

**CITY OF YAKIMA
DEPARTMENT OF PUBLIC WORKS
TECHNICAL SERVICES
REQUEST FOR PROPOSALS**

Publication Advertisement

The City of Yakima Department of Public Works is requesting proposals from qualified firms interested in providing technical services to perform the 2025 Pavement Condition Assessment. The assessment includes approximately 400 centerline miles of city streets, all within the right-of-way. The information gathered will be integrated into the City's GIS layers. This assessment is intended to begin in 2025. The complete Request for Proposals (RFP) may be found here: <https://www.yakimawa.gov/services/engineering/>.

The City reserves the right to amend the terms of this "Request for Proposals" (RFP), and to circulate various addenda.

Proposals shall be limited to twelve (12) pages and shall follow the guidance in the complete RFP information found at the web address above. Proposals will be evaluated on a competitive basis using the criteria listed in the complete RFP. The City will score the received Proposals and may conduct interviews.

Proposals shall be received at Yakima City Hall by 2:00 p.m., May 13, 2025, to the Office of the City Clerk, 129 N. 2nd Street, Yakima, WA 98901. Three (3) copies of the Proposal shall be provided in the submission. Questions regarding the RFP should be directed to Bill Preston, PE, Acting City Engineer at (509) 576-6754, Bill.Preston@yakimawa.gov.

The City of Yakima in accordance with Section 504 of the Rehabilitation Act (Section 504) and the Americans with Disabilities Act (ADA), commits to nondiscrimination on the basis of disability, in all of its programs and activities. This material can be made available in an alternate format by emailing or calling Bill Preston at the information provided above.

The City, in accordance with Title VI of the Civil Rights Act of 1964, (78 Stat. 252, 42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Qualified disadvantaged, minority, and women-owned consultants are encouraged to respond. The City of Yakima is an equal opportunity employer.

Background

The City of Yakima (City) maintains approximately 400 centerline miles of roadways throughout the City Limits, shown in Exhibit 1 at the end of this document. The roadways consist of the following functional classifications; Interstates/Highways, Principal Arterials, Minor Arterials, Collector Arterials, and Local Access.

The City last completed a comprehensive pavement condition assessment in 2022 and conducts various roadway maintenance, repair and rehabilitation projects on an annual basis. A comprehensive survey of the City's roadway network is necessary to provide updated pavement condition information and to support future planning and prioritization of roadway projects and maintenance.

Anticipated Scope of Work

The City is soliciting proposals from firms to perform pavement condition assessments throughout the City. All data collected will be used by City staff to identify, plan, and prioritize future projects for the maintenance, repair, preservation and rehabilitation of roadways.

The scope of work will generally consist of three phases:

1. Data Collection
2. Condition Assessment
3. Pavement Management Summary

It is anticipated that the pavement condition assessment will be completed in 2025.

1. Data Collection

The survey necessary to assess the condition of the City's roadways shall be completed using an automated or semi-automated data collection vehicle equipped with onboard sensors for measurement of all significant parameters of pavement and associated distresses, geo-referenced, including high resolution downward facing line-scan images and high-resolution forward and side facing images at maximum 20-foot intervals. Inspection methods shall be consistent with the latest American Society of Testing Materials ASTM D6433 "Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys". The equipment and methods used for the survey and data collection must be repeatable and be conducted in conditions (dry pavement, adequate lighting) that support the collection of quality data. Digital images shall be delivered in industry standard .jpeg image format. They shall be easily viewable and include aspects of the right-of-way outside of the pavement for location context, and coordinated with street segment rating information. All images shall have the ability to determine the date that the image was taken.

The scope of the pavement survey will consist of gathering data and assessing the pavement condition of all arterials, collectors and local roads in the City's existing roadway network. Interstates/State routes will not be included in the scope of the pavement survey. For arterials and collectors, data collection shall be performed in both directions. For residential streets, data collection may be performed in a single direction.

2. Condition Assessment

Based on the data collected, each roadway segment shall be assessed for pavement distress, including the type (ex. Alligator cracking, raveling, etc.) and severity, in order to develop a Pavement Condition Index (PCI) rating for each roadway segment. The PCI ratings should be assigned to each roadway segment in a manner that allows for integration with the City's existing GIS system.

The development of a PCI rating for each roadway segment shall be completed in accordance with the ASTM D6433.

3. Pavement Management Summary

The information and imagery collected and developed as part of the roadway survey and condition assessment shall be compiled and delivered to the City, both as a PDF report and a GIS geodatabase. Additionally, raw data shall be provided to the City in a Microsoft Excel file. The PDF report will describe the methods used to complete the survey and condition assessment, along with the associated results.

The geodatabase will be referenced to the roadway segments provided by the City and include the PCI rating assigned to each roadway segment, along with any other information collected as part of the roadway survey, including but not limited to, the presence or absence of pavement distress, details on any distress that is present, pavement type, number of lanes, roughness and width. The City will provide a GIS layer of street centerlines including an internal ID in a file geodatabase. Final delivery of the pavement inventory shall be uploaded and returned to the City in a file geodatabase with the original ID, original coordinate system and new attributes.

Finally, the consultant will prepare a Pavement Management Summary (PMS) that is capable of modeling the condition and performance of the City's roads, recommending various available maintenance, rehabilitation, and reconstruction (MR&R) strategies and projecting the funding levels to support these activities. Examples of MR&R strategies to be assessed as part of the PMS include, but are not limited to, crack sealing, patching, seal coating, overlays, and roadway reconstruction.

Analysis of MR&R strategies and the associated funding needs should be based on the PCI ratings, and other roadway information collected during the Data Collection and Condition Assessment phases. The format of the PMS can be determined by the consultant but must have functionality that allows for the development of localized pavement performance curves and be able to estimate the cost associated with the various MR&R strategies that are assessed and/or recommended as part of the PMS.

Delivery of the PMS must support the City's overall PMP by identifying a roadway improvement plan for a given planning period that includes projects that are prioritized based on the optimal use of available funding resources. Thus, it is important that the PMS proposed by the consultant is accessible and offers ease of access for future use by City staff in response to changing conditions, such as available funding resources.

Anticipated Schedule

Advertise RFP	April 22, 2025 and April 29, 2025
Proposals Due	May 13, 2025
Shortlist Consultants (if necessary)	May 20, 2025
Interviews (if necessary)	May 27, 2025
Select Consultant	June 3, 2025
Consultant Agreement to City Council	July 1, 2025
Notice to Proceed	July 2, 2025

Field Work Completion
Report Completion

December 31, 2025
March 31, 2026

Submittal Requirements

Submit 3 copies of your Proposal to the Office of the City Clerk, 129 N. 2nd Street, Yakima, WA 98901. The Proposal should include the following:

1. Cover Letter describing the submitting firm and relevant experience, 1 page maximum.
2. Description of the project team, including any sub consultants, 3 pages maximum.
3. Summary of 3 similar projects with references, 3 pages maximum.
4. Description of the firm's project approach, including methods proposed to complete the survey, condition assessment and format/content of the PMS, 5 pages maximum.

Selection Process

Consultant selection will be based on the Proposals using the following criteria and weighting:

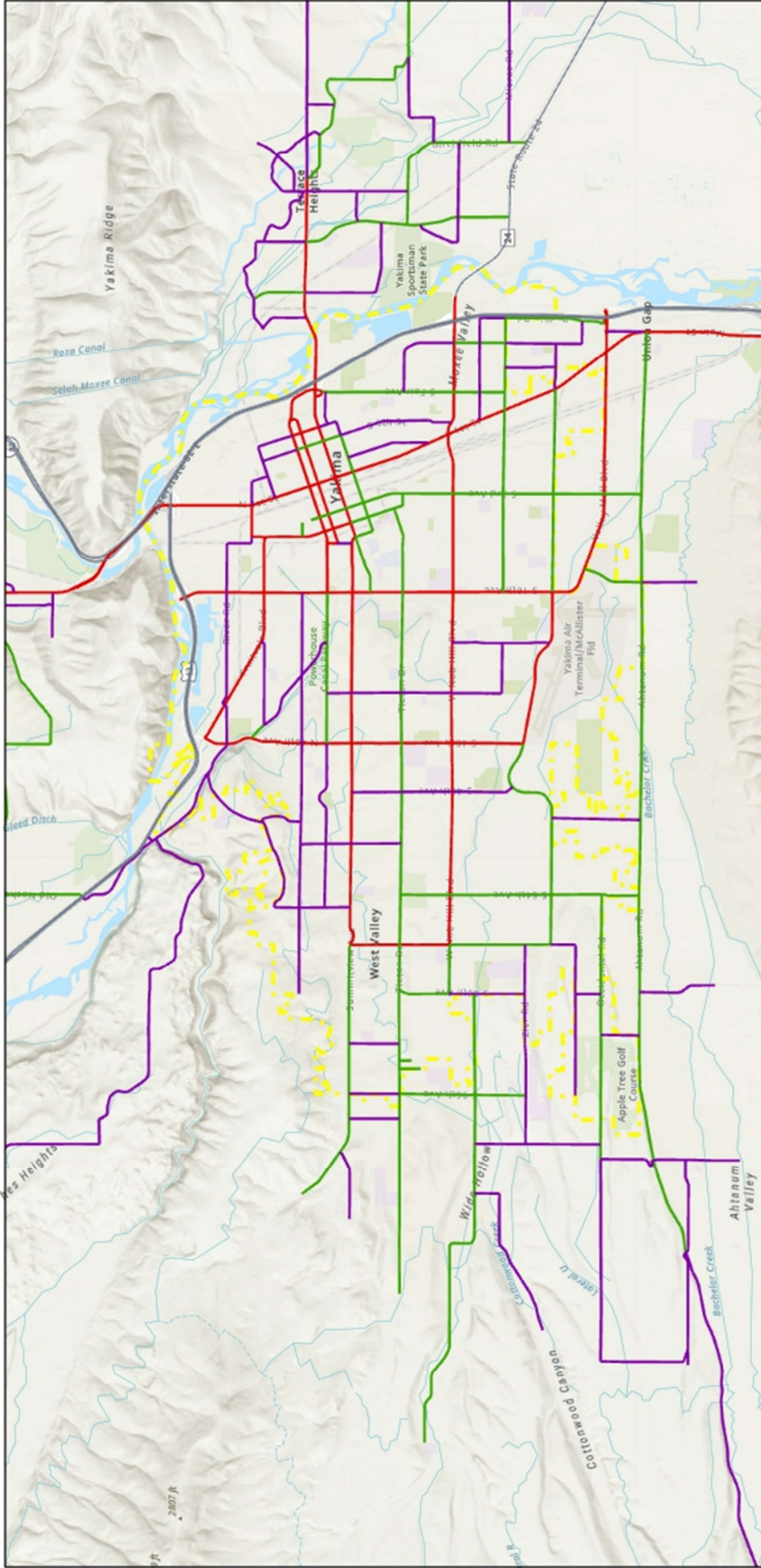
<u>Criteria</u>	<u>Points</u>
1. Project Team Qualifications & Organization	0-20
2. Similar Projects/Experiences	0-15
3. Project Approach	0-40
4. Cost	<u>0-25</u>
Max Points	100

Staff will review the proposals received based on the evaluation criteria. If necessary, staff will shortlist the prospective consultants for an interview. Short-listed consultant teams will be ranked after the interview. The City may choose to contact officials from other jurisdictions regarding the consultant, their prior work experience and their ability to successfully complete the work.

The City intends to enter into an agreement with the Consultant who provides a Proposal that, in the opinion of the City, best meets all of the below listed evaluation criteria as determined by the City's selection committee and ranks the highest. The City Engineer will submit a final recommendation to the City Manager and the City Council for approval. Upon selection of a Consultant, the City intends to enter into an agreement using its standard Professional Services Agreement, which shall be used to secure these services.

All communication with the City and/or questions related to this RFP shall be directed to Robert Washabaugh, PE, Supervising Traffic Engineer, at 509-576-6601, Robert.Washabaugh@yakimawa.gov.

City of Yakima Exhibit 1



3/12/2025

- Functional Classification
- Principal Arterial
- Minor Arterials
- Collector Arterials
- Interstate/Highways
- Street Names
- Yakima City Limits Dashed

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