Hammond Bicycle Plan  
Feasibility Study  
(Task ST-2.16; FY-16 UPWP)

Questions about Request for Proposals/RPC Responses  
October 14, 2015

Q: Tasks 4, 5, 6, and 7 seem to move from a Planning level document (i.e. Bicycle Plan) into project development (i.e. Stage 0 Feasibility Study), and I would like to clarify the deliverables that are expected. Presumably the plan will identify multiple projects…Do you anticipate a single Stage 0 Feasibility Study, containing the bicycle map (master plan), general facility types and costs, and then also multiple stage 0 checklists, the plans and specific cost estimates for each project identified?

A: This is a Stage 0 Feasibility Study leading to a TAP application for the development of a conceptual bike master plan (not a bike map for Hammond) within the geographic boundaries noted in the scope for the city of Hammond. Multiple routes within the given boundary would be expected to meet anticipated linkages after existing and future land use and field surveys are completed and evaluated in coordination with the city, LADOTD District 62 and RPC. The type of facility proposed would also be an expected part of the plan as well as the cost to develop each route with coordinating site design improvements. At this time we anticipate one checklist for the preferred routes designated within the area. Construction documents are not required at this stage of design.

Q: Tasks 5 and 6 refer to plans in various ways, preliminary, conceptual, etc., (and task 7 refers to alternatives). Can you clarify whether they are conceptual or preliminary, and whether there are specific requirements for the use of a particular scale, AutoCad program, etc. if they should be interpreted as engineering plans. Is the reference to “alternatives” in Task 7 also referring to the various projects identified, or are you expecting an alternatives analysis for each of the projects identified?

A: Concept plans are produced to present site evaluation information, land use information and basic concept ideas during the early analysis phase. Preliminary plans are presented to the PMC as draft recommendations. Final recommendations are included in the detailed conceptual plans for the preferred alternatives. Scale would be determined as appropriate for each route, as well as for an overall master plan concept that communicates to both the PMC and to the public. CAD and/or GIS are both acceptable formats for producing this work. Stamped engineering plans are not required, but there are basic site design (landscape architects/architects/engineers are all licensed to produce site design elements) and traffic engineering considerations. All Alternatives considered per route even from the early concept stage are to be included in the report.

Q: The city of Hammond has a Comprehensive Plan that includes existing and future land use. To what extent does RPC anticipate that Task 2 will require additional work beyond confirmation of that effort, or identifying changes that may have occurred since its adoption (2011). Additionally, thinking about adoption processes, I do not see anything in the scope about
the adoption of a bicycle master plan by the city, so I assume that the selected consultant would have no part in any such process (presenting to Council, etc.).

A: The city of Hammond will provide the consultant guidance on updated land use information. The adoption of a bicycle master plan is not part of this scope.