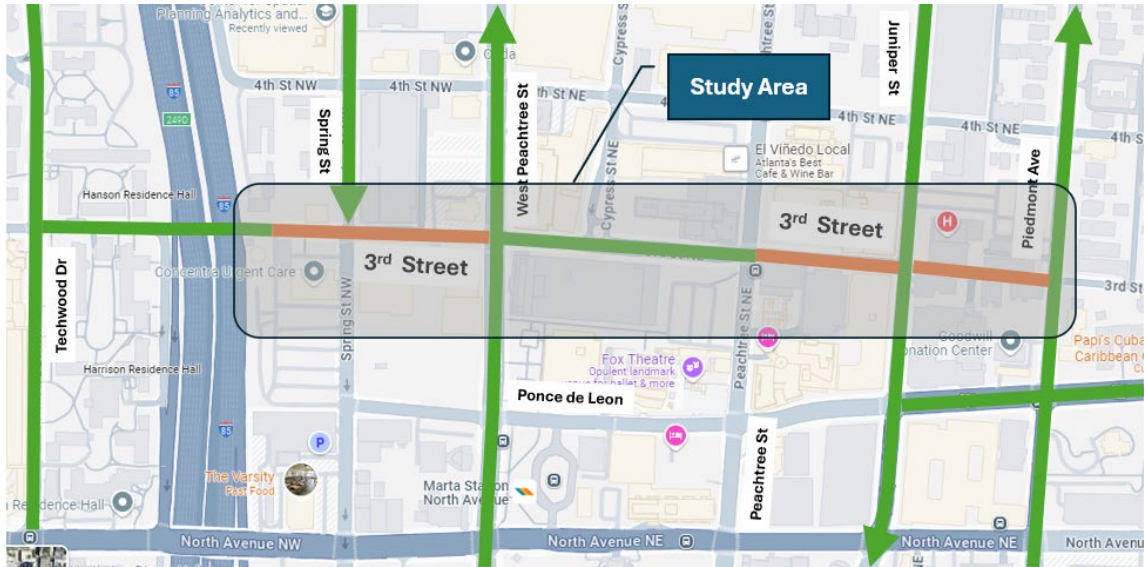
The 3rd Street corridor is designated as a local street striped for two-way traffic with one travel lane in each direction except for the block between Juniper St NE and Piedmont Ave NE which is one-way eastbound. The posted speed limit for the corridor is 25 MPH. There is on-street parking throughout the corridor – much of it metered parking. As part of a one-way to two-way conversion project in 2020, parts of 3rd Street were re-striped and conventional bike lanes were added in the segment between West Peachtree St NW and Peachtree St NE. The remaining street segments of 3rd Street within the study area currently lack bike facilities.

Exhibit A below shows the study area with gaps in the bicycle facility shown in orange and intersecting bicycle facilities (current and planned) in green. The existing Spring Street southbound protected bike lane ends at 3rd Street; a northbound protected bike lane is planning to be installed in the coming months; the southbound protected bike lane on Juniper Street is currently under construction;

and the northbound Piedmont Ave bike lane is expected to start construction in early 2025.

There are no bus routes that currently operate service on 3rd Street but there are bus stops at adjoining intersections – at West Peachtree Street (CobbLinc buses) and at Peachtree Street (MARTA buses). As stated earlier, there is an entry to the North Ave MARTA Station on 3rd Street just east of West Peachtree Street.

Exhibit A – Project Site Map



C. Project Purpose

The primary focus of the preliminary design is to define a safe bicycle facility that can be implemented in the near-term. However, the plan should also identify and consider traffic signal modifications, ADA issues, bike/scooter amenities, sidewalk enhancements, and stormwater needs. The project concept should attempt to stay within the public right-of-way, if possible. While much of the corridor has been resurfaced within the last 3-5 years, pavement conditions should be analyzed.

The corridor plan will propose design features that improve safety, particularly for those traveling by foot, bike, or scooter in support of the City’s Vision Zero policy.

D. Scope of Services

1) PROJECT MANAGEMENT

The design team shall perform the following tasks:

- Develop a project schedule that includes major project milestones and

deliverables

- Quality assurance/quality control of all deliverables
- Coordinate regular Project meetings with Project Team
- Create a meeting record for all Project Meetings and public engagement/stakeholder meetings
- Maintain a record of all Client/City comments and responses
- Submit monthly invoices to Midtown Alliance along with a progress report that describes the work completed, work to come in the next month, and any issues

2) EXISTING CONDITIONS ANALYSIS

The design team shall perform the following tasks:

- Conduct a survey of the Project area; survey should include topography, property ownership, and utility data and should follow Georgia Department of Transportation (GDOT) survey database guidelines.
- Conduct a site walk with Midtown Alliance, City staff, and other appropriate stakeholders to identify issues and opportunities.
- Collect and/or analyze baseline multimodal transportation data to inform design and enhance comfort. Historical multimodal traffic counts will be provided by Midtown Alliance and consultant team should project historical counts to design year. Additional transportation data and analysis should include the following:
 - Crash analysis – analyze the most recently available five years' worth of crash data
 - Collect travel pattern data using the City's Streetlight Data Insights platform license
- Conduct observational studies of key intersections and/or roadway sections to understand corridor usage, patterns, and other details that will inform proposed designs. Observational studies should consider curb usage, particularly those of buses, ride-hailing companies, and delivery vehicles.
- Conduct an on-street parking modification study (as defined in ATLDOT's Streets Atlanta manual).
- Document existing conditions through a series of maps, diagrams, site photographs and narrative.
- Review existing plans and incorporate recommendations where appropriate. Plans include but not limited to: Blueprint Midtown, Midtown Transportation Plan, Midtown Atlanta Public Life Action Plan, Greenprint Midtown, and Atlanta Curb Management Action Plan.
- Identify and incorporate any planned overlapping capital improvement, transportation, or private development projects, including their related traffic studies.

3) CONCEPTUAL & SCHEMATIC DESIGN

The design team shall perform the following tasks:

- Generate conceptual and schematic streetscape/mobility improvement plans that respond to existing conditions and the project purpose. The design should make every effort to keep within the public right-of-way (ROW).
- Lead a client team work session to discuss initial design options.
- Refine design options based on client team and stakeholder feedback.
- Prepare illustrated, colored Schematic Design plans reflecting client and stakeholder feedback.
- Prepare supplemental graphics illustrating typical improved conditions such as section diagrams, renderings and/or character perspective illustrations.
- If the need for a new traffic, bike, or pedestrian-activated signal(s) is identified, prepare warrant study or supporting information for City review.
- Prepare a 30% plan submission (schematic design) with associated line-itemed opinion of probable construction cost (OPCC) in GDOT format suitable for initial review and comment by the necessary City of Atlanta departments.
- Develop an Atlanta DOT concept report for approval.
- Attend one (1) schematic design plan review meeting with the City of Atlanta, if needed.

4) STAKEHOLDER & PUBLIC ENGAGEMENT

This project will be focused within the City of Atlanta public right-of-way, so stakeholder and public engagement activities will be critical to ensuring the success of the project. The design team shall perform the following tasks, which are expected to occur through the duration of this preliminary design phase:

- Participate in one public open house and/or engagement event open to the general public. Midtown Alliance will take the lead on outreach and advertisement of such event with support from the consultant team. The public involvement meetings are expected to include a presentation of existing conditions, project goals, design plans, and act as a forum to collect and document public input and ideas. The consulting team will be expected to provide graphics and answer technical questions to facilitate the conversation. The consultant team is also expected to summarize and respond to comments received at these events, including comments received during their associated comment periods.
- Support Midtown Alliance at up to five (5) stakeholder group meetings, which may occur at various times during the project.

5) OPTIONAL SERVICES

As the project progresses, Midtown Alliance, in coordination with the City, at its discretion, may supplement the scope of services to include any or all of the tasks noted below:

- Detailed Traffic Analysis
- Traffic Signal Design
- Stormwater Design
- Additional Investigations and Design Services
- Construction Engineering Services
- Construction Management Support

A detailed scope of work and budget for optional services will be negotiated at the time of request. A supplement to the consultant services agreement will be issued prior to work commencing on optional services.

E. Submittal Content

The following items must be included in the submittal package for it to be considered complete and responsive.

- Describe project understanding
- Describe design approach and project needs specific to this project
- Describe similar relevant experience for projects similar in scope and size
- Describe the design team qualifications with similar projects
- Design team members and organization chart. Describe each team member's role and their qualifications and experience in that role with an emphasis on the Project Manager's experience
- Proposed schedule, scope, and person-hour budget. The preliminary labor estimate requested in this solicitation supplements the consultant's narrative and provides the selection team with insight into the consultant's understanding of the project, proposed approach, and ability to perform the work. Include the percentage of time availability for the Project Manager and the team for this project in relation to anticipated other active projects.
- Describe project management approach
- Describe quality control and quality assurance (QA/QC) measures
- Method for consultant's project reporting
- Describe consultant's approach for project coordination with subconsultants
- Proposed public involvement/notification strategy

F. Submittal Requirements

1. Submittals must be received by 4:00 p.m. on 11/1/2024. Submittals shall be in PDF format and emailed to Dan@MidtownATL.com, with "3rd Street Bicycle Lane

Project RFQ” and company name in the subject line. Email attachment size limit is 10 MB. An email response will be provided to confirm receipt of submittal. Late submittals will not be evaluated. Midtown Alliance is not responsible for delays by any outside party.

2. Maximum of 20 pages (one page is equivalent to one side of an 8.5x11 sheet of paper). Pages are to be letter size (8.5x11). Page count does not include cover, table of contents, letter of interest, resumes, and DBE Participation/SBE Plan.
3. All general communication of relevant information regarding this solicitation will be made via the Midtown Alliance website under Solicitations, or at the URL below. All firms are responsible for checking the Midtown Alliance website on a regular basis for updates, clarifications and announcements. Midtown Alliance will communicate via email with the primary contact listed in the respondent’s proposal. Other specific communications will be made as indicated in this RFQ.

<https://www.midtownatl.com/midtown-alliance/physical-improvements/new-solicitations-page-array>

G. Evaluation and Selection Process

Submittals will be evaluated based on the following criteria:

- Project Understanding (25 pts): How well the team understands the project goals, limitations, challenges, and opportunities.
- Design Team Qualifications (25 pts): How well the team meets the qualifications for this particular project and how qualified are the individual team members in their identified roles with a particular emphasis on the Project Manager.
- Project Approach (25 pts): How well the team describes a project-specific approach to managing and delivering this project while meeting the specific goals of this project and addressing anticipated challenges. How well the team understands City of Atlanta processes.
- Relevant Project Experience (25 pts): How well the team demonstrates the team’s experience with projects similar in scope and size.

End of RFQ