



**GENESEE COUNTY PURCHASING**  
A Division of the Genesee County Controller's Office  
COUNTY ADMINISTRATION BLDG  
1101 BEACH STREET, ROOM 361,  
FLINT, MICHIGAN 48502  
Phone: (810) 257-3030  
[www.gc4me.com](http://www.gc4me.com)

July 19, 2019

**ADDENDUM #1**

**REQUEST FOR PROPOSALS (RFP) #19-195  
ROUNABOUT IMPLEMENTATION STUDY OF GENESEE COUNTY INTERSECTIONS**

The purpose of this addendum is to provide responses to questions, along with other information that may be pertinent to vendors in submitting a response to the aforementioned proposal.

This addendum contains the following:

- Responses to questions that have been received
- Pre-Bid Meeting notes

Vendors can find the following information on the County's website ([www.gc4me.com](http://www.gc4me.com)):

- Attendance sheet from pre-bid meeting held on July 16, 2019
- A link entitled "Roundabout Information" which contains roundabout tier elimination criteria, locations of potential roundabouts, map of skim analysis, and two-page roundabout report.
- GIS shapefiles that contains the County's intersections. It is labeled as Skim Analysis of Intersections on the website.
- GIS shapefiles that contains street lines and/or street centerlines. It is labeled as "Road Layer" on the webpage.

**MITN USERS:** For vendors that are reviewing this addendum from the MITN website, you must go to the County's website ([www.gc4me.com](http://www.gc4me.com)) to obtain the above information.

The due date for this proposal remains on **Tuesday, July 30, 2019 before 3:00 p.m. (EDT)**.

**Vendors must indicate receipt of this addendum by adding the following on the Signature Page (item #6) and on the exterior of the envelope containing your proposal:**

**ADDENDUM #1 RECEIVED**

ALL PROPOSALS MUST BE RECEIVED AT:  
GENESEE COUNTY PURCHASING DEPARTMENT  
1101 BEACH STREET, ROOM 361  
FLINT, MI 48502

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Derrick Jones, Purchasing Administrator

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## Questions and Reponses:

Q1. How many completed roundabouts currently exist within the County?

A1. 3 Existing Roundabouts:

1. Hill Road and Elms Road – 2015
2. Bristol Road & I-75 ramps – 2016
3. Hill Road and Belsay Road – 2018

Q2. What level of environmental work is expected to be included in the Early Preliminary Engineering (EPE) scope of work (Section 8.1.C)?

A2. For the Early Preliminary Engineering (EPE) we are expecting the design tested for the simulation, a scoping level cost estimate, and the identification of potential issues with conversion to a roundabout (will the design fit in the right of way or will the project require easements)? Potential environmental concerns such as wetlands mitigation. Site challenges such as railroad, driveways, and other site characteristics that will have to be further considered in future preliminary engineering.). We are not expecting a detailed environmental review just the identification of potential issues that will need to be looked at in more detail in future preliminary engineering that might cause challenges such as wetland mitigation, purchasing of right-of-way/easements, challenging site characteristic, etc.

Q3. Do professional resumes count against the 15 page limit for the technical proposal?

Q3. No, resumes are not included in the 15-page limit.

Q4. Do project profiles count against the 15 page limit for the technical proposal?

A4. Anything related to a resume, or descriptions of projects the consultant has done before, do not count toward the 15-page limit. If it is describing what they will do with the intersections, then it does count.

**PRE-BID MEETING MINUTES**  
**Tuesday, July 9, 2019, at 9:00 a.m.**

Genesee County Metropolitan Planning Commission (GCMPC)  
Conference Room  
1101 Beach St, Room 223  
Flint, MI 48502

Genesee County Staff Present:

Derrick Jones, Manager, Purchasing  
Derek Bradshaw, Director-Coordinator, GCMPC  
Jason Nordberg, Division Manager, GCMPC  
Sharon Gregory, Lead Planner, GCMPC  
Debby Compton, Secretary, GCMPC

Prospective Proposers Present:

Stephen Dearing, OHM  
Advisors Greg Gucwa, DLZ  
Cheryl Gregory, Rowe  
Larry Drepiewski, Spalding  
DeDecker Jason Whitten, DLC  
Jeremy Schrot, Spalding DeDecker  
Jeromie Winsor, AECOM  
Eric Tripi, GHD  
Tye Pennaca, Fleis and VandenBrink  
Brandon Hayes, Bergmann  
Jim Marcinkowski, BLN  
Pat Cawley, TIA  
Jim Santilli, TIA

Mr. Derrick Jones, Purchasing Administrator, went through Proposal #19-195, Roundabout Implementation Study Instructions, the Standard Terms and Conditions, the Information Required from Proposers and the Signature Page.

Some important points to note were:

- The main point to emphasize is the due date, which is Tuesday, July 30, 2019, by 3:00 p.m. in the controller's office on the 3<sup>rd</sup> floor, room #361. The purchasing department resides in the Controller's office. Additional questions can be sent to Derrick Jones until Tuesday, July 16<sup>th</sup> by 5:00 p.m. Email address provided in RFP Section 3.
- Submit one (1) original hard copy, (1) copy and one (1) electronic copy. The cost proposal must be submitted in a separate sealed envelope.
- Make sure you sign with original signature.
- All communications, any modifications, clarifications, amendments, questions, responses or any other matters related to this RFP, Proposal #19-195 shall be made through the purchasing department.
- The county does require a signed Genesee County Insurance Checklist with each proposal submitted.

- All prospective proposers are responsible for checking the Genesee County Purchasing Department website for issued addenda and other relevant information. Website address is provided in the RFP in Section 3.
- Proposals must be submitted in the format outlined in Section 10 on pages 9 and 10.
- Outline any specific exceptions on a separate sheet.

Mr. Derrick Jones went over the sections of the proposal with the prospective proposers.

Mr. Jason Nordberg provided an overview which can be found in the RFP in Section 6.

Mr. Derek Bradshaw stated that because this is federally funded the contract will go through the Michigan Department of Transportation (MDOT) for approval.

### Questions and Answers are as follows:

Q1. Looking at page nine (9) into ten (10) where it looks like the different elements are listed out. The fifteen (15) pages is for the technical proposal elements itself and all of these individual signature page and reference pages is outside of that fifteen (15) pages?

A1. Correct.

Q2. You mentioned the \$322,000 budgeted for the project, is that already in the budget?

A2. Yes, it is already in the budget.

Q3. You may have already clarified some of the purpose of item D in section 8 (Scope of Work) might be to show the public or to just show a before and after video from above, in addition to maybe data collection. Can you talk about the interplay between C and D? Do you see those as kind of sequential tasks? Is it possible those are done concurrently or are you maybe wanting a video in advance?

A3. There are three intersections that are already there and two that are obligated through the MDOT process this year. They can overlap.

Q4. So, you are saying that some of those ones that are planned to be done this year can be a part of this and doing a before and after at those locations.

A4. Yes.

Q5. I assume those are not necessarily a part of the skim future analysis?

A5. Those are funded, those are the ones that we know about and were in the roundabout study for the Long Range Plan.

Q6. How do you see this planning effort engaging with the Road Commission?

A6. Absolutely. The goal is to have the backup, so when they think about doing a roundabout, they will have backup information. Not only for the Road

Commission but for the local road agencies as well. So, when one of the local road agencies is planning a roundabout there will be information they can use. We have two monthly meetings with the local road agencies and they are a part of our process.

- Q7. Would it be possible to get the actual criteria used in that initial skim analysis?
- A7. Yes, we can provide the shapefile that was used. The reports are on the website but the initial criteria is not on the website. We do have the Model staff working on that right now so we can get that out. This will be put on the RFP website.
- Q8. I'm hearing some things that suggest that might have a predisposition on using the skim analysis to drill down to locations that not only might be considered safety or operational issues but also locations that would qualify for federal aid. Is that true, that one of the skim criteria is federal aid eligible or are you willing to look at other locations that aren't on the federal aid system that might still be good congregates for roundabouts?
- A8. We look at it from a funding standpoint. There is very little funding if any available for a local road. If it touches a federal aid, that is when we look at it. Looking at more from a standpoint of implementation. Our goal with this study, if we can drill down say into a hundred and then to ten, let's get those things built. I wouldn't say we exclude intersections, but for us its more of trying to make it manageable into ones that there is potential funding that people can go after so that's why when Jason talked about the Federal Aid Network and having at least something to touch a Federal Aid Network it gives you something to work with. The funding money that is being used for roundabouts in our county is safety funding from safety grants from MDOT and Congestion Mitigation (CMAQ) funding. Those are operational and safety related funding and those are the primary sources that people are going after which is all federal aid.
- Q9. You said that you identified 3,600 initial intersections.
- A9. 3,600 is the amount of federal aid intersections that are out there.
- Q10. Did you take a look at all of those with your skim analysis when you drilled down to that 140?
- A10. Yes, the federal was the starting point.
- Q11. When you're asking us to take a look at the skim analysis and evaluate it and then possible refine it in terms of this Task A. Would you be looking at other locations outside of that 140 that were identified or would you just expect us to stay within that parameter drilling down further?
- A11. The way it is set up in Task 1 is to review and refine the skim analysis. The selected consultant may have a different prospective the skim analysis criteria that may improve the analysis. Use the Long Range Transportation Plan Analysis as a starting point and basically redoing it.

- Q12. Ok, so now we have our identified pool like prior 140 and then we get to the EPE, more detailed analysis of it. Are you looking at 10% or 20% of them, is it budget driven or is it just the desire to look at everything?
- A12. We realize there is a certain budget and we gave you our maximum budget. So, what we are asking you to do is put in your proposal and budget how much you are budgeting for at the end. There is no percentage that we are seeing. Our question is, how do you set up this project and how do you get to the end with how much you feel is a reasonable amount.
- Q13. I'm assuming you did a four-year tip?
- A13. Yes, our current TIP that is going to be approved in Oct is for 2020-2023. We have three roundabouts in place now and two scheduled this year and four more scheduled through 2023. Every year MDOT has a safety call for projects and we have been getting more of those roundabout safety type projects. I believe they are funded a little over 80/20 maybe even 100%.
- Q14. Are there other studies or corridor analysis that overlay on the roundabout decision matrix that preclude the corridor from using some other type observation or just take a look at everything and don't try to take any other type of analysis from the existing option?
- A14. It might mess up a timed corridor but in general there is not a lot to preclude it. Once you get down to a certain point we'll talk to local road agencies to see if we want to move forward with further analysis. For example, the Bristol Road roundabout is on a time corridor also, but it was converted to a roundabout. In general, if the intersection can benefit from a roundabout we should look at it. We are talking about all federal aid intersections. If it is a federal aid intersection, we are looking at it.
- Q15. When the scope mentions micro simulation, is there a particular software?
- A15. No, we do not have micro simulation software. We run TransCad as our transportation modeling software, but we don't have any of the things for the micro simulation aspect of it. We do not have any set parameters. In the end what we want to get out of it is, be able to have simulation movie files. Whichever video format, easily usable to run before and run after simulations.
- Q16. What about the road agencies, what tools do they have?
- A16. They do, but we do not know what particular software that is.
- Q17. What is the identify certain number of intersections to be modeled, is there exacting traffic count data available for these or are we responsible for collecting this?
- A17. We do have traffic count data on our website. It will probably be light on MDOT roads. The majority of our road agencies put their traffic counts on the website. The consultant will have to collect turning movements as part of the project.

Q18. These are ADT or turning movements?

A18. Not turning movements, just ADT. If road agencies do not have turning movements you will have to go out and collect the turning movements. That is outlined in the RFP.

Q19. The original skim analysis criteria will come out through the website or email?

A19. It will be posted on the RFP website. In general terms it will have Michigan framework, some summary crash data from the original Michigan State Police database. Summarized version of all the attributes of a federal aid system and as much traffic count information as we have.

Q20. Regarding other studies that might have been done. Obviously at MDOT, there was an Environmental Assessment (EA) done, there's a recommended decision for a corridor improvement and it might be necessary even though a roundabout might have been as good an operational improvement but it was precluded because there was an existing study that showed the other fix was a preferred alternative. So, obviously there will have to be some research done to see if there are other studies out there?

A20. There is only one current EA and that is the Dort Highway Extension. They are planning three roundabouts

There were no further questions.

Mr. Jones thanked everyone that attended and reminded them that the deadline to email any further questions to him is Tuesday, July 16<sup>th</sup> by 5:00 p.m.

Respectfully submitted,  
Debby Compton, Secretary  
Genesee County Metropolitan Planning Commission