



CC22-065 RFP SEVENTH ST. TRAFFIC SIGNAL MODIFICATION

January 10, 2022

ADDENDUM #1

This Addendum constitutes additional information and serves to clarify questions and issues. This will be considered to be part of the City of Victorville "Seventh St. Traffic Signal Modification", Project CC22-065"

1. **QUESTION:** First Plan submittal: On page C-2 preliminary plans are considered 50% plan; but on page C-5, submittals include 35% and followed by 65%, 100% and Final. Please indicate if the City desires 50% or 35% plans as the first plan submittal.
ANSWER: 35%, disregard the 50% conceptual submittal requirement.
2. **QUESTION:** Schedule: Page C-1 indicates that the project "shall be completed three (3) months from the award of contract"; but Page C-7 indicates that "Final design documents are expected within 4 months of the Notice to Proceed for this project". Please confirm that the City's intent is 4 months.
ANSWER: 4 Months.
3. **QUESTION:** Left Turn Warrants: At Forrest Ave intersection, "dedicated left-turn phases in North-South direction" are proposed. Should we assume that the City has already performed the left-turn warrant analysis?
ANSWER: The demand is low, there is no need to perform left turn warrants on 7th St.
4. **QUESTION:** The RFP states that the cost proposal be submitted to meet the requirements of Caltrans LAPM Chapter 10. Per the Exhibits, only contracts exceeding \$150,000 will need to fill out the forms. We understand that contracts with fees less than \$150,000 do not need to fill out the 10-A, 10-K, and 10-H forms. A cost proposal with assigned personnel, billing rates, and hours per task will need to be provided. Please concur with our above understanding.
ANSWER: All forms are required to be submitted to the City.
5. **QUESTION:** Can the City provide a full copy of the HSIP application?
ANSWER: Please see attached.
6. **QUESTION:** Are as-built plans available for all five traffic signals?
ANSWER: The City has a signal plan for each intersection available upon request. The plans are old and some equipment may have been changed without being noted in the plans.
7. **QUESTION:** Have the ADA ramps, that have not been identified for replacement in the RFP, been checked against the City's ADA ramp inventory study that was prepared a few years ago, to confirm that they meet current ADA requirements?
ANSWER: Assume all ramps will be replaced.

8. **QUESTION:** On page C-1, Section A. General, 2. Schedule, it states that the design shall be completed 3 months from award of contract. On page C-7, 3. Project Schedule, it states that final design documents are expected within 4 months from Notice to Proceed. Please clarify what the City's expected timeline is for this project.
ANSWER: See answer to Question #2.
9. **QUESTION:** Please confirm that "the pdf copies of the design drawings with each submittal for checking by the City" (page C-5, paragraph C.3.a) are as follows:
- 35% Conceptual (from page C-5 paragraph C.3.a)
 - 50% Conceptual Layout Plans (from page C-2, paragraph B.6)
 - 65% (from page C-5, paragraph C.3.a)
 - 100% (from page C-5, paragraph C.3.a)
 - Final (from page C-5, paragraph C.3.a)
 - **ANSWER:** See answer to Question #1.
10. **QUESTION:** Which timeline for final design document completion should we assume?
- C.2.A.2 The design for this project shall be completed three (3) months from the award of contract. (from page C-1)
 - Vs.
 - D.3 Final design documents are expected within 4 months of the Notice to Proceed for this project. (from page C-7)
 - **ANSWER:** See answer to Question #2.
11. **QUESTION:** With City Hall being closed as of last week, are you still anticipating a hard copy delivery of the proposal?
ANSWER: City Hall is closed to public admission, but City staff will be present. Proposals may be dropped off at the main entrance to City Hall. A sign will be posted at the entrance with instructions on how to drop off the proposal.

BIDDER ACKNOWLEDGEMENT

Please confirm receipt of this Addendum #1, CC22-065, by attaching the signed acknowledgment to your bid proposal. *Failure to acknowledge receipt of this addendum may result in your proposal being rejected as non-responsive.* The undersigned acknowledges receipt of ADDENDUM #1:

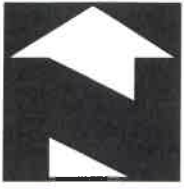
Receipt acknowledged and conditions agreed to this _____ day of _____ 2022

Bidder: _____

By: _____

CITY APPROVAL:


 Brian Gengler
 City Engineer



08 - VICTORVILLE - 1
MAST-ARM PROJECT LOCATIONS



HSIP Cycle 10 Application – Engineer’s Checklist (For BCR applications)

This application checklist is to be used by the engineer in “responsible charge” of the preparation of this HSIP application, based on the final application and application attachments as submitted to Caltrans. The engineer’s initials and stamp should not be placed until the application has been finalized.

The purpose of this checklist is to ensure all of the primary elements of the application are included and the application is free of errors, allowing the application to be accurately ranked in the statewide selection process. Applications with errors in the supporting data will not be considered in the project selection process.

Special Considerations for Engineers before signing and stamping this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer’s Act of the State of California requires engineering calculations or reports be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding HSIP application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer. By signing and stamping this document, the engineer is attesting to this application’s technical information and engineering data upon which local agency’s recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer’s Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

1. Vicinity map /Location map

Engineer’s Initials: Bl

- a. The project limits must be clearly depicted in relation to the overall agency boundary

2. Project layout-plan showing existing and proposed conditions must:

Engineer’s Initials: Bl

- a. Be to a scale which allows the visual verification of the overall project limits and the construction limits of each safety countermeasure (CM) included in the application’s BCR
- b. Show the full scope of the proposed project, including any non-safety construction items
- c. Show the “Influence Area” for each safety CM included in the application’s BCR
- d. Show all changes to existing lanes and shoulder widths. Label the proposed widths
- e. Show limits of all roadway excavation/demolition
- f. Show agency’s right of way (ROW) lines. (Also show ROW of the State, Railroad, and all other government agencies)

3. Project cross-section showing existing and proposed conditions.

(Only required for projects with roadway excavation, cut/fill slopes, and changes to lane widths)



Check if not applicable (no initials required when not applicable)

Engineer’s Initials: _____

- a. Show dimension, changes, ROW lines, safety CMs, etc.

4. Countermeasure Selection:Engineer's Initials: BB

- a. The CMs used are appropriate and reasonable based on the application instructions and the Local Roadway Safety Manual.

5. Crash Data used in the Benefit Cost Ratio (BCR) calculations:Engineer's Initials: BB

- a. Must be from a reliable and well documented source
- b. Must be within influence area of CMs and must be applied to CMs using generally accepted traffic engineering principles
(Example: If the CM only addresses the northbound lanes of a divided roadway, then southbound crashes should be excluded.)
- c. Must be accurately shown in collision diagrams and collision lists attached to this application
- d. Must be presented in terms of the number of crashes (not the number of injuries and fatalities)
- e. Must be based on the most recent data available and must have a minimum 3 years and maximum 5 years of data

6. Collision Diagrams (Shown separately by CM or combined)Engineer's Initials: BB

- a. Should be to scale with crash locations accurately plotted
- b. Reveal collision patterns necessary to justify CMs
- c. The influence area for each CM is shown separately on the diagrams (unless the areas are identical)
- d. All crashes included in the BCR Calculation must be clearly shown within the influence area of that CM
- e. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
- f. The totals shown match the data in the Collision Lists and the crash data tables in the HSIP Analyzer

7. Collision Lists (Shown separately by CM or combined)Engineer's Initials: BB

- a. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
- b. If the Lists includes crashes that were not appropriate to include in the BCR calculations, these crashes must be crossed through or removed and not included in the totals
- c. The totals shown match the data in the Collision Diagrams and the crash data tables in the HSIP Analyzer
- d. Each crash is only counted as one, even if there were multiple victims and/or vehicles involved

8. Detailed Engineer's Estimate and Project Cost Estimate (HSIP Analyzer – Sections I & II)Engineer's Initials: BB

- a. All likely construction costs associated with the project are identified and included in Section I (Construction Cost Estimate and Cost Breakdown)
- b. Each of the main project elements are broken out into separate construction items. The costs for the construction items are based on calculated quantities and appropriate corresponding unit costs
- c. Costs for the construction items are distributed among the CMs using a logical method to fairly calculate each CM's cost
- d. "Other Safety-Related" and "Non-Safety-Related" components are properly identified and accounted for
- e. The Total Construction Cost in Section I must match the "Construction Items – Total Cost" in Section II (Project Cost Estimate) (automatic in the HSIP Analyzer)
- f. The project costs of all phases must be properly accounted for in Section II

9. Benefit and BCR Calculation (HSIP Analyzer – Sections III & IV)

Engineer's Initials: BY

- a. The CMs applied are selected properly based on the proposed work for safety improvements;
- b. The crash data time period must be a minimum of 3 years and a maximum of 5 years and the most recent available crash data must be used.
- c. The data in the crash data tables for each location must include only the crashes for the specified crash types and must match those in the Collision Diagrams and the Collision Lists.
- d. The totals for each Location match the totals shown in the Collision Diagrams and Collision Lists
- e. The total project cost in the BCR calculation must match the total project cost in Section II (automatic in the HSIP Analyzer)
- f. The data transferred to the application form must match the data in the HSIP Analyzer

10. Warrant studies/guidance (Check if not applicable)

Check if not applicable (no initials required when not applicable)

Engineer's Initials: _____

- a. For new signals, Warrant 4, 5 or 7 must be documented as having been met based on the CA MUTCD. For pedestrian signals (including Pedestrian Hybrid Beacon (HAWK)), the justification may be Warrant 4, 5 and/or 7, or passing the test in Figure 4F-1/4F-2 in Chapter 4F of CA MUTCD.

11. Additional narration, documentation, letters of support:

Engineer's Initials: BY

- a. The answers to the "Narrative Questions" in the application form and the HSIP Analyzer are consistent with and support the engineering logic and the calculations in the development of the application's BCR
- b. When needed, clarify non-standard application of countermeasures, crashes and/or costs; appropriate documentation is attached to the application to document the engineering decisions and calculations.

Stamp by a Licensed PE or TE:

