

ADDENDUM NO. 1
TO THE
REQUEST FOR INFORMATION
FOR THE
W. 1st Street Reconstruction Project

Issued From: The City of Bloomington
Planning and Transportation Department

Issue Date: July 24, 2020

Response Deadline: August 4, 2020 at 5:00PM local time

This Addendum No. 1 shall supplement, amend and become a part of the Request for Information (RFI) for the City of Bloomington W. 1st Street (S. Fairview St. to S. College Ave.) Reconstruction Project. All Submittals shall be based on these modifications to the original document.

Item No. 1: Questions and Answers

(Q) The RFI indicates environmental as a task. Has there been any previous environmental studies completed for this project area? Do you have an idea of the anticipated scope for the environmental task?

(A) Respondents should assume that no previous environmental studies are available for the area. Scope for environmental tasks should comply with requirements for federally funded projects.

(Q) The RFI indicates the scope will include a traffic signal replacement at S. College Avenue. Would the city consider a signal retro-fit here instead of a new signal, which could utilize what appears to be fairly new equipment?

(A) The City would consider a retrofit if advised by the selected design firm. City records indicate that this signal equipment was installed in 1992. Pedestrian pushbuttons and countdown timers were added in 2018.

(Q) It appears that the existing overhead electric lines will need to be relocated based on the proposed road section, and that this may encroach on some existing structures. Do you anticipate the right-of-way acquisition to include the acquisition of structures?

(A) No, the City does not anticipate acquisition of structures. The City encourages creativity and context-sensitive solutions rather than strict adherence to typical cross sections.

(Q) Are there specific DBE goals for this project?

(A) No.

(Q) The RFI does not specify pavement design as a task. Will pavement design be required, or does Bloomington have a standard pavement design that will be utilized?

(A) The City does have a typical pavement design. However, pavement design services may be desired as part of this project.

(Q) What is the city's intended project limits for the west end of the project? Is the intent to construct new roadway alignment for the extension of 1st Street to connect to Patterson Drive? If so, does the city have an intersection type in mind for the Patterson Intersection (roundabout or signal)?

(A) There is a possibility that work will extend as far west as Patterson Drive, but at this time respondents should assume that the western limit for the majority of work will be Fairview Street (no extension to Patterson Drive).

(Q) Is closing 1st Street to through traffic and maintaining access to residents and businesses only the city's intent for MOT during the reconstruction of 1st St or will through traffic need to be maintained during construction?

(A) This decision has not been made yet and would be discussed in consultation with the selected design firm.

(Q) What is the timing of the demolition of the hospital site?

(A) The IU Health move from the current to the new hospital site is targeted to take place in late 2021. Demolition of buildings is expected after that move.

(Q) The City transportation plan does not provide a specific design criteria for the neighborhood Greenways for bicycles. The RFI does not state that bike lanes should be provided in the typical section, nor does it mention shared use paths. With 1st Street crossing the B-Line, is it the city's desire to have dedications bike facilities along 1st Street or is it intended for bikes to share the road with vehicles?

(A) The final cross section for the street is not yet known. Respondents may refer to page 38 of the Transportation Plan for general information regarding Neighborhood Greenways. Respondents may refer to page 25 of the Transportation Plan and page 52 of Appendix E to the Transportation Plan (<https://bloomington.in.gov/sites/default/files/2019-07/Appendices%2007.08.2019.pdf>) for information regarding Neighborhood Residential Streets. The Transportation Plan provides typical and high-level guidance for facilities and does not preclude context-sensitive solutions and use of engineering judgment.

(Q) It appears that there are several properties along 1st Street that have been identified as potentially contributing historical assets. These would need to be evaluated to determine if they are truly contributing or not; however, if they are contributing and there is potential for impact due to the project, a more robust historical evaluation may need to take place even if r/w acquisition from these parcels can be avoided. This would have significant impact on your schedule. Have you considered this scenario?

(A) This evaluation has not been completed. Respondents are encouraged to base their submissions on what they believe to be the most likely and realistic timeline and scope while noting strategies to address other possible scenarios.

CERTIFIED BY:

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