

Request for Qualifications- Consultant Questions' Response
Illinois 92 Corridor Study for the Illinois Quad Cities – Rock Island, Moline, East Moline, Silvis and MetroLINK

1. **Can Bi-State release a budget amount for this study? (11/12/18)**

As a request for qualifications, cost will not be discussed until a consultant is selected and will be negotiated as part of the scope of work based on the sample scope provided in the RFQ. The project will entail use of federal funds. As such, the selected consultant can anticipate meeting relevant federal transportation planning requirements and assurances.

2. **Just to verify, the submittal can have 25 pages total which all 25 can be double sided? (11/12/18)**

Yes, double-sided not to exceed 25 pieces of paper.

3. **Are any copies available of previous corridor studies or planning reports for the Corridor available? There was mention of several independently conducted reports/analyses by the various jurisdictions (Rock Island, Moline, I-74 traffic flow), IDOT and MetroLINK. (11/12/18)**

The following are study references from Moline.

- <http://www.moline.il.us/DocumentCenter/View/3510> - Comp Plan Update for Moline Center, Florencia, and Edgewater (phase I Riverfront)
- <http://www.moline.il.us/DocumentCenter/View/4346> - Moving Moline Forward (phase II Riverfront)
- <http://www.moline.il.us/DocumentCenter/View/182> - River Drive Corridor Study

- <http://www.moline.il.us/DocumentCenter/View/180> - IL 92 Study (draft form and not adopted as an element of the Comp Plan)

Studies for Rock Island are in a downloadable format in the Illinois 92 RFQ module.

4. **Could you provide the list of consultants the RFQ was sent to? (11/27/18)**

It is in a downloadable format in the Illinois 92 RFQ module.

5. **What software do you use concerning the existing traffic model for the Quad Cities? (11/30/18)**

The Quad Cities MPO uses TransCAD software to run the travel demand model. It is based on person trips. Details of the model can be found in Bi-State's model documentation report at the following link: <http://bistateonline.org/transportation/quad-cities-metro-planning/2012-11-13->

[20-19-45/quad-cities-metro-lrtp-long-range-transportation-plan](#). The 2045 model has a horizon year of 2010 and two horizon years of 2025 and 2045. Tianze Ma, is Bi-State's travel demand modeler. The selected consultant would be allowed through a use agreement to utilize the 2045 travel demand model for the study purposes.

6. **Is there a current vision for changes of land use, character, identify or function of IL92 that should be considered in the transportation study? (11/30/18)**

There currently is no coordinated vision for the corridor by the study participants. It is anticipated that the transportation study will help draw out a vision and unifying identity for the corridor to provide some cohesiveness to its form and function.

7. **Is there funding available for implementation of short-term recommendations? Or is this more of a long-range study? Are there multiple planning year horizons anticipated? (11/30/18)**

Depending on the outcome of the study, there may be short and long term recommendations. Short term recommendations that would be consistent with the long range transportation plan without a plan amendment would include maintenance and operational improvements, and improvements within the existing right-of-way such as sidewalk improvements and ADA accommodations. Any changes to capacity, e.g. lane additions or deletions, or would require right-of-way acquisition would require an amendment or longer view to be incorporated into the 2050 Long Range Transportation Plan update to be adopted by March 2021.

8. **Will the Bi-State Regional Commission be the conduit for collecting and organizing GIS information for the four communities? Or would the consultant contact each community individually? (11/30/18)**

Bi-State staff can assist with collection and transmitting GIS information electronically to the selected firm/consultant(s). However, we would not propose to consolidate the information which would be the role of the selected firm/consultant(s). Bi-State could also provide contact information if there is a need for direct contact with each community.

9. **Are there sources for crash data other than IDOT? (11/30/18)**

The primary source of crash data would be with the ILDOT. Bi-State staff could provide contact information for the police departments for crash information and/or local knowledge that would not make the thresholds reported to the ILDOT.