

<u>SUBMITTAL NOTICE NO.</u>	200-2132-00
<u>OPENING DATE AND TIME:</u>	Tuesday, March 15, 2022 at 4:00 PM
<u>REQUEST FOR QUALIFICATIONS:</u>	Horry County/SC Highway 90 Corridor Study (rev. 02.24.22)

PART I GENERAL INFORMATION

- A. Submittals will be considered as specified herein or attached hereto under the terms and conditions of this submittal.
- B. Submittal must be made in the official name of the firm or individual under which business is conducted (showing official business address) and must be signed in ink by a person duly authorized to legally bind the person, partnership, company or corporation submitting the proposal.
- C. Offerors are to include all applicable requested information and are encouraged to include any additional information they wish to be considered.
- D. Eight (8) copies of your submittal are required.
- E. Sealed Submittals will be received by Waccamaw Regional Council of Governments until 4:00 P.M. EST on the opening date shown.

Submittals are to be Hand Delivered, Express Mailed or Mailed to:

Waccamaw Regional Council of Governments
 Attn: Kelly Stuckey
 1230 Highmarket Street
 Georgetown, SC 29440

ALL MAIL IS CONSIDERED DELIVERED ONCE DAILY BY 12:00 NOON

The submitting offeror is required to have printed on the envelope or wrapping containing his submittal, the Submittal Notice Number specified in the RFQ and the submittal opening date.

Offerors who desire to receive a copy of the Statement of award must include a self-addressed stamped envelope.

Prohibition of Gratuities: Amended Section 8-13-420 of the 1976 CODE OF LAWS OF SOUTH CAROLINA.

PART II SCOPE OF SUBMITTAL

The Grand Strand Area Transportation Study (GSATS) is requesting qualifications for a corridor study. The area to be studied is the entire length of SC 90 in Horry County. This is an approximately 22 mile corridor.

All submittals must be complete and carefully worded and must convey **all** of the information requested in order to be considered responsive. If the submittal fails to conform to the essential requirements of the RFQ, GSATS and GSATS alone will be the judge as to whether that variance is significant enough to consider the RFQ non-responsive **and therefore not considered for award.** GSATS will neither accept nor request additional information of an offeror in order to determine responsiveness.

PART III INTRODUCTION

Purpose: The request for qualifications (RFQ) provides interested offerors with sufficient information to enable them to prepare and submit written proposals for consideration by the Grand Strand Transportation Study, herein referred to as "GSATS" for a corridor study along SC Highway 90 in Horry County. This project is funded by Federal assistance, from the Federal Highway Administration (FHWA) and from the South Carolina Department of Transportation ("The Department").

Project Name: **SC Highway 90 Corridor Study**

Project Number: **TIP-40-01**

Project Administration: **This project will be administered directly by GSATS.**

Background: The 1990 Census designated Myrtle Beach, Socastee, Surfside Beach, Garden City, Murrells Inlet and environs as the Myrtle Beach UZA as of May 18, 1992. The GSATS Policy Committee was designated as the Metropolitan Planning Organization (MPO). Waccamaw Regional Council of Governments (WRCOG) and SCDOT - Planning were designated as the Planning Staff of the MPO. The 2010 Census designated GSATS as a Transportation Management Area (TMA), due to a contiguous population density of over 200,000 people. With this designation the planning area extended into Brunswick County, North Carolina. This expansion made GSATS a bi-state MPO. The North Carolina portion of the study area is mostly the land east of US 17 from the state line to the Lockwoods Folly River. The MPO Study Area in South Carolina is the land eastward of the Waccamaw River from the North Carolina Border to the City of Georgetown and extends westward to include the City of Conway, see enclosed map. The GSATS Policy Committee is required to develop a transportation model, develop and adopt a five (5) year Transportation Improvement Plan (TIP), and a twenty-five (25) year Metropolitan Transportation Plan (MTP).

Based on the rapid growth along this corridor, there is a desire to address the growth in a systematic fashion. The SC 90 corridor is a major link between the City of Conway and the Little River area. Not only rapidly growing, it is a primary economic generator for Horry County due to continued growth in the retiree and service sectors, and tourism. In addition to issues of access and quality of life, portions of the route are subject to riverine flooding. This flooding

becomes especially problematic in situations when natural disasters or emergency conditions are present. The area of analysis is SC 90 from US 501 in Conway to US 17 in Little River. Also included in this study is the portion of SC 57 that splits from SC 90 and ends, for the purpose of this study at the intersection with SC 9. Based on previous work in other communities, members expressed a desire to address concerns over issues of access, connectivity, aesthetics, geometric design, transit, etc. and requested funds from the GSATS Policy Committee for a corridor study to address these issues.

Information Available to Successful Offeror:

GSATS Transportation Model (Model)

GSATS LRP 2015 -2040, November, 2017

Transit Development Plan for Coast RTA, 2015

GSATS 2013 Bluetooth Routing Plan

Horry County Comprehensive Plan

Horry County bike and Pedestrian Plan

PART IV TYPE OF SERVICES REQUESTED

GSATS is requesting, at a minimum, the services of Engineers (Civil/Roadway and Traffic), Planners (Land and Transportation), Landscape Architects and Financial Analysts.

PART V SCOPE OF WORK

Enclosed, for your reference, is a map delineating the project boundary.

The specific TASKS for the contractor shall be as follows:

TASKS

The corridor is defined as the length of SC 90, from US 501 on the south end to US 17 in Little River. The portion of SC 57 from the split at SC 90 to its intersection with SC 9 should also be included.

1. **Overview of previous work:**
 - a. Review the GSATS MTP and any County plans for recommendations that have been made.
2. **Best practices:** The Consultant will assess best practices in the following areas of transportation and land use planning, for possible application to this study:
 - a. Travel demand modeling
 - b. Land use projections
 - c. Complete Streets

- d. Access Management
 - e. Travel Demand Management (including land use planning for travel reduction)
 - f. Pedestrian and Transit planning
 - g. Deliverable:
 - i. Tech memo on the above that summarizes best practices in each area
- 3. FAST Act:**
- a. Address Performance Measures
 - i. With full opportunity for public input, the Consultant will develop a balanced set of performance measures that address the requirements of the FAST Act. This set of performance measures shall include measures outlined in the current transportation legislation, where a final rule has been established.
 - b. The Performance Measures include:
 - i. Targets that address surface transportation and public transportation, with attention to transit asset management and transit safety;
 - ii. Reduction in traffic fatalities and serious injuries;
 - iii. Infrastructure conditions;
 - iv. Congestion reduction;
 - v. System efficiency;
 - vi. Freight movement and economic vitality;
 - vii. Environmental sustainability;
 - viii. Timely delivery of programmed projects; and
 - All performance measures must be assessed and their progress be summarized in a "System Performance Report."
 - c. Deliverable:
 - i. The Consultant will prepare a technical memo summarizing how recommendations are compatible with performance measures and standards used in the GSATS 2040 MTP update
- 4. Riverine Flooding:**
- a. Address areas that become isolated from riverine flooding, preventing ingress and egress by residents and emergency services
 - b. Deliverable:
 - i. Recommend strategies to eliminate or mitigate the problem
- 5. Identify Systems/Facilities to be analyzed:** The Consultant in cooperation with local planners will identify the existing and proposed transportation facilities; roadways (minor collectors, major collectors, arterials, highways and freeways) and major intersections (unsignalized and signalized); sidewalk and bikeway/path systems and public transit routes (local and from outside the area).

In cooperation with the same parties, the Consultant will also identify existing and proposed land developments within the county; activity centers, neighborhoods, and recreation facilities with the potential to support transit, walking, and bicycling. The Consultant will explore opportunities for internalized circulation patterns with respect to commercial and residential development so as to lessen the need for travel on major arterials, and consider land conservation techniques to reduce future trip generation.

- a. Roadways
 - b. Intersections
 - c. Sidewalks/Pathways
 - d. Transit routes/stops
 - e. Land Development (existing and future)
 - f. Neighborhoods
 - g. Internal capture opportunities
 - h. Techniques to reduce future trip generation
 - i. Determine the degree to which the network provides access to tourist destinations
 - j. Deliverable:
 - i. Incorporate future trip generators to determine when future improvements are needed
- 6. Existing Transportation Facilities:**
- a. Use transportation modeling and supplemental traffic counts (peak season) on the following roadways and intersections for the year 2021
 - i. 24 hour daily volumes at a minimum of 5 strategic locations along the corridor
 - ii. Obtain am/pm peak hour turning volumes at key intersections along the corridor (it is anticipated that this would be at approximately 20 locations)
 - iii. Crash data for the corridor and pertinent intersections
 - iv. Conduct am/pm peak capacity analysis (LOS) using Syncro Software and report 95th percentile queues
 - v. Conduct an arterial analysis to obtain Travel times and (delay) using Syncro/SIM traffic or Highway Capacity Software
 - vi. Travel cost increase (vehicle operating cost, time cost, and accident costs
 - vii. Excess delay index and delay ratio
 - viii. Deficiencies of the existing transportation system
 - b. Assumptions:
 - i. School year counts with peak season verification counts at selected representative locations during summer months (June or July)
 - ii. All existing data from SCDOT will be made available
 - iii. Crash data will be provided by the SCDOT Safety office
 - c. Deliverables:
 - i. An analysis that incorporates collected and existing data into future modeling and recommendations
- 7. Transit Element**
- a. The Consultant, in cooperation with providers (Coast RTA, Aging, DSN, Assisted Rides, Neighbor to Neighbor, and SCDOT-OPT for years 2020 to 2045 to determine if and when services are needed
 - i. The following issues will be reviewed:
 - 1. Population served
 - 2. Existing and future routes

- 3. Stop locations and spacing
 - 4. Frequency
 - 5. Travel time
 - 6. Ridership Levels
 - b. Assumptions: GSATS will assist in getting data from the agencies
 - c. Deliverables:
 - i. Summary of all Transit data
8. **Pedestrian and Bike Facilities**
- a. The Consultant will assess the quality of the walking environment in developed areas along all major arterials. The assessment will consider all existing facilities and recommend improvements. Facilities will be assessed for continuity, buffering from traffic, ease of street crossing and other pedestrian-and bicycle-friendly qualities suggested by the best practice review. If there is no local plan for walkway, bikeway, and streetscape improvements, the Consultant shall make appropriate recommendations.
 - i. Data will be gathered via desktop and limited field review
 - b. Deliverable
 - i. Summarize findings for final report and demonstrate how facilities can be addressed in new development
9. **Compliance with Management Systems:** The Consultant will comply with all applicable Management Systems, as defined by GSATS and SCDOT. Management systems include, but are not limited to, Statewide Intelligent Transportation Systems (ITS) Architecture and CMP.
- a. Address both ITS and CMP
 - b. Before and After analysis of intersections, non-motorized and signal timing
 - c. Deliverable:
 - i. Summarize Management Systems in the final report
10. **Plan Connectivity**
- a. Identify any conflicts or synergy with existing or proposed projects within and adjacent to the planning area, to include, but not be limited to:
 - i. US 501
 - ii. US 501 Business
 - iii. SC 9
 - iv. SC 57
 - v. SC 22
 - vi. SC 31
 - b. Deliverable:
 - i. Summarizes information for the final report
11. **Future Transportation Facilities:**
- a. Based upon recommendations in this plan and other existing plans the consultant will use the Traffic Model and all available tools to evaluate design concepts and strategies to manage growth for year 2030 and 2045 model runs. Alternative analysis should be based on a minimum of two reasonable scenarios. The following conditions (as a minimum) will be evaluated:

- i. Implementation of recommendations from previous studies
- ii. Trip distribution and traffic assignment
- iii. Design hour volumes (DHV)
- iv. Peak season volumes (ADT)
- v. Capacity analysis (LOS)
- vi. Traffic operations, including signage and signalization
- vii. Travel time increase (Delay)
- viii. Travel cost increase (vehicle operating cost, time cost, accident cost)
- ix. Excess Delay index and delay ratio
- x. Tasks 3, 4, 5 &6
- xi. Addition, deletion and coordination of traffic signals
- xii. Aesthetics
- xiii. Ingress/Egress to businesses
- xiv. Deficiencies of each scenario (if applicable)
- xv. Network connectivity
- xvi. Emergency evacuation
- xvii. Induced travel from improvements

b. Assumptions

- i. GSATS will provide the model
- ii. Consultant will analyze the following Future Scenarios for the AM and PM peak hour: 2030 No-Build, 2040 No-Build, 2030 Build Alt 1, 2030 Build Alt 2, 2040 Build Alt 1, and 2040 Build Alt 2.

c. Deliverables

- i. The consultant will develop two reasonable scenarios for growth and traffic modeling, including the items above

12. Design Concepts

a. The Consultant will develop design concepts for the various transportation improvements. Each concept will evaluate the inclusion of design elements that address Complete Street principles, network connectivity and aesthetics (landscaping, lighting, street signage and the use of signal mast arms). Based on these design concepts the Consultant will derive preliminary cost estimate for each alternative.

b. Deliverables:

- i. The consultant will summarize design concepts and cost estimates for the final report

13. Public Involvement and Visualization:

- a. Consultant will be required to develop a Public Participation Strategy for the corridor study's development that includes use and expansion of GSATS branding efforts;
- b. Provide web based technology for seeking public input and interactively capturing comment on transportation improvements throughout the corridor study's update public involvement process; and
- c. Supply necessary visualization for both public involvement and final written report

- d. Assumptions:
- e. The Consultant will incorporate GSATS branding efforts that have already been done into the public engagement for the SC 90 Corridor Study.
- f. The Consultant will provide website content (project updates, FAQ's, schedule, etc.) for GSATS to include on the website.
- g. The Consultant will provide a Wiki Map to gain public input and comment on the SC 90 Corridor Study.
- h. There will be 2 public information meetings for the project. One meeting will be held near project start to provide basic information about the corridor and get the public feedback on important issues for the study. 2nd public information meeting will present recommended improvements for public comment. Comments received at these meetings will be summarized in the final report, but not responded to individually.
- i. Deliverables:
 - i. The Consultant will staff and provide all materials needed for 2 public information meetings.
 - ii. The Consultant will provide a Public Involvement Plan for the study.
 - iii. The Consultant will summarize all public input methods used and comments received in final SC 90 Corridor Study report.

14. Other Required Products:

- a. The Consultant will attend up to 3 working meetings with the committee
- b. Deliverables:
 - i. Submit an overall schedule for the Corridor Study.
 - ii. Prepare and submit to GSATS a draft report of all tasks performed within nine months of a notice to proceed. A final report with executive summary and one-page fact sheet shall be required within two months after submission of the draft.
 - iii. One (1) presentation of the Final report to the GSATS Policy Committee.
 - iv. Electronic copy of the draft report.
 - v. Twenty-four (24) copies of Final Report and a digital version of the Final Report that can be reproduced, including all maps and graphic presentation materials.
 - vi. Fifty (50) copies of the Final report – Executive Summary.

15. Project Management:

- a. Project goals and objectives will be determined through coordination between The Consultant and GSATS. The process will include the following duties:
- b. Coordinate with GSATS's Project Manager. Arrange and attend project meetings. Prepare and distribute meeting minutes.
- c. Manage and monitor the project schedule as set forth in the contract. Keep GSATS up to date on the schedule and items that may affect the overall project schedule.
- d. Prepare monthly invoices for GSATS review, approval and payment. If required, provide time sheet backup and expense backup for invoicing, status reports and schedule updates.

- e. Provide overall management of all efforts including the management of the project team.
- f. Assumptions
 - i. It is assumed that the project schedule will be approximately 12 months from the notice to proceed
- g. Deliverables
 - i. The Consultant will provide Monthly Invoices to GSATS.

PART VI DBE-UTILIZATION PLAN

It is the policy of the Metropolitan Planning Organization (MPO) to use Disadvantaged Business Enterprises (DBE's) in all aspects of contracting to the extent feasible and in accordance with existing Federal laws. Further, it is the opinion of GSATS that the scope of work described in this RFQ has the potential for dividing the proposed contract into smaller units of work to accommodate such firms. It is also the opinion of GSATS that the availability of South Carolina based minority-owned firms is sufficient and that such firms are deemed capable of performing, where necessary, the requirements of this RFQ without GSATS having to sacrifice quality of goods and services. Therefore the DBE participation goal for this proposed contract is 10%

In view of these observations, GSATS is recommending the use of DBE's in connection with this RFQ. Specific negotiated arrangements (i.e. joint ventures or subcontracts) for complying with this recommendation shall be left to the discretion of the Consultant. Only those consulting firms listed in SCDOT's directory of certified DBEs may be utilized and only for the work that they are certified for.

The use of DBE's is not a requirement in the awarding of a contract requested by this submittal. Should the DBE be a subcontractor to the project, a letter from the DBE confirming their participation and role in the project is required.

PART VII ADVISORY COMMITTEE

An Advisory Committee to review, rank, interview, select and work with the consultant during the development of the Study has been established. The committee will include representatives from each of the following:

- Horry County Planning (1)
- Horry County Engineering (2)
- Neighborhood/Community representatives (2)
- Coast Regional Transit Authority (1)
- GSATS MPO Staff (1)
- SCDOT Program Manager (1)
- SCDOT Planning (1)
- SCDOT Traffic Engineering (1)
- City of Conway Planning (1)
- City of North Myrtle Beach (1)

PART VIII QUALIFICATIONS

Qualified offerors shall be those who possess the following qualifications:

- A. Have adequate financial resources for performance, or have the ability to obtain such resources as required during performance.
- B. Have the necessary experience, organization, technical qualifications and facilities, or have the ability to obtain them.
- C. Have a satisfactory record of performance.
- D. Have the ability to comply with required schedules.
- E. Be eligible to receive an award under applicable laws and regulations of the State of South Carolina and the Federal Government.

PART IX TYPE OF CONTRACT

It is anticipated that this project will be placed under a lump sum agreement between GSATS and the Consultant

PART X CONTRACT TERM/OPTION TO EXTEND

The term of this contract shall be for the period beginning with the date of award and continuing for ten months. GSATS reserves the right to extend the term, when necessary, to continue a source or sources of supply if the contract is not completed prior to the expiration date. Said extension may be less than, but will not exceed ninety (90) days without any additional cost to GSATS.

PART XI SUBMITTAL CONTENTS

Offeror must submit as a minimum, and in the listed format, the following information:

- A. SUBMITTAL COVERAGE. Cover the scope of work and general objectives addressed by the submittal.
- B. TASK AND METHODS. Describe the principal tasks or subtasks to be undertaken together with a discussion of their relationship to one another. Describe the methodology for performing the tasks and the management control to be applied to the project. Include a timetable for completing all tasks covered in the Scope of Work.
- C. EXPERIENCE. Include samples of projects currently in progress or completed within the last five (5) years, at a minimum, which are relevant to the type of project proposed and which demonstrates offerors ability to perform the work required.

Include names, addresses, and telephone numbers of contact persons. GSATS reserves the right to request information from any source so named. Submit Federal Standard Form 330, Architect-Engineer and Related Services Questionnaire.

- D. ORGANIZATION AND STAFF. Include an organizational chart for the project showing the name(s) of the project manager and key personnel along with pertinent, resumes of each. Describe the specific contribution to the project by each of the key personnel, the percentage of staff-hours that each will devote to the effort and the hourly rate. Include a summation of the minimum staff-hours of staff-days of professional effort to be used. Prior approval shall be required for all subcontractors and must be identified in this submittal. Submit Federal Standard Form 330, Architect-Engineer and related Services Questionnaire for Specific Project.

PART XII AWARD CRITERIA

Submittal will be evaluated by the Advisory Committee on the basis of the following criteria listed:

- | | |
|--|-------------|
| • Past performance, | 15% |
| • The ability of professional personnel, | 20% |
| • Demonstrated ability to meet time and budget requirements, | 10% |
| • Recent, current, and projected workloads of the firm, | 10% |
| • Creativity and insight related to the project, and | 20% |
| • Related experience on similar projects, | 25% |
| | <u>100%</u> |

The Advisory Committee will evaluate responses based on these technical criteria. Contract negotiations will begin with the highest ranked firm. If negotiations fail, GSATS may terminate negotiations with that firm and commence negotiations with the next highest ranked firm. In accordance with Federal law and U.S. Department of Transportation policy, this agency/institution is prohibited from discriminating on the basis of disability in admission or access to, or treatment or employment in its programs or activities. GSATS reserves the right to reject all submittals and to not award the project.