

# **Request for Proposals (RFP)**

## **Jim Mayer Trail Planning and Engineering Services, Proposals Due February 19, 2021**

### **Issued by:**

**Cambria County Conservation & Recreation Authority  
410 Candlelight Drive  
Ebensburg, PA 15931**

### **I. BACKGROUND**

This Request for Proposals (RFP) from Cambria County Conservation & Recreation Authority (CCCRA) seeks proposals from engineering and/or planning firms to develop detailed plans with preliminary engineering for bicycle-pedestrian routes to better connect Downtown Johnstown, PA, to the Jim Mayer Riverswalk Trail in Sandyvale Memorial Gardens.

The Mayer Trail is becoming part of the September 11th National Memorial Trail, which connects the sites of the worst terrorist attacks on the United States. The September 11<sup>th</sup> Trail route from Flight 93 National Memorial in Somerset County to the September 11<sup>th</sup> National Memorial in New York City will use the Mayer Trail and Path of the Flood Trail, which intersect in Downtown Johnstown. So the bicycle-pedestrian connections of the Mayer Trail through Downtown need to be safe, attractive and easy to follow. With restaurants, hotels and other services Downtown, Johnstown's trail network will be a very attractive stop along this national trail, attract bicyclists and other visitors from the surrounding region, and serve the local community.

From Downtown to Sandyvale, the route is share-the-road. Starting in Sandyvale, the off-road Jim Mayer Riverswalk Trail uses an abandoned rail corridor for three miles through the Hornerstown and Moxham neighborhoods in the City of Johnstown and the Riverside neighborhood in Stonycreek Township.

The Johnstown Urban Connectivity Plan (JUCP) is nearly completed. One section outlines options to better connect Downtown to the Mayer Trail, mostly using on-street bicycle-pedestrian connections. Firms responding to this RFP are expected to produce a far more detailed plan with sufficient preliminary engineering to obtain approvals of the most complicated aspects of the plan from the PA Department of Transportation, the City of Johnstown and landowners where off-street trail links are considered. Contractor discussions with the Army Corps of Engineers will determine whether to pursue potential development of an off-road section of trail that would be cantilevered over the flood-control wall in Kernville and, if this appears to be a viable option, then an Addendum to the contract

will be executed with the selected vendor to assess the cantilever option in detail.

## **II. PROCEDURE**

### **A. ORIGINAL PROPOSAL AND COPIES**

The proposal must contain the completed “Vendor Information” and “Non-collusion affidavit” pages provided within this RFP. The vendor must submit three hardcopies of the Original Proposal and one digital version to the Cambria County Conservation & Recreation Authority (CCCRA). All proposals must include a detailed budget narrative.

### **B. KEY DATES IN THE PROCESS**

The key dates in the submission and review of proposals are as follows:

- Site visit/tour Tuesday, Jan. 26 or Wednesday, Jan. 27
- Proposals due Friday, Feb. 19
- Interview finalists about Wednesday, March 3
- Notify winners/losers by Thursday, March 25

### **C. INQUIRIES, ADDENDA AND WALK-THROUGH**

Any vender potentially interested in submitting a proposal should inform Clifford Kitner by e-mail at ckitner@co.cambria.pa.us so that all potential contractors can be notified of addenda to this RFP. Should the vendor find any discrepancies in, or omissions from the RFP, or should there be any doubt as to meaning or interpretations, or need for clarification, the vendor should again notify Clifford Kitner by e-mail at ckitner@co.cambria.pa.us. Any clarification(s) provided to any potential vendor will be shared with all potential vendors that have expressed interest in this project and, should any changes to the RFP be warranted, Addenda may be issued. CCCRA will not be responsible for any oral instructions. If vendors indicate an interest in a site visit or walk-through, which may be a virtual site visit, one may be arranged with all potential vendors notified of the time and date. Proposed dates for the walk-through are January 26 or January 27.

### **D. PREPARATION OF PROPOSALS**

Proposals **must** be placed in a sealed envelope and marked:

**“Jim Mayer Trail Engineering Services”**

The name and address of the vendor must be marked on the sealed envelope.

### **E. DELIVERY OF PROPOSALS**

Proposals must be received in the *Cambria County Conservation & Recreation Authority Office at 401 Candlelight Drive Second Floor, Ebensburg, PA, 15931*, no later than **February 19, 2021 at 12:00 PM**.

### **F. DUTY OF VENDOR TO MAKE NECESSARY INVESTIGATIONS**

Before submitting a proposal, each vendor shall make all investigations and examinations necessary to ascertain all conditions and requirements affecting the full performance of the contract and to verify any representations made by CCCRA that the vendor will rely upon. Ignorance of such conditions and requirements resulting from failure to make such investigations and examinations will not be a basis for any claim whatsoever for any monetary consideration on the part of any vendor.

**G. EXPENSES INCURRED IN PREPARING PROPOSAL**

CCCRA accepts no responsibility for any expense incurred by the vendor in the preparation and presentation of a proposal and any such expenses are to be borne exclusively by the vendor.

**H. RIGHT TO ACCEPT OR REJECT PROPOSALS**

CCCRA reserves the right to accept or reject any or all proposals, to waive any informalities or irregularities in proposals received, and to accept any proposal that is deemed most favorable to CCCRA.

**I. CHOICE OF LAWS**

Any contract awarded shall be adjudicated, governed, and controlled in all respects as to validity, construction, capacity, performance, or otherwise by the laws of the Commonwealth of Pennsylvania.

**J. TERM OF CONTRACT**

The duration of any contract awarded is anticipated to commence upon the date an agreement is entered with the CCCRA and conclude upon completion of services as outlined in the Scope of Work. The CCCRA reserves the right to extend the contract's completion date for one additional year and/or to amend the contract and payment schedule if a change in the Scope of Work is warranted, with a revised payment schedule agreed upon by CCCRA and the selected contractor.

**K. PROCESS BY WHICH THE CONTRACT SHALL BE AWARDED**

This contract will be awarded to the contractor judged to provide the best value. The terms of any contract may be subject to negotiation subsequent to the receipt of proposals. Proposer's qualifications and experience will be a critical consideration. Thoroughness and clarity of proposals, budget and creativity are other factors CCCRA will consider according to the scale below. The selection of a vendor will be made by CCCRA based on the following criteria:

Qualifications/Experience of Proposer .....	up to 30 points
Clarity, Soundness, Thoroughness and Creativity of Proposal.....	up to 40 points
Financial Considerations.....	up to 30 points
<b>Total .....</b>	<b>100 points</b>

CCCRA may select a firm based on the proposals received or may wish to interview one or more firms, with such interviews tentatively to be scheduled on or about March 3, 2021. CCCRA intends to communicate its decision by March 25, 2021.

### III. SCOPE OF WORK

#### A. OBJECTIVES OF THE SERVICE

CCCRA is seeking detailed plans with preliminary engineering for bicycle-pedestrian connections between the Path of the Flood Trail in Downtown Johnstown, PA, and the existing, off-road section of the Jim Mayer Riverswalk Trail. For each section of the plan, alternative routes need to be assessed based on factors that include safety, wayfinding, aesthetics and costs. In each specific locale, a preferred alignment will be selected and sufficient engineering shall be completed to provide a detailed breakdown of all remaining costs for permitting, final engineering, construction drawings and construction, segment by segment.

The Johnstown Urban Connectivity Plan (JUCP), nearly completed, outlines options to better connect the Jim Mayer Trail through Downtown Johnstown, mostly using on-street bicycle-pedestrian connections. The DRAFT of this section of JUCP is included in the RFP as **Appendix C**.

The selected contractor(s) will produce a far more detailed plan with preliminary engineering, including sufficient engineering to receive approvals from PA Department of Transportation, the City of Johnstown, landowners where off-street trail links are considered, and possibly the Army Corps of Engineers, where appropriate. Based on feedback from the Army Corps of Engineers, **Alternate A** may be added to the Scope of Work at additional costs to be identified in all proposals. Proposals should also provide costs for pursuing **Alternate B** in case **Alternate A** is not pursued with the goal of advancing another key trail section to make it “shovel ready.”

#### B. SUMMARY OF THE ROUTES

In Downtown Johnstown, the Path of the Flood Trail is share-the-road on Washington Street from the Johnstown Flood Museum to Clinton Street, and on Clinton Street from the Gautier Steel plant gate past the historic freight station on PA Route 271 North; this trail section is being improved as part of the Iron to Arts Project. This Iron to Arts corridor, part of the Path of the Flood Trail, is the northern terminus of this Scope of Work for Mayer Trail Planning and Engineering. The off-road section of the Mayer Trail in Sandyvale Memorial Gardens is the southern terminus of this plan.

Proposals for providing the Jim Mayer Trail Planning and Engineering Services should address two parallel but connected routes, which are proposed to provide options for trail users seeking the quickest route vs. those wishing to visit Downtown attractions or services. The routes are described as four sections: Route A has Section 1 (Downtown) and Section 2 (through Kernville). Route B has Section 3 (Old Conemaugh Borough/Upper Downtown) and Section 4 (Upper Downtown through Hornerstown). These sections are described below:

1. **Downtown.** The Mayer Trail Plan will recommend connections from Iron to Arts/Path of the Flood on Washington and Clinton Streets past Central Park, across or on Main Street, and over the Franklin Street Bridge to the Haynes Street Bridge in the Kernville neighborhood. An on-street connection from Section 3 (Upper Downtown) to the mass-transit bus terminal and Central Park using Main Street or Locust Street should be included. In addition, a detailed plan should be included for connecting Franklin Street to Coconut Place behind the UPMC Hillman Cancer Center, were a trail is planned across the Inclined Plane hillside. Inclined Plane Riverside Park is being developed with off-road trail from Coconut Place to Washington Street

across the Stonycreek River from Sergeants Stadium at the Point and this trail will create a loop through Downtown. Although Iron to Arts crosses the Walnut Street Bridge to the Amtrak train station, an on-street connection to the Washington Street entrance to Inclined Plane Park should also be included in this plan.

- 2. Through Kernville.** From the Franklin Street and Haynes Street Bridges, the bike-ped route needs to run on Somerset Street or along the Stonycreek River to the Hickory Street Bridge, which can be crossed to reach the existing off-road Jim Mayer Trail. While Somerset Street has a relatively low traffic volume and is the current route for the Mayer connection from downtown, the current route uses the very busy intersection of Franklin, Napoleon and Hickory Streets. Most of the route from Haynes Street Bridge to Hickory Street Bridge could be made off-street. This route, starting from the Haynes Street Bridge, would use Brotz Place, pass behind Christ Centered Church and use an existing city playground/open space area, at which point it may need to use some of Somerset Street. The Cambria County Redevelopment Authority owns six parcels between 751 and 771 Somerset Street, which could bring the trail back off-street, especially if the Army Corps of Engineers allows the trail to be cantilevered over the flood-control channel behind five or six parcels to where the City of Johnstown owns a vacant strip of land along Franklin Street to the Hickory Street intersection. Obtaining approval from the Army Corps of Engineers to cantilever this trail segment between Hickory Street and Somerset Street will be the biggest challenge for this off-street route if the Corps indicates a willingness to consider this option. If the Army Corps is willing to consider this option, **Alternate A** will be included in this project. Developing the cantilevered trail section likely will take considerable time, so other alternatives to minimize conflicts with vehicular traffic in the busy intersection of Franklin, Napoleon and Hickory Streets need to be fully developed and a preferred option selected for early implementation (this alignment could be the permanent route is the cantilevered section is never developed). Connecting across the Hickory Street Bridge also is included in this scope. In addition, an alternative route should also be planned beneath the state Route 56 Expressway, where pillars supporting the highway have been painted to create a public space called “Pillar Park.” The corridor shares space for public and private parking and will connect directly to the historic Inclined Plane and various planned recreation venues in Inclined Plane Riverside Park.
- 3. Old Conemaugh Borough/Upper Downtown.** From the Path of the Flood on Clinton Street in front of Gautier Steel, the trail needs to be connected to Bedford Street at Haynes Street and Baumer Street. Using Adams Street as a share-the-road route is one option, but a short off-road trail adjacent to a low-volume CSX rail line near Haynes Street may be feasible if the railroad and several property owners cooperate as outlined in the draft JUCP report (**Appendix C**). The other major issue on this section is to work with PennDOT for a bicycle-pedestrian crossing of the four-lane Bedford Street, either at Adams and Baumer Streets, adjacent to the railroad line or at the Hickory Street Bridge. A pedestrian-refuge island will be needed for people crossing Bedford Street and a pedestrian-activated flashing light to stop vehicles so bikers or walkers can cross busy Bedford Street is proposed. Obtaining all needed approvals from PennDOT for the Bedford Street crossing is included as **Alternate B** in this RFP. In addition, a kiosk is recommended at the Bedford and Haynes Streets intersection, where signage to the mass-transit bus terminal one block away should be included as well as a map of the broader trails network in the area. Similar kiosks should be included elsewhere.

- 4. Upper Downtown through Hornerstown.** From Adams Street or near the railroad tracks, Baumer Street, Bell Alley, Poplar Street and back to Baumer Street can provide a share-the-road route more directly to Sandyvale Memorial Gardens and the existing off-road Mayer Trail. Landscaping or beautification, while being a consideration in all parts of this plan, should especially be considered here along with the usual bike-ped signage, safety and other issues.

### **Interpretive Signs and Wayfinding Signs/Kiosks**

An interpretive plan will be developed by project partners outside of the RFP process. The partners will recommend locations for these signs. In addition, the JUCP proposes locations for kiosks to orient visitors to their current location and amenities and services along the trail network. The locations for interpretive signs and kiosks will be reviewed and included in this plan.

### **Landscaping, Stormwater Management/Sustainable Practices**

The plan should also consider aesthetics and sustainable practices. Where feasible, attractive plantings with appropriate native species should be incorporated and the plan should incorporate good stormwater management practices, including designs that allow groundwater infiltration where practical.

## **C. DISCUSSION OF SECTION 2 OPTIONS**

For Section 2, Downtown through Kernville, the connection from Hickory Street Bridge to Somerset Street poses perhaps the greatest challenge. Ideally, the bike-ped link here can be cantilevered over the flood-control channel to avoid a share-the-road bike route through the busy intersection of Franklin, Napoleon and Hickory Streets. The first step here is:

- Engage with the Army Corps of Engineers and the City of Johnstown to determine the availability of records of the construction of the flood-control walls between Hickory Street and Somerset Street. Similar documentation may be available from the owners of buildings that are located immediately adjacent to the flood-control wall here, perhaps dating from when the buildings were constructed or repaired, that could show the subsurface conditions to help to determine the feasibility of building a cantilevered trail section here.
- If existing records are insufficient, then engage the Army Corps to determine their willingness to consider the development based on geotechnical data to be obtained; if the Corps is willing to consider such development, then **Alternate A** comes in to play as an extra cost item in the Scope of Work.

## **D. DELIVERABLES**

The following are the deliverables expected from the Jim Mayer Trail Planning and Engineering Services Contract:

- A preliminary plan to be presented to the City, Army Corps of Engineers, PennDOT and other stakeholders for discussion. A public meeting may be held as part of developing the preliminary plan. One electronic copy and three hardcopies of the plan shall be provided.
- A revised plan based on feedback from the above stakeholders and public meeting. One electronic copy and three hardcopies of the revised plan shall be provided.

- Concurrence from the City and PennDOT, where appropriate, for changes in streets, including share-the-road arrows (“sharrows”), curb cuts, crosswalks, pedestrian-activated crossing signals, etc.
- For Section 2, Kernville, approvals should be pursued for the following:
  - Alterations to the Hickory Street Bridge from the City of Johnstown and PA Historical and Museum Commission.
  - Preliminary concurrence of PA DEP for Section 105 Stream Encroachment NPDES permits, pending final design.
- For the Section 3 on-street crossing of Bedford Street, preliminary approvals from PennDOT should be obtained with a very clear outline of what is needed to construct the crossing; if **Alternate B** is executed, then a highway occupancy permit and other permits as needed shall be obtained and engineering shall be completed to make the crossing “shovel ready.”
- If needed, a public hearing to present the revised plan.
- A final preliminary engineering report with drawings and specifications for all elements of the revised plan, including those detailed above. This report should include detailed cost estimates for the final engineering, preparation of construction drawings, construction and construction oversight. One electronic copy and three hardcopies of the engineering shall be provided.

**E. IMPLEMENTATION TIME FRAME**

An award of this project is expected to be made to the selected contractor/vendor by March 25, 2021, with work beginning shortly thereafter. Work should be completed by March 25, 2022, unless CCCRA provides an extension, in writing, to the contractor.

**F. BUDGET**

The contractor must provide to CCCRA the requested services within their proposal price breakdown. The contractor will submit to CCCRA a monthly invoice for payment. The cost provided must be comprehensive of all costs associated with services provided.

**G. CONTRACTOR DELIVERABLE IN RESPONSE TO THIS RFP**

Each proposal sent to CCCRA in response to this RFP should include:

- A detailed budget narrative.
- Examples of similar work the contractor has completed in the last five years.
- Experience of the assigned contractor staff.
- A signed contract with a section for CCCRA to sign and accept the provided work proposal.
- A completed Vendor Identification sheet.
- A completed non-collusion affidavit.

## **ALTERNATE A: DETAILED ASSESSMENT OF BUILDING A CANTILEVERED TRAIL SECTION OVER THE FLOOD WALL**

As discussed in Section C above, the Scope of Work for **Alternate A** consists of:

- Geotechnical Report, including boring logs, evaluating the feasibility of and/or providing foundation recommendations for the structural impacts of the conceptual trail configuration along the Johnstown Flood Control channels.
- Preliminary structural design of retaining wall(s), trail slab, and flood-control wall restoration.
- Approval from the Army Corps of Engineers of the Conceptual Hydraulic and Structural trail impact configurations for work in the floodway and possible alteration of the flood-control wall as defined in the revised plan.
- Approval of the City of Johnstown for alterations to the Hickory Street Bridge.
- Preliminary concurrence of PA DEP for Section 105 Stream Encroachment NPDES permits, pending final design.
- PHMC concurrence regarding impacts to Hickory Street Bridge.
- We do NOT anticipate needing PennDOT approval because the goal is to keep bicycle traffic off Route 403/Napoleon Street; however, if the revised plan impacts these streets, PennDOT approval or permits would be obtained as needed.

## **ALTERNATE B: PERMITTING AND FINAL ENGINEERING FOR THE BICYCLE-PEDESTRIAN CROSSING OF BEDFORD STREET**

Section B.3. above outlines where a bicycle-pedestrian crossing is needed for the four-lane section of Bedford Street at or near its intersection with Baumer and Adams Streets. The basic plan for Section 3 will include determining whether the bike-ped crossing should be located at Baumer and Adams, or should be located near the railroad crossing closer to Hickory Street Bridge. Sufficient engineering is required to get clear guidance from PennDOT and/or CSX Railroad to be poised to do all permitting and final engineering, and provide a detailed cost estimate for permitting, engineering and building the resting island needed in the middle of Bedford Street.

The Scope of Work for Alternate B seeks to obtain all needed permits, develop final engineering and provide construction drawings to make this project “shovel ready.”



## APPENDIX A: VENDOR IDENTIFICATION SHEET

**VENDOR NAME (PRINTED):** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

\_\_\_\_\_

**PHONE NUMBER:** \_\_\_\_\_

**AUTHORIZED SIGNATURE:** \_\_\_\_\_

**NAME (PRINTED):** \_\_\_\_\_

**TITLE:** \_\_\_\_\_



## NON-COLLUSION AFFIDAVIT

PROJECT/PROPERTY LOCATION (STREET ADDRESS):	CONTRACT/PROJECT NUMBER:
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This Non-Collusion Affidavit is material to any contract/purchase order awarded pursuant to this bid. According to Section 4507 of Act 57 of May 15, 1998, 62 Pa. C.S., ss 4507, governmental agencies may require Non-Collusion Affidavits to be submitted with any bids.

By submittal of a bid for the above referenced project and execution of this affidavit, the following statements are acknowledged:

- The price(s) and amount of bid have been arrived at independently and without consultation, communication or agreement with any other Contractor, potential Contractor or bidder.
- Neither the price(s), amount of this bid nor the approximate price(s) or amount of bid, have been disclosed to any other company or person who may be a Contractor or potential Contractor, nor will they be disclosed prior to this bid opening.
- No attempt has been made, or will be made, to induce any company or person to refrain from bidding on this contract or submit a proposal higher than this bid, or to submit any intentionally high or noncompetitive bid or other form of complementary bid.
- This bid is made in good faith and not pursuant to any agreement or discussion with, or inducement from any company or person to submit a complementary or other noncompetitive bid.
- To my best knowledge, the Contractor, its affiliates, subsidiaries, officers, directors and employees are not currently under investigation by any governmental agency and have not in the last four years been convicted or found liable for any act prohibited by State or Federal law in any jurisdiction, involving conspiracy or collusion with respect to bidding on any public contract.
- The Contractor is not currently under suspension or review by the commonwealth, or any other Federal, State or Local Governmental entity. If certification cannot be made, a written explanation to support the inability of providing such shall be submitted with this bid.

LEGAL NAME OF CONTRACTOR OR CONSTRUCTION COMPANY (PLEASE PRINT):

AUTHORIZED REPRESENTATIVE (PLEASE PRINT):

TITLE:

*I state that I am authorized to make this affidavit on behalf of the above name Contractor or Construction Company and am the person responsible for submitting this bid and price(s) and amount included therein.*

SIGNATURE (AUTHORIZED REPRESENTATIVE):

NOTARY PUBLIC:

SWORN TO AND SUBSCRIBED

BEFORE ME THIS \_\_\_\_ DAY

OF \_\_\_\_\_, 20\_\_\_\_

MY COMMISSION EXPIRES:

\_\_\_\_\_

**The following information is to provide (at minimum) an overall explanation of non-collusion and the role/responsibility of entities desiring to participate in the bidding process for pending projects as advertised.**

- A Non-Collusion Affidavit must be executed by the person responsible (i.e; owner, employee, officer) for making decisions on price(s) and amount(s) quoted in the bid.
- Bid rigging and other efforts to restrain competition, and making false sworn statements in connection with the submission of bids are unlawful and may be subject to criminal prosecution. The person who signs the affidavit should be aware of all bidding requirements and protocol. By signing this document, she or he must be assured that each statement is true and accurate, making diligent inquiry, as necessary, of all other persons employed by or associated with the bidder as to their responsibilities for the preparation, approval and/or submission of the bid.
- In the case of a bid submitted by a joint venture, each party to the venture must be identified in the bid proposal, and an affidavit be submitted separately on behalf of each party.
- The term “complementary bid” as used in the affidavit, incorporates the meaning commonly associated with its’ use in the bidding process. This includes the knowing submission of bid amounts higher than the bid from another Contractor, any intentionally high or noncompetitive bid, and any other form of bid submitted for the purpose of giving a false appearance of competition.
- Failure to submit an affidavit with the bid proposal in compliance with these instructions may result in disqualification of the bid.