Transportation Safety and Improvements Study: Farmington and Hartford

Request for Qualifications
ADDENDUM #1
October 10, 2014

The following summarizes questions received related to the Request for Qualifications for the Transportation Safety and Improvements Study: Farmington and Hartford along with CRCOG’s responses. Additional questions received prior to the October 15, 2014, 11:00 a.m. question deadline will be posted as addenda on our website (www.crcog.org) along with corresponding responses.

In the Introduction paragraph on the first page, you state that the SF330 - Part II for each firm should be included. There is no other mention of this being an SF330 submission. Do we, in fact, need to provide an entire SF 330 as part of the submission or just the Part II?

Only GSA 330 Part II is required. Responses should be in the format listed in the RFQ. GSA 330 Part I can also be included in the response, but is not required.

In reference to paragraph 2 of the overview: Is there a document that you can provide that lists the “operational improvements on Route 4 and the local roadway network” as mandated by OSTA and other “identified Transportation Issues”?

Recent significant development in the UConn Health Center area has resulted in applications for OSTA certificates. OSTA #051-1207-01 resulted in approval of Certificate 198-E (see attached) which required a number of area roadway improvements. Also, OSTA # 051-1407-01 is pending review in the area, and could result in additional required roadway improvements.

As mentioned in the RFQ and Draft Scope of Services, a few of the other currently “identified Transportation issues” include highway access to the Medical Center, highway access from Route 4 eastbound to Route 9 southbound, and operations at the Route 4/Talcott Notch/Old Mountain Road intersection. It is assumed that other existing and future Transportation issues will be fleshed out through the study process.

Is there a desired format or software package for the following: Base mapping (4.2), Operational analyses (5.1.2), Traffic demand modeling (7.4), Visualization (7.7)?

Base Mapping - CRCOG 2009 rectified scalable aerial photography is available for, or to supplement, base mapping. The concept designs should be performed with software capable of displaying concept design at the accuracy required for a transportation study. It should be either in a standard format (AutoCAD, MicroStation, GIS), or in format that can be easily translated into a standard format.
Operational analyses – Should be performed in the format appropriate for the task as recognized by FHWA and CTDOT. Recent previous CRCOG studies have utilized SYNCHRO & SimTraffic.

Traffic demand modeling - CRCOG staff anticipates performing all necessary regional Travel Demand Modeling.

Visualization – Final format should be in or easily translatable to .pdf format

Is there an incumbent that has performed any transportation planning or traffic engineering work in the study area prior to the release of this RFQ? If yes, please identify the firm(s), work performed and any resulting publications, documents and work products.

There is no incumbent. Numerous traffic studies have been and an EIE associated with area development have recently been completed in area, some requiring OSTA/STC Major Traffic Generator Certificates and Letters of Determination.

Is there a DBE participation goal for this RFQ? If yes, what is the goal? If no, why is there no goal?

The project is not being funded with Federal funds and therefore there is no DBE participation goal. As stated in the RFQ, Prime consultants should engage in a good faith effort to include SBE, WBE, and/or MBE designated firms as part of proposed work efforts.

Are the rates presented by the Office of Policy & Management - Michael Kozlowski – in its November 21, 1996 memorandum negotiable or fixed?

This study is expected to be a lump sum contract based on approved rates and negotiated manhours. The rates presented in the letter are fixed. The letter is applicable to all projects that are 100% Connecticut State funded and this study is being funded with LOTCIP (100% State) monies. An individual acting in the “Principal” role as described in the letter (i.e., managing, directing and/or administering the contract) must adhere to the $35/hour maximum hourly rate. That same individual may perform work in a separate “employee” capacity (i.e., Project Manager, Draftsman, Senior Engineer, etc.) at the rate for that work task.
January 16, 2013

Mr. Thomas Trutter  
Associate Vice President  
Facilities Development & Operations  
University of Connecticut Health Center  
263 Farmington Avenue  
Farmington, CT 06030

Dear Mr. Trutter:

Subject: Town of Farmington  
University of Connecticut Health Center Expansion (Genomics Lab, Ambulatory Center, Parking Garage, Hospital Tower)

Enclosed is a copy of Traffic Investigation Report No. 051-1207-01, approved by this office on January 15, 2013, recommending issuance of a certificate for the subject development. In accordance with the report, enclosed is Certificate No. 198-E.

The Certificate will expire three (3) years from the approval date of the aforementioned report unless all conditions and requirements are complied with within that period or permission is requested and obtained from the Office of the State Traffic Administration to extend the expiration date. An encroachment permit must be obtained from the Department of Transportation District 4 Office at 359 South Main Street, Thomaston, CT 06787 (Attn: Mr. James Lapan at 860-585-2795) prior to performing any work within the state highway right-of-way. An encroachment permit will not be issued until the district office has reviewed and approved detailed construction plans for the work in the state highway right-of-way.

Operation of any portion of the expansion of the facility is prohibited until all conditions of the Certificate have been satisfied, unless permission to do so has been granted by the Office of the State Traffic Administration.

Sincerely,

[Signature]

David A. Sawicki  
Executive Director  
Office of the State Traffic Administration

Enclosures

Copy to:  
Mr. Matt Blume  
Planning and Zoning  
Mr. Joseph Cassidy – Acting State Building Inspector - Please see paragraph 3.  
Mr. David Sullivan – Please see Paragraph No. 3. Confirm completion of certificate requirements prior to applying for any certificates of occupancy by calling the OSTA at (860)594-3020.

Mr. Lyle Wray

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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

CERTIFICATE NO. 198-E

OSTA NO. 051-1207-01
APPROVED: January 15, 2013
EXPIRES: January 15, 2016

ISSUED TO: University of Connecticut Health Center
263 Farmington Avenue
Farmington, CT 06030

FOR: University of Connecticut Health Center Expansion
( Genomics Lab, Ambulatory Center, Parking Garage, Hospital Tower)
263 Farmington Avenue
Town of Farmington

Pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the Office of the State Traffic Administration

The property owner(s) and such owner's/owners' heirs, successors in interest or assigns are hereby ordered to comply with the conditions and requirements as set forth in the attached report(s) and plan(s), which are incorporated herein. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

OPERATION OF THE DEVELOPMENT OR ANY PORTION THEREOF SHALL NOT BE ALLOWED UNTIL SUCH TIME AS THE PROPERTY OWNER(S) AND SUCH OWNER'S/OWNERS' HEIRS, SUCCESSORS IN INTEREST OR ASSIGNS HAS/HAVE COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE THREE (3) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this office, this Certificate may be reviewed and modified or revoked in the interest of public safety.

David A. Sawicki
Executive Director

Date: 1/16/13

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<tr>
<td>Recommended By:</td>
<td>Troy J. Legate</td>
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<td>See Previous TIR:</td>
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<td>Requested By:</td>
<td>David Sullivan, P.E. Milone &amp; MacBroom</td>
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<td>How Requested:</td>
<td>Letter</td>
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<td>Date:</td>
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<td>OSTA No.:</td>
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**STATE OF CONNECTICUT**
**DEPARTMENT OF TRANSPORTATION**
**OFFICE OF THE**
**STATE TRAFFIC ADMINISTRATION**

**TRAFFIC INVESTIGATION REPORT**

<table>
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<tr>
<td>Location: University of Connecticut Health Center (UCHC)</td>
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<tr>
<td>Route 4 (263 Farmington Avenue)</td>
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<td>Date: 1/15/13</td>
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<td>[Signature] EXECUTIVE DIRECTOR</td>
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**Recommendations**

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the Office of the State Traffic Administration (OSTA) issue a certificate to the University of Connecticut Health Center for the 882,000 sq. ft. expansion of the University of Connecticut Health Center with 955 additional parking spaces, located at 263 Farmington Avenue in the town of Farmington stating that the operation thereof will not imperil the safety of the public based on the following conditions.

These conditions are based on and refer to the following plans prepared by Milone and MacBroom:


1. That Route 4, SR 508 and SR 531 be reconstructed and widened in substantial conformance with the referenced plans.

2. That Route 4 be overlaid within the limits of the widening and pavement markings revisions. The extent of the overlay is to be determined by the Department of Transportation’s District 4 Office.
3. That the geometry of the SR 531 (South Road and Colt Highway), South Road and Two Mile Road intersection be revised and overlaid within the limits of the revision in substantial conformance with the referenced plans. (The extent of the overlay is to be determined by the Department of Transportation's District 4 Office.)

4. That the site driveways on Route 4 be reconstructed in substantial conformance with the referenced plans.

5. That the geometry and location of the site driveway on Middle Road remain as shown on the referenced plans.

6. That the following traffic signals be revised and/or replaced:
   - Route 4 at SR 531 (Int. No. 051-203)
   - Route 4 at UConn Health Center and The Exchange driveways (Int. No. 051-219)
   - Route 4 at Talcott Notch Road and Old Mountain Road (Int. No. 051-226)
   - Route 4 at SR 508 (Int. No. 051-229)
   - Route 4 at Loehmann's Plaza (Int. No. 051-230)
   - SR 531 at SR 549 (Birdseye Road) (Int. No. 051-253)
   - SR 531 at Munson Road (Int. No. 051-268)

7. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

8. That approach grades of the driveways and Town roads along Route 4 and SR 531 affected by the roadway widening noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.

9. That the guide rail affected by improvements noted in Condition No. 1 be revised in a manner satisfactory to the Department of Transportation's (Department) District 4 Office. The revisions may include, but are not limited to, the replacement and relocation of the guide rail to conform with current Department design standards, regrading, and installation of appropriate end treatments.

10. That guide rail be installed on the northeast corner of the Route 4 and SR 531 intersection in a manner satisfactory to the Department of Transportation's (Department) District 4 Office. The installation may include, but is not limited to, conforming with current Department design standards, regrading, and installation of appropriate end treatments.

11. That intersection sight distances be provided and maintained from the site driveways on Route 4 as shown on the referenced plans.

12. That the intersectional sight distances of the driveways and Town roads along Route 4 and SR 531 affected by the roadway widening noted in this report, meet Department standards for intersecting streets or not be diminished.
13. That any cutting, removal or pruning of trees, shrubbery or vegetation situated partially or wholly within the limits of the State highway right-of-way be in accordance with Department of Transportation's "Office of Maintenance Guidelines for Tree Maintenance and Removal."

14. That intersection sight distances from the site driveway on Middle Road be in conformance with the standards and specifications of the Town of Farmington.

15. That all work on roadways that are owned and maintained by the Town of Farmington be performed in conformance with the standards and specifications of the Town.

16. That a traffic signal be installed at the Middle Road, Munson Road and site driveway intersection.

17. That signs and pavement markings on Route 4, SR 508, SR 531 (South Road and Colt Highway), Middle Road, South Road and Two Mile Road be installed in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

18. That signs and pavement markings on site driveways and within site property be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

19. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

20. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

21. That all utility relocations in the State highway right-of-way be at no cost to the State Department of Transportation or Town of Farmington and in accordance with the "Utility Accommodation Manual."

22. That future internal connections between the site property and adjacent properties be allowed and not precluded subject to agreement between the property owners, and that no future access to the site property from any adjacent properties be established without review and/or approval of OSTA.

23. That an encroachment permit be obtained from the Department of Transportation's District 4 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

24. That an application for a certificate of occupancy for any portion of this expansion not be submitted until all the conditions of this report have been completed or subsequent OSTA approval allows otherwise.

25. That OSTA reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.
Mr. David Sullivan, P.E., the applicant’s authorized representative, concurred with the above recommendations on December 26, 2012.

The opinion and findings of town of Farmington Local Traffic Authority representative Mr. Matthew Blume were considered in the development of the above recommendations.
Report of Findings
Traffic Investigation Report No. 051-1207-01
Town of Farmington – Route 4 (Farmington Avenue)
University of Connecticut Health Center (UCHC)

Description:
The University of Connecticut Health Center (UCHC) has proposed construction of a Systems Genomics laboratory, ambulatory care center, parking garage and a hospital bed tower/parking garage, consisting of 882,000 square feet of new building area with 955 parking spaces. The separately owned Farm Office Associates property (30,271 square feet of building area with 170 parking spaces) will also be included in the certifiable area since this property utilizes the UCHC access driveways. The proposed expansion and the Farm Office Associates property will bring development within the certifiable area to a total of 2,662,665 square feet of gross floor area with 5,079 parking spaces.

Access to the campus will continue to be provided by way of three existing driveways. The Main Road (privately owned) access intersects Route 4 from the east, opposite The Exchange driveway, at a signalized intersection (Int. No. 051-219). An unsignalized site driveway also intersects Route 4 from the east approximately 600 feet south of the Main Road access. The third access is located at the south end of the campus where a driveway intersects Middle Road from the north, opposite Munson Road, which is proposed to be modified from all-way stop control to a traffic signal.

The signalized intersection of Route 4 (Farmington Avenue), Talcott Notch Road and Old Mountain Road currently exhibits peak hour congestion and poor levels of service. The extent of work necessary to improve these conditions would likely require the acquisition of private property to allow for major reconfiguration of the five-legged intersection. Due to this, improvements to this intersection by the applicant are not commensurate with the additional traffic added by the development’s expansion. However, it was determined that the Town of Farmington will contact the Capitol Region Council of Governments (CRCOG) and request that this intersection be considered for a future study to determine potential solutions.

Conclusion:
The proposed site expansion’s impacts necessitate the proposed work. These offsite roadway improvements have been estimated at $3,240,000. However, a bond is not required to cover the costs of the roadway improvements since the State is the property owner.