Laredo Urban Transportation Study

LAREDO, TEXAS
1755

REQUEST FOR PROPOSAL
FOR PROFESSIONAL SERVICES

SUBJECT:
DEL MAR CORRIDOR STUDY
FOR
The Laredo Urban Transportation Study (MPO)

The Laredo Urban Transportation Study (MPO) solicits proposals for professional services to develop a Del Mar Boulevard capacity analysis and access management study between IH35 and Loop 20 (Bob Bullock Loop) for use by the Laredo Urban Transportation Study (MPO) and the City of Laredo. The primary objective of the study is to evaluate Del Mar Boulevard between IH35 and Loop 20 (Bob Bullock Loop) for mobility improvements which will include the following: safety, increased capacity, access management, alternative routes (existing and proposed), traffic signal timing, traffic signal warrant analysis, pedestrian mobility. The evaluation will include operation, function, and equipment status and needs. The analysis will include a needs assessment and implementation strategy, one that will enhance mobility and safety, while reducing congestion on Del Mar Boulevard including pedestrians, commercial, private and transit vehicles. Data collection, analysis and recommendations will include accident data, timings along Del Mar Boulevard, capacity needs based on traffic volumes, vehicle speed data, vehicle classification, access management (median/ driveway), alternative routes. Proposals shall be submitted in conformance with the requirements outlined in this Request for Proposal.

Proposals shall be received no later than 4:00 P.M. C.D.T. on May 24, 2010 in sealed envelopes marked " **DEL MAR CORRIDOR STUDY FOR LAREDO, TX"** mailed to Mr. Gustavo Guevara, Jr. City Secretary, City of Laredo, P.O. Box 579, Laredo, Texas 78042-0579, or delivered to Mr. Gustavo Guevara, Jr. City Secretary, 3rd floor, City Hall, 1110 Houston St., Laredo, Texas, 78040.

Submittals shall be limited to fifteen (15) pages in length, exclusive of professional resumes, cover sheets, fly leafs, table of contents, dividers, etc., printed on one side and single-spaced.
All proposals become the property of The Laredo Urban Transportation Study (LUTS).
The LUTS reserves the right to reject all proposals and to waive any irregularities. Questions concerning study parameters shall be directed to:

Vanessa Guerra, MPO Coordinator
City of Laredo (956) 794-1604
Planning Department vguerra@ci.laredo.tx.us
1120 San Bernardo
Laredo, Texas 78040

Keith Selman A.I.C.P.
Planning Director
City of Laredo

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Laredo Urban Transportation Study

I. PROPOSAL OVERVIEW AND RESOURCES

The Laredo Urban Transportation Study ("LUTS")/City of Laredo ("City") will require professional services to develop a Del Mar Boulevard capacity analysis and access management study in Laredo, TX. The project will be conducted to evaluate Del Mar Boulevard between IH35 and Loop 20 (Bob Bullock Loop) for mobility improvements which will include the following: safety, increased capacity, access management, alternative routes (existing and proposed), traffic signal timing, traffic signal warrant analysis, pedestrian mobility. The evaluation will include operation, function, and equipment status and needs. The analysis will include a needs assessment and implementation strategy, one that will enhance mobility and safety, while reducing congestion on Del Mar Boulevard including pedestrians, commercial, private and transit vehicles. Data collection, analysis and recommendations will include accident data, timings along Del Mar Boulevard, capacity needs based on traffic volumes, vehicle speed data, vehicle classification, access management (median/ driveway), alternative routes. The study will provide recommendations regarding essential capital improvements, cost-benefit ratios, an implementation plan with short and long-term strategies, cost estimates, alternative recommendations, and order of implementation for infrastructure improvements.

Study Area:

The project will encompass that area of Del Mar Boulevard between IH35on the west and Loop 20 (Bob Bullock Loop) on the east. The study area has been broken down into ten sections as follows:

Section 1
IH35 to Springfield

Section 2
Springfield to Candlewood

Section 3
Candlewood Drive to Broadcrest Drive

Section 4
Broadcrest Drive to Lindenwood Drive

Section 5
Lindenwood Drive to McPherson Road

Section 6
McPherson Road to Country Club Drive

Section 7
Country Club Drive to Bartlett Avenue

Section 8
Bartlett Avenue to Winfield Parkway

Section 9
Winfield Parkway to East Country Drive

Section 10
East Country Drive to Loop 20 (Bob Bullock Loop)

Each section has associated study objectives as described under Objectives of the Study. Also, in order to evaluate alternative access routes, this project will require the evaluation of equivalently classified roadways that run parallel to Del Mar Boulevard on both the north (i.e. International Boulevard, Shiloh, etc.) and on the south (i.e. Mann Road, Jacaman Road, University Boulevard, etc.) as well as all the side streets in-between that may function as collector type roadways or that generate cut-thru type traffic which connect to Del Mar Boulevard.

Objectives of the Study:

1) Conduct thorough data collections for analysis to include: accident data, traffic volume data, traffic speed data, vehicle classification data

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2) Evaluate the Del Mar Boulevard traffic signal system in order to make recommendations for synchronization improvements. Signalized intersections are identified per section as described below under the Summary of Objectives per Section.

3) Perform traffic signal warrant analysis for high volume intersections as specified:

Section 2
Springfield to Candlewood –
Warrant Analysis for Village Boulevard

Section 3
Candlewood Drive to Broadcrest Drive –
Warrant Analysis for Broadcrest Drive

Section 4
Broadcrest Drive to Lindenwood Drive –
Warrant Analysis for Fenwick Drive

Section 7
Country Club Drive to Bartlett Avenue –
Warrant Analysis for Bartlett Avenue

4) Evaluate existing conditions along Del Mar Boulevard to include capacity analysis with recommendations for improvements. Concerns for capacity along Del Mar Boulevard are identified per section as described below under the Summary of Objectives per Section.
5) Evaluate Del Mar Boulevard for access management at major signalized intersections with recommendations for improved mobility, decreased conflicting movements and to promote public safety. Concerns for access management along Del Mar Boulevard are identified per section as described below under the Summary of Objectives per Section.
6) Evaluate existing School Zones for MUTCD standard requirements, safety and improvements within the sections. Concerns for school zones along Del Mar Boulevard are identified per section as described below under the Summary of Objectives per Section.
7) Evaluate equivalently classified roadways parallel to Del Mar Boulevard on both the north (i.e. International Boulevard, Shiloh, etc.) and on the south (i.e. Mann Road, Jacaman Road, etc.) as well as all the side streets in-between that may function as collector type roadways or similarly that generate cut-thru type traffic which connect to Del Mar Boulevard. All roadways to be evaluated are either existing or proposed, with recommendations for mobility and safety improvements.
8) Evaluate existing conditions, including but not limited to traffic generators and attractors both existing and proposed.
9) Evaluate future conditions based on socio-economic forecasts, existing plans by the City and proposals forwarded by the selected consultant.
10) To assess the impact that proposed alternatives would have on the safety of the traveling public including: cars, trucks, buses, cyclists, and pedestrians.
11) To estimate cost savings and quantify intangible benefits, to include environmental benefits, for each proposed alternative.
12) To assess the impact each alternative will have on to the community, identify capital improvements necessary, develop detailed cost estimates and perform a cost/benefit ratio and feasibility analysis for proposed improvements.
13) To provide an incremental implementation plan and identify potential funding sources.
14) Coordinate with all agencies involved in the development of the study, including but not limited to the City of Laredo, County of Webb, Texas Department of Transportation (TxDOT), Federal Highway Administration, etc.
15) Ensure public participation in the development of the study, which shall include but not be limited to presentations to the MPO Policy and Technical Committees, The Traffic Safety Advisory Committee and the Laredo City Council.

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16) Summary of Objectives per Section: (over and above those objectives listed in 1- 15 above, all of the following elements shall be considered per section)

Section 1
IH35 to Springfield –
West Bound Capacity at intersection to IH35, Lane Designation, Auxiliary Lanes
- Consider new FM1472 (Mines Road) overpass configuration in analysis
- Consider west side of IH35 in analysis

East Bound Capacity at intersection to IH35
Access Management: Existing median effectiveness (access management) as determined by accident data
Existing Traffic Signal: (Major Intersection) IH35, Springfield Avenue

Section 2
Springfield to Candlewood –
Capacity – Lane Widths
School Zone Standards – safety, conflicts, solutions
Mary Help, Nye Elementary School
Warrant Analysis for Village Boulevard

Section 3
Candlewood Drive to Broadcrest Drive –
Safety – Lane Merging conflict eastbound, east of McPherson **Drive**
Capacity – Existing 3 lane section between McPherson **Drive** and Fenwick Drive
Existing Traffic Signal: Bennington Drive, McPherson **Drive**
Warrant Analysis for Broadcrest Drive

Section 4
Broadcrest Drive to Lindenwood Drive –
Safety – Merging conflict westbound, west of Lindenwood Drive
Capacity – Existing 3 lane section between McPherson **Drive** and Fenwick Drive
Existing Traffic Signal: Lindenwood Drive
Warrant Analysis for Fenwick Drive

Section 5
Lindenwood Drive to McPherson Road –
School Zone Standards – safety, conflicts, solutions
United Middle School
Existing Traffic Signal: (Major Intersection) McPherson Road
Access Management – Coordinate w/ McPherson **Road** Mobility Study
Capacity – Auxiliary Lanes, Dual Left-turn lanes
Mobility – School Zone
Safety – Identified as a high accident location, Promote Access Management

Section 6
McPherson Road to Country Club Drive –
Access Management – McPherson Road intersection
Existing Traffic Signal: Country Club Drive
Capacity – Auxiliary Lanes, Dual Left-turn lanes
Mobility – Access Management
Safety – Accident Data, Access Management

Section 7
Country Club Drive to Bartlett Avenue –
Warrant Analysis for Bartlett Avenue

Section 8 (reference added detailed aerial photos Del Mar Blvd 0 – 5)
Bartlett Avenue to Winfield Parkway –
Capacity - UNDEVELOPED ROADWAY SECTION
Existing Traffic Signal: Winfield Parkway

Section 9
Winfield Parkway to East Country Drive –
School Zone Standards – safety, conflicts, solutions
J.B. Alexander High School
Existing Traffic Signal: Alexander High School Driveway Exit
Capacity – Recently improved roadway sections between Winfield Parkway and Alexander High School Driveway exit

Section 10
East Country Drive to Loop 20 (Bob Bullock Loop) –
Capacity - UNDEVELOPED ROADWAY SECTION
Existing Traffic Signal: (Major) Loop 20

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Resources:
Various maps and previous studies compiled by the City of Laredo Planning Department.
1) The City of Laredo, ITS Master Plan, Kimley- Horn, 2005.
2) Comprehensive Plan of Laredo, Texas,
3) 2010-2035 Laredo Metropolitan Transportation Plan, Wilbur Smith Associates, 2004.
4) Laredo Bus Rapid Transit Plan, Parsons Brinckerhoff, 2008

All Project Proposals Shall:
1. Constitute an offer to perform the services indicated.
2. Be submitted at the time, place and date specified.
3. Proposals for this study shall be evaluated initially by a review committee

Notice
- **All proposals submitted on time become property of the LUTS.**
- **All proposals submitted late shall be returned unopened to the proponent.**

Proposals shall be evaluated based on the following criteria:
1. Capability to perform the project, as well as, complete it on schedule and within established deadlines. (10 points)
2. Recent experience (14 points)
3. Reputation (3 points)
4. Professional background and caliber (10 points)
5. Quality of projects (15 points)
6. Familiarity with study area (5 points)
7. Capability of branch office (5 points)
8. Degree of interest (5 points)
9. Affirmative Action Program (5 points)

Submittal Restrictions:
1) A total of 10 copies of the proposal shall be submitted for review by a Proposal Review Committee. Submittals shall be limited to fifteen (15) pages in length, exclusive of professional resumes, cover sheets, fly leafs, table of contents, dividers, etc., printed on one side and single-spaced. All proposals become the property of the City of Laredo. The City reserves the right to reject all proposals and to waive any irregularities.

2) The proposal shall contain the following information:
   a) Title: "DEL MAR CORRIDOR STUDY"
   b) The name, address and telephone number of the proponent.
   c) The proposal shall be signed by the proponent. If the proponent is other than a natural person, the proposal shall indicate the title and authority of the individual signing on behalf of the proponent.
   d) The proposal shall include a statement of the proponent's qualification and experience, a list of recent references, including name, address, telephone number and the name of the contact person.

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e) An outline of proposed project management responsibilities and the resume of all members of the project team, including subcontractors, if any. Resumes of company personnel who are not part of the project team should be omitted.
f) A proposed schedule for the completion of project tasks, indicating the critical path for each task identified.
g) Methodology for the collection and evaluation of data.
h) A detailed list of all project deliverables, including but not limited to a final report which shall include all primary and secondary data collected as part of the project.
i) Evidence of proponent's financial ability to perform the work outlined within schedule.

Proposals that include a cost estimate for the development of the study **SHALL NOT** be considered.

II. PROPOSAL REQUIREMENTS

Phase I: Pre-study

1) Identify, on a map, at a minimum the following items: Vehicular access routes to the study area, signalized intersections, and all streets.
2) Locate significant vehicular traffic generators within identified corridors and their related access points on the map.
3) Submit the map to the Technical Committee to review the relevance and completeness of the map and discuss objectives and methodologies of the other phases.
4) Prepare a Phase I Technical Memorandum and submit it to the Technical Committee.

Phase II: Existing Conditions

1) Analyze current vehicular traffic volumes, accident data, traffic speed data, vehicle classification data
2) Determine the adverse impact that congestion has on area residents, the natural environment, the local economy and the movement of commerce through and within Laredo.
3) Prepare a Phase II Technical Memorandum and present Phases I and II to the Technical Committee.

Phase III: Future Projections

1) Identify street and highway and construction projects within and surrounding the study area that affect traffic movements.
2) Identify expansion plans by any significant generator.
3) Project future vehicular traffic volumes, identifying potential locations for conflicts.
4) Prepare a map depicting the projected construction and land development.
5) Prepare a Phase III Technical Memorandum and submit it to the Technical Committee.

Phase IV: Analysis and Recommendations

1) Analyze traffic findings and compile a list of conclusions.
2) Compile a list of alternatives and prepare a set of maps and tabular presentations to clearly depict these.
3) Analyze alternatives to meet the goals and objectives of the plan. Infrastructure improvements shall include detailed cost estimates.
4) Estimate cost savings and quantify intangible benefits for each proposed alternatives. A cost benefit ratio and feasibility analysis shall be conducted for each alternative.

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5) Provide an incremental implementation plan and identify potential funding sources for feasible alternatives.
6) Prepare a Phase IV Technical Memorandum and present phases III and IV to the Technical Committee. Additional presentations may be required of the consultant prior to finalization of the report.

Phase V: Report Production

1) Prepare a draft final document and present it to the Technical Committee.
2) Print 25 copies of the final draft document for distribution to the Technical Committee. A copy of the report in electronic format, including any and all maps and data tables, shall also be submitted to the Technical Committee, the format of which shall be determined by the Technical Committee.
3) 40 sets of the final document shall be provided. All sets shall be typed on 8 1/2" x 11" paper and bound. All exhibits on larger paper shall be folded and referenced in the text. Final determination of the study area boundary will be made by City and LUTS staff in consultation with the selected firm.
4) All data, basic sketches, charts, calculations, plans, specifications, and other documents created, or collected as part of this project shall be the exclusive property of the L.U.T.S.

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