

**ADVERTISEMENT - OPEN END - PROJECT SPECIFIC****Special Comments**

The anticipated date that consultant resources will be needed for this agreement is November 2012.

General

Initiating Organization: Engineering District 11-0

Status: Published

Agreement Type: Open End

Services Requested: Design and Misc Services

Selection Process: Modified

SOI Deadline: 07/26/2012

Agreements: E02697 I-376 Parkway East Ramp Management Project

* This advertisement was created from Agreement E02697

Services

The Department of Transportation will retain an engineering firm for a project specific Open-end agreement for the services indicated below:

A multiple phase, multiple part, project specific Open-End agreement will be executed to perform preliminary engineering, final design, and construction consultation for implementation of a ramp management plan for the I-376 corridor between Downtown Pittsburgh and Monroeville. The scope of work includes but is not limited to the installation of ramp meters at three locations and gates at four locations during specific peak hour periods as well as the implementation of local road mitigation measures at thirteen intersections to reduce the impacts of ramp management on the surrounding roadway network.

Anticipated improvements are as follows:

The ramp management items include:

- Close southbound Braddock Avenue on-ramps to westbound I-376 in the AM peak;
- Close southbound Ardmore Blvd. on-ramp to westbound I-376 in the AM peak;
- Install ramp meter on northbound Ardmore Blvd. on-ramp to westbound I-376 for use in the AM peak;
- Install ramp meter on westbound Greensburg Pike on-ramp to westbound I-376 for use in the AM peak;
- Install ramp meter on the Bates Street on-ramp to westbound I-376 for use in the PM peak;
- Close Beechwood Blvd. ramp to eastbound I-376 in the PM peak;
- Close southbound Braddock Ave. on-ramp to eastbound I-376 in the PM peak.

The local roadway network improvements include:

- Hazelwood Ave. and Murray Ave. - Revise pavement markings to provide a SB right turn lane on Murray Ave.
- Greenfield Ave. and Saline St. - Remove NB left turn signal phase. Construct WB left turn lane.
- Greenfield Ave. and Hazelwood Ave. - Construct new traffic signal.

- Beechwood Blvd. and Hazelwood Ave. - Revise pavement markings to provide one EB thru lane and one EB right turn lane on Hazelwood Ave.
- Swissvale Ave. and Race St. - Revise pavement markings to provide EB right turn lane on Race St. Construct new traffic signal.
- Swissvale Ave. and Ross Ave. - Construct NB right turn lane on Swissvale Ave.
- Ardmore Blvd. and Brinton Rd. - Construct NB right turn lane on Brinton Rd.
- Hobart St. and Shady Ave. - Construct new traffic signal.
- Ardmore Blvd. and Swissvale Ave. - Revise pavement markings to provide WB thru lane and WB thru/right turn lane on Ardmore Blvd.
- Boulevard of the Allies and Dawson St. - Revise pavement markings to provide NB right turn lane on Dawson St.
- Brashear St. and Braddock Ave. - Construct new traffic signal.
- Fifth Ave and Bellefield Ave. - Revise pavement markings to provide three WB lanes and one egress lane on Fifth Ave.
- Ardmore Blvd. and South Ave. - Install YIELD sign for right-in/right-out movements on South Ave.

Typical design services will include but are not limited to: surveys; roadway design; pavement design; preparation of cross sections; soils and geological investigations, erosion and sedimentation control design; right-of-way investigation and plan preparation; structural analysis and design; drainage design; design for maintenance and protection of traffic; pavement marking and signing plan preparation; lighting design and plan preparation; utility coordination, ITS, new traffic signals and traffic signal upgrades, and design coordination with PennDEP and the Allegheny County Conservation District, municipal officials and the public.

The first work order is anticipated to be for preliminary engineering services.

Subsequent work orders are expected to include final design services and construction consultation services which will include shop drawing review and preparation of "as built" drawings upon commencement of a construction phase.

Selection Criteria

The Department will establish an order of ranking of a minimum of (3) firms for the purpose of negotiating an agreement based on the Department's evaluation of the statements of interest received in response to this solicitation. The final ranking will be established directly from the statements of interest. Technical proposals will not be requested prior to the establishment of the final ranking.

The following factors, listed in order of importance, will be considered by the Department during the evaluation of the business partners submitting statements of interest:

Criteria Description	Weight
How will the team pursue project delivery in relation to developing and/or meeting design and construction project schedules?	25%
What will the team do to ensure that a proper application of principles and System Engineering will result in more cost-effective solutions that apply design flexibility with consideration of the surrounding land use and all transportation modes?	20%
How do you plan to incorporate subconsultants into the project and in turn ensure that their work and deliverables are timely and meet the high quality standards that the Department requires?	15%
How will the team assure the Department that it will provide a quality construction plan?	15%
What previous experience does the team have with Ramp Metering?	10%

How did the team perform on past ITS projects?	10%
How will the team manage the design of the project and minimize future maintenance of the equipment associated with this project?	5%
Weight Total:	100%

Requirements

Statements of Interest shall be a minimum of three (3) pages and no more than five (5) pages in length.

PLEASE NOTE: ALL DOCUMENTS IN RESPONSE TO THIS AD SHOULD BE SUBMITTED AS AN 8 ½" X 11" .PDF [portable document format] FILE.

Statements of interest should be formatted in accordance with the chronological order of criteria. Please include the name and phone number of the Statement of Interest contact person in your submission. The limit for font and kilobytes will not be cause for rejection but will be considered by the selection committee as part of their evaluation.

The statement of interest, at a minimum, should indicate how the selected firm will accomplish the tasks outlined and provide the services as detailed. The anticipated duration of the agreement is 5 years.

The goal for Disadvantaged Business Enterprise (DBE) participation in this agreement shall be 12 % of the total agreement cost. Cost included in a DBE firm's price proposal as direct cost of work and services by others shall not count as DBE participation in this agreement. Additional information concerning DBE participation in this agreement is contained in the General Requirements and Information Section referenced below.

The engineering services and environmental studies identified above are the general work activities that can be expected under this Open-end Contract. A more specific and project-related Scope of Work will be outlined for each individual Work Order developed under this Open-end Contract.

Additional information regarding this Agreement/Advertisement and Statement of Interest requirements are contained in the General Requirements document.

Attachment

There is no file attachment.

Questions and Responses

CEE Documents?

Question 1

Will the consultant be responsible for environmental studies and the production of an environmental clearance document?

Posted on 07/17/2012 10:50:26 AM

Responses

The District anticipates a need for some assistance with environmental work. For example: public involvement, possibly noise and / or cultural resources. The CE will most likely be completed in-house however, if circumstances necessitate, the consultant may be required to complete the CE.

Posted on 07/19/2012 01:49:17 PM by Doug M Seeley/PennDOT

ROW Acquisition Services

Question 2

Are ROW Acquisition Services anticipated for this agreement?

Posted on 07/19/2012 08:35:38 AM

Responses

The need for ROW acquisition services will be determined as we advance through the design process and evaluate our workload near the Right of Way phase.

Posted on 07/19/2012 02:16:56 PM by Doug M Seeley/PennDOT

Point-of-Access Study**Question 3**

Will a POA study be required for modified access to the interstate?

Posted on 07/19/2012 04:24:59 PM

Responses

At this time we do not anticipate any changes to the physical location of the gores to the ramps, but if a change should occur then a POA would be required.

Posted on 07/20/2012 12:44:03 PM by John Alvetro/PennDOT

Contact Information

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History

Published	SOI Deadline	Revised Description
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07/16/2012	07/26/2012	
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