November 10, 2020

Subject: On-Call Pavement Task Order
Design Bid Build
PTSID: 9008X
Multi-Hub Project

Dear Consultants:

The Rhode Island Department of Transportation (RIDOT) is requesting you to prepare a Technical Proposal for the subject 100% State funded project. The Department seeks the services of an on-call consultant to provide development of design documents for the above referenced project. The selected Proposer will provide design and construction services in accordance with the attached Exhibits. Note that this information is being provided to assist in the preparation of the Technical Proposal only and is not to be considered contractual information; RIDOT is not responsible for any errors or omissions.

The terms for submissions are as follows:

- Technical Proposal Maximum Length: 3 Pages (excluding project design schedule)
- Project Design Schedule: 1 Page (inclusive of milestone dates)
- Questions and Answers Period Limits: Wednesday, November 18, 2020 - 3:00 p.m.
- Technical Proposal Due Date: Friday, November 20, 2020 - 1:00 p.m.
- Advertising Submission Due Date: June 2, 2021
- Construction Contract Advertisement Date: June 11, 2021

Evaluation of the submissions will be based on approach, relevant experience and schedule. Approach will consist of methods planned to be used to execute the work described in the Task Order Scope. The selected Consultant will need to demonstrate proven experience in similar type projects, specifically work completed with RIPTA, Amtrak and/or City of Providence, along with RIDOT design and construction standards. This project is on an accelerated schedule and the proposed schedule for completion of design services will be weighted heavily in evaluating each response. Schedule will be based upon the team's capacity to meet the requested deadlines.

Consultants will not be penalized if they choose not to submit a Technical Proposal. Consultants may submit any questions to the Project Manager via email. An email distribution list will be sent out in order to reply all to your questions. Please email your final Technical Proposals to steven.soderlund@dot.ri.gov by the due date above.

Sincerely,

Steven Soderlund, P.E., PMP
Project Manager II/ Division of Project Management
Cc: Eid, Fisette, Walsh; file
Attachment 1 - Scope of Services

The scope of services for the RIPTA Multi-Hub Project in Providence, Rhode Island to the selected consultant will include the completion of design and construction phase services at three (3) locations in Downtown Providence.

The Multi-Hub Project will require coordination between RIDOT, RIPTA, Amtrak, the City of Providence and NGrid, with the development of the project design elements of the sites occurring in the order of Innovation District, Kennedy Plaza and Providence Train Station. However, the Department may decide to have construction of the Kennedy Plaza and Innovation District site areas be considered as Contract 1 and start simultaneously. Coordination with RIPTA will be required to ensure bus operations have continuous uninterrupted access to the bus hub facilities as needed to complete their day to day operations. Proposals should include coordination and stakeholder outreach meetings. It should also be noted that this project will be funded with the 2014 Statewide Transit Bond. No federal funds are associated with this project at this time. Previous work completed at any of these three locations as part of other RIDOT, RIPTA, or City of Providence projects will be provided to the selected consultant during the task order kick-off meeting.

- Providence Train Station - This site will require the extension of Exchange Street north over the Amtrak tunnel to connect to Gaspee Street. Located on this new section of roadway, to the west of the station, will be four (4) bus berths accommodating 40-foot buses along with two bus only travel lanes and sidewalks. Three (3) additional bus berths will be located on Railroad Street, directly in front of the train station. Additionally, there will be two (2) bus berths on Gaspee Street. Layover spaces may need to be identified by the consultant in the nearby vicinity. Reference Exhibit A.

- Kennedy Plaza - Improvements to Kennedy Plaza will include six (6) bus berths along the Plaza, strategically located along Dorrance and Exchange Streets. Washington Street is proposed as a "woonerf" along the length of Kennedy Plaza to provide traffic calming and pedestrian accessibility. This roadway being narrowed to two lanes with the westbound lane for bus-only traffic and the eastbound lane for vehicular-only traffic. Reference Exhibit B.

- Innovation District – The site for the interim location of the bus hub is proposed in and around the areas of Dyer/Peck/Dorrance and Clifford Street. The Interim location will be designed and constructed under this contract (see Exhibit C for more detail) and in coordination with the I-195 Commission, City of Providence, RIPTA and other stakeholders. The proposed permanent location will be designed to 30% under this contract in coordination with NGRID and will be advertised and constructed under a future contract.
It is anticipated that the following scope of work items for the design and construction phases will be undertaken at each of the three (3) hub locations. Attached to this scope are specific elements of construction determined at this time by RIDOT for each location. The Consultant will verify, confirm and revise as necessary in close coordination with RIDOT’s Project Manager and project stakeholders listed above. All three hub locations are conceptual in nature and could be revised as needed through this task order.

**Design Phase Services**

The Consultant will be expected to attend meetings and perform project development tasks at the 30%, 90%, PS&E and Advertising phases in accordance with DPMs and TACs, including but not limited to:

- Field review/inspection to establish existing conditions of roadway, drainage, curbing, sidewalks, stormwater, signage, traffic control, etc.
- Prepare for and attend multiple stakeholder presentations, including renderings, etc.
- At the request of the RIDOT PM, perform survey and provide adequate survey documentation to enable accurate identification of existing ROW and enable the contractor to tie into existing datum. Provide AUTO CAD design files of the design, survey and right-of-way (ROW) information.
- Provide support services including but not limited to conducting studies, preparing documents/reports and developing technical memoranda to support a RIDOT determination on environmental approvals and/or permits.
- Provide support services for all environmental permitting to determine types of approvals/permits. Meet with the RIDOT PM, RIDOT’s Natural Resource Unit (NRU) and Stormwater Office on approvals/permits that may be necessary. Coordinate with the RIDOT PM and the RIDOT Cultural Resources Unit (CRU) on any historical impacts.
- Provide assessment of ROW and prepare acquisition documents including ROW and plats as necessary.
- Coordinate with PM to complete a Title VI/Environmental Justice Analysis and address identified impacts and benefits.
- Investigate and determine pavement structure options.
- Apply the requirements of RIPTA’s Bus Stop Design Guide and/or the National Association of Transportation Officials design guide to satisfy requirements where applicable. Also as outlined below at each hub RIPTA’s basic requirements for passengers include shelters of OTC-like quality and specifications, ticket vending machines, seating, lighting, Wave fare collection kiosks and DTC shelters at any DTC stops, bathrooms, real-time displays, berth signage, and wayfinding signage.
- Investigate bus and pedestrian trip generation and accessibility according to PROWAG/ADAAG criteria and determine what (if any) temporary pedestrian access must be provided during project implementation. The project design shall follow, as best practice, the PROWAG. The minimum standards for ADA compliance are the ADAAG. Provide a pedestrian accessibility summary report listing pedestrian features and their compliance status. Included in the report shall be any Technical Infeasibility documentation prepared as necessary.
• Collect traffic counts within the project limits where necessary and not available from RIDOT; perform traffic analysis and develop necessary traffic plans, signal plans and TMP.

• Potential sources of contamination within the project sites will be identified. Based on this evaluation, any properties identified as potential concerns would be subject to a Phase I Environmental Site Investigation upon recommendation. This will be coordinated through RIDOT’s PM and RIDOT’s NRU for review and concurrence. Phase I will not commence until direction is given by the RIDOT PM and NRU.

• Prepare a Stormwater Consideration Report and prepare a Small-Site SWPPP or Large Site SESC as necessary. Report will include inventory and condition of existing drainage structures.

• Prepare a Stormwater Consideration Report and prepare a Small-Site SWPPP or Large Site SESC as necessary. Report will include inventory and condition of existing drainage structures.

• Prepare right-of-way (ROW) easements/acquisitions needed, upon direction from RIDOT PM and after consultation with RIDOT's Property Acquisition Office.

• Locate and describe all utilities within the project sites. Prepare necessary documentation/plans to be utilized in coordination with utility companies, including relocations.

• Prepare and submit 30%, 90% and PS&E design submissions, cost estimates and project schedules. The project schedule should be coordinated amongst the three hubs to reduce impact to RIPTA riders to the greatest extent possible and coordinated with RIPTA to address their time needs for driver choose up and high travel times. Project schedule must account for continuous operations of service by RIPTA.

• Coordinate with RIDOT, RIPTA, and the City of Providence to ensure proper notification will be provided to impacted parties and stakeholders.

• Attend coordination meetings with outside agencies and project stakeholders as necessary including RIDOT, RIPTA, City of Providence including the Capital Center Commission and Downtown Design Review Committee, NGrid, and Amtrak. Coordination will also be needed with the City of Providence's Unified Vision for Downtown Public Spaces consultant and the I-195 Redevelopment District Commission consultants to ensure coordination of scope and schedule specifically for the Kennedy Plaza and Innovation District bus hubs.

• Apply Amtrak/ Federal standard Tunnel Inspection standards and/or Rhode Island State Building Codes, where applicable, for proposed tunnel investigation and improvements.

• Consideration shall be made for the design and planning of site-specific charging solutions to determine charging of electric buses, tendering requirements and procuring the relevant components, e.g. charging stations.
**Construction Phase Services**

The Consultant is expected to perform construction phase services. This shall include but not be limited to:

- Attend project coordination meetings as necessary.
- Prepare for and attend multiple stakeholder presentations, including renderings, multimedia presentations, etc.
- Continue coordination with RIDOT, RIPTA, and the City of Providence to ensure proper notification is provided to impacted parties and stakeholders.
- Respond to all Request for Information.
- Review shop drawings and submittals.
- Attend field meetings to discuss proposed changes as necessary.
- Review any change orders and provide negotiation assistance as directed by the RIDOT Project Manager.
- Ensure conformance to construction documents.
- Attend final inspection and confirm that all design criteria were met.
- Perform any environmental/stormwater site inspections as required.
- Coordinate with the RIDOT Project Manager and RIDOT Stormwater Office on inspections of cleaned drainage structure.
Exhibit A - Improvements to Providence Train Station

Below is a list of design elements associated with the Providence Train Station. This is not intended to be an all-inclusive list but intended to provide Consultants an overview of project scope determined during the conceptual planning phase. Please reference Figure A (Improvements to Providence Train Station Conceptual Plan Graphic).

- Extend Exchange Street from Railroad Street to Gaspee Street (over Amtrak tunnel) for only RIPTA use. Roadway shall provide enough width to accommodate bi-directional (2) bus lanes with shoulders for double bus berths (4 bus berths total).

- Amtrak Tunnel Improvements
  - Perform structural analysis and documentation of existing conditions of sections of Amtrak tunnel that may be impacted by proposed Exchange Street Extension.
  - Determine load and capacity analysis of conditions to provide recommendations for improvements to tunnel as a result of Exchange Street extension.
  - Develop a detailed report with recommendations and prepare for meetings and presentations with RIDOT, Amtrak, RIPTA and others.
  - Develop a construction management plan that minimizes impacts to the station’s operations.

- Develop construction plans, specifications, estimates and estimated construction schedule.

- Reconfigure Railroad Street to provide three (3) bus berths along the southerly entrance of Providence Station

- Implement two (2) bus berths on Gaspee Street

- Additional layover spaces may be added at undefined locations near the train station.

- Incorporate the installation of wayfinding signs, electronic/digital boards, and other display elements to provide pedestrian guidance and information for bus services, as needed. Coordinate with RIDOT’s Providence Train Station State of Good Repair project.

- Incorporate the installation of bus shelters with benches; two (2) shelters will be OTC shelters with WAVE Fare payment validators.

- Red painted bus lanes as shown on Figure 1.

- Address the need for multiple transportation modes to access the Providence Train Station safety especially during peak periods for taxi service, pick up and drop off pedestrians and bus traffic.
Two (2) Proposed Bus Berths (Gaspee Street)
Impacts seven (7) general parking spaces and
five (5) taxi layover spaces

Two (2) Proposed Double Bus Berths (Exchange Street)

Three (3) Proposed Bus Berths
(Railroad Street)
Exhibit B - Improvements to Kennedy Plaza

Below is a list of design elements associated with Kennedy Plaza. This is not intended to be an all-inclusive list but intended to provide Consultants an overview of project scope determined during the conceptual planning phase.

Please note that items within the current Kennedy Plaza were funded with Federal Transit Administration dollars. Coordination with RIPTA will need to take place to ensure the federal funded items (existing shelters and signage) are preserved, reused or stored as needed.

• Coordinate with the City of Providence and their design consultant regarding a separate Kennedy Plaza improvements/renovations project.

• Create two (2) bus turnout areas, where a total of six (6) bus berths will be constructed in the general vicinity of Dorrance and Exchange Street, within the Kennedy Plaza limits. Reconfiguration of these roadways shall incorporate sawtooth style reinforced cement concrete bus pads.

• Coordinate with stakeholders on the desired stockpiling of certain existing items that the Contractor will be required to remove such as existing bollards and chains, granite curbing, luminaries (but not light foundations). Also coordinate the desired resetting of existing granite stone planters along Biltmore Park.

• Coordinate with the City on the inclusion of their designed and constructed plantings, bollards, and ornate light fixtures. For example, this will be required for the new center island median on Washington Street west from existing mid-block terminus farther to the west toward Dorrance Street. (Median to be constructed by RIPTA through OTC project.)

• Install new decorative lighting along Kennedy Plaza as needed to improve walkability.

• Reconfigure existing median east of mid-block crosswalk on Washington Street.

• Design a fixed barrier to separate bus-only lanes from general traffic lanes on Washington Street between Memorial and the vicinity of Canal Walk, which includes cast-in-place curbing with bollards.

• Reconfigure the existing island on the west side of the Washington/ N. Main intersection as shown in Figure B-1.

• Material used in the creation of the woonerf must be agreed upon by RIDOT, RIPTA, and the City of Providence.

• Plans developed for the mill, overlay, and restripe of sections of Exchange Street, Dorrance Street and Washington Street shall incorporating the OTC bus route lanes and propose bus berth locations.
• Modify the traffic signals at the intersections of Washington Street/Dorrance Street and Washington Street/Exchange Street to allow for bus travel. Washington Street will be modified to allow for bus travel in the westbound direction only and general traffic in the eastbound direction.

• Improve/optimize the existing traffic signals with TSP at the intersections of Exchange Terrace/Dorrance Street and Exchange Terrace/Exchange Street.

• Coordinate with the City and utility companies for relocation of existing utilities.

• Design of new brick and piano key crosswalks.

• Incorporate the installation of wayfinding signs, electronic/digital boards, and other display elements to provide pedestrian guidance and information for bus services, as needed. Coordinate with the City of Providence’s Unified Vision for Downtown Public Spaces project.

• Incorporate the installation of bus shelters, benches, and bike racks as needed to provide public amenities. Specifically need to include DTC shelters and associated amenities at the locations on Dorrance Street in both directions. This includes WAVE fare payment validators.

• Develop construction plans, specifications, estimates and estimated construction schedule.
Figure B-1: Improvements to Washington Street, by RIPTA Tunnel Conceptual Plan Graphic
Exhibit C - Innovation District Transit Hub (Phases One and Two)

Below is a list of design elements associated with the Innovation District Transit Hub. This is not intended to be an all-inclusive list but intended to provide Consultants an overview of project scope determined during the conceptual planning phase. Please reference Figure C-1 (Proposed Innovation District Interim Transit Hub) as one possible location under consideration.

- Design and location of an appropriate number of bus berths with shelters consistent with RIPTA design regulations. Bus berth pads shall be reinforced cement concrete. Fully covered bus berths and passenger waiting areas.

- Through coordination with project stakeholders, provide design elements and passenger amenities that blend with the design aesthetic of the surrounding Innovation District. These amenities could include rest rooms, security, automatic ticketing machines, etc.

- Outdoor pedestrian waiting area shall be designed to provide adequate space for peak flow passengers and with loading and off-loading spaces. This area will be quantified by the consultant with coordination with RIPTA.

- Incorporate the installation of wayfinding signs, electronic/digital boards, and other display elements to provide pedestrian guidance and information for bus services.

- Proposed piano key crosswalks along the proposed driveway openings, as well as, within the development parcel.

- Place new pavement markings for crosswalk, layover space bus lanes, parking spaces, and roadway delineation.

- Coordinate with RIDOT, RIPTA, City of Providence and 1-195 Commission projects in the vicinity as necessary.
  - Assess intersection geometry for bus turning movements and reconfigure as necessary.
  - Develop construction plans, specifications, estimates and scheduling
  - Develop preliminary 30% design documents for the permanent location of the Innovation District Transit Hub at the National Grid site to be designed and constructed under separate contract. Refer to Figure C-2 (Proposed Innovation District Transit Hub Conceptual Permanent Location).
Figure C-1: Proposed Innovation District Interim Transit Hub
Figure C-2: Proposed Innovation District Transit Hub Plan Graphic (Conceptual Permanent Location)

Working assumptions:
1. National Grid substation and adjacent cabinet to remain in place
2. Design vehicle for maneuverability is 40-foot city bus turning template
### Multi Hub Design Milestones

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Due Date</th>
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<tbody>
<tr>
<td>Advertise RFP to Kickoff Consultant Solicitation</td>
<td>Tuesday, November 10, 2020</td>
</tr>
<tr>
<td>Notice to Proceed for Design Consultant</td>
<td>Friday, December 11, 2020</td>
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<tr>
<td>90% Submission Due</td>
<td>Friday, April 30, 2021</td>
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<tr>
<td>PS&amp;E Complete</td>
<td>Friday, May 28, 2021</td>
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<tr>
<td>Advertisement Package Submitted to RIDOT</td>
<td>Wednesday, June 2, 2021</td>
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<td>Advertisement Date</td>
<td>Friday, June 11, 2021</td>
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<tr>
<td>Bid Opening</td>
<td>Friday, July 2, 2021</td>
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<tr>
<td>Award Date</td>
<td>Tuesday, August 18, 2020</td>
</tr>
<tr>
<td>Kickoff Event / Shovels in the Ground</td>
<td>Friday, August 27, 2021</td>
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</tbody>
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Note: Consultants responses will be weighed heavily on commitments to meet or exceed this schedule.