

ADDENDUM No. 1

RFP No. 24-22

Construction Engineering for the Barton/Bandemer Park Pedestrian Tunnel Project

Due: May 1, 2024 by 2:00 p.m. (local time)

The information contained herein shall take precedence over the original documents and all previous addenda (if any), and is appended thereto. **This Addendum includes nine (9) pages.**

The Proposer is to acknowledge receipt of this Addendum No. 1, including all attachments in its Proposal by so indicating in the proposal that the addendum has been received. Proposals submitted without acknowledgement of receipt of this addendum may be considered non-conforming.

The following forms provided within the RFP Document should be included in submitted proposal:

- Attachment D - Prevailing Wage Declaration of Compliance
- Attachment E - Living Wage Declaration of Compliance
- Attachment G - Vendor Conflict of Interest Disclosure Form
- Attachment H - Non-Discrimination Declaration of Compliance

Proposals that fail to provide these completed forms listed above upon proposal opening may be rejected as non-responsive and may not be considered for award.

I. CORRECTIONS/ADDITIONS/DELETIONS

Changes to the RFP documents which are outlined below are referenced to a page or Section in which they appear conspicuously. Offerors are to take note in its review of the documents and include these changes as they may affect work or details in other areas not specifically referenced here.

Section/Page(s)	Change
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Page 8	As provided in RFP No. 24-22 Document: O. Schedule: “Expected City Council Authorizations June 2024” As updated herein: “Expected City Council Authorizations July 2024”
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Comment: The intent with this change is to correct the expected City Council Authorization to July 2024.

Page 11	As provided in RFP No. 24-22 Document: Section II Scope of Services: A. Description
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As updated herein:

Addition: "Fiber optic lines will also need to be maintained during construction."

Comment: The intent with this addition is to add this information to the project description.

Page 15

As provided in RFP No. 24-22 Document:

B. Tasks: Project Management and Resident Engineering Page 15:

"bb. Verify that the contractor complies with all permit requirements as they pertain to MDOT, MDEQ, City of Ann Arbor, etc.;"

As updated herein:

Change: "MDEQ" to "EGLE"

Comment: The intent with this change is to simply to correct the permitting agency that has been renamed from MDEQ to EGLE.

Page 19

As provided in RFP No. 24-22 Document:

B. Tasks: Construction Design Services Page 19:

"Construction Design Services: Design services in the disciplines of road and utility engineering will be provided on an "as needed" basis to incorporate City approved changes or modifications to the original project plans and specifications that require professional design effort and result in the development of new plan drawings, details, or specifications. The hours shown in the Consultant's Proposed Person-hour Schedule for the Allen Creek Railroad Berm Opening Project are an estimate and shall be used to establish a budget for these services."

As updated herein:

"Construction Design Services: Design services in the disciplines of road and utility engineering, as well as park amenities and trail design, will be provided on an "as needed" basis to incorporate City approved changes or modifications to the original project plans and specifications that require professional design effort and result in the development of new plan drawings, details, or specifications. The hours shown in the Consultant's Proposed Person-hour Schedule for the Barton/Bandemer Park Pedestrian Tunnel Project are an estimate and shall be used to establish a budget for these services."

Comment: The intent with this change is to add the park amenities and trail design services scope and correct the name of the project.

Page 21

As provided in RFP No. 24-22 Document:

Section III Minimum Information Required: Proposal Format, D. Fee Proposal Page 21

As updated herein:

Addition: Please provide a fee estimate for construction staking and media relations.

Comment: The intent with this addition is request from offerors a breakout fee for construction staking and media relations.

II. QUESTIONS AND ANSWERS

The following Questions have been received by the City. Responses are being provided in accordance with the terms of the RFP. Respondents are directed to take note in its review of the documents of the following questions and City responses as they affect work or details in other areas not specifically referenced here.

Question 1: The role of public/media relations in my past Ann Arbor projects has varied in scope of work. Do you anticipate the project team assisting the city personnel in developing information on public notices/door hangers etc. or are you looking for a dedicated PR firm to provide additional resources for public engagement?

Answer 1: The City has our own communications staff and we would review any public notices and press releases before they are shared publicly. We are looking for offerors to provide informational content and an initial draft for things like press releases, email and website updates, and the City can coordinate the final distribution of these items. The City maintains project webpages to inform the public and would ask the offeror's firms to provide regular informational updates for the website. If a firm has staff that can further assist with providing communications support that would be an item to highlight in your proposal.

Question 2: I see that construction bid documents have been posted, and that the proposed construction schedule is slated to begin later this year with a Dec. completion. Has any preliminary work with Amtrak and the needed construction and permit agreements been done to advance this potential lengthy process? The current city of AA bridge project has spent almost 6 months post bid letting attempting to procure these agreements and are still not fully authorized to being operations on the railroad ROW.

Answer 2: The City has received a Letter of No Exception from Amtrak and has a final draft of the Construction Agreement that will be going to City Council for approval shortly. The City is also in coordination with MDOT Office of Rail to develop the necessary Structure Agreement and Long-term Occupancy Permit. A fiber optic maintenance agreement is also in development. The City expects to have all required railroad approvals in place before construction begins.

Question 3: Do you have an estimated budget for construction?

Answer 3: Our engineer's opinion of cost had the construction contract estimated around \$4m. That does not include additional costs such as force accounts with Amtrak (that will be direct billed to the City) and others, or the Construction Engineering contract.

Question 4: Is a list of attendees from the pre-proposal meeting available?

Answer 4: Yes it is included as an attachment to this addendum, as well as an agenda from that meeting.

Offerors are responsible for any conclusions that they may draw from the information contained in the Addendum.

1. Summary

Meeting title	Pre-proposal Meeting for Barton Tunnel CEI RFP 24-22
Attended participants	13
Start time	4/16/24, 10:45:40 AM
End time	4/16/24, 11:45:13 AM
Meeting duration	59m 32s

2. Participants

Name	Email
Hanzel, Hillary	HHanzel@a2gov.org
Jeremy Hedden	Jeremy.Hedden@collierseng.com
Chris Elenbaas	Chris.Elenbaas@ohm-advisors.com
Welch, Robb	rrwelch@fishbeck.com
Nate	
Uribe-Duque, Felipe	FUribe@WadeTrim.com
Peter Sanderson	sandersonp@washtenaw.org
Abayou, Anis	Anisa@tymeengineering.com
Sherrill, Wendy	Wsherrill@wadetrim.com
Scherdt, Brian	bscherdt@wadetrim.com
El-Gamal, Mahmoud	Mahmoude@tymeengineering.com
Wall, Christopher (Guest: Wade Trim)	cwall@wadetrim.com
Brinks, Christopher	cbrinks@wadetrim.com

RFP 24-22 Pre-Proposal Meeting Agenda

Construction Engineering for the Barton/Bandemer Park Pedestrian Tunnel Project
City of Ann Arbor Parks and Recreation Services
In Partnership with Washtenaw County Parks and Recreation

Date: Tuesday, April 16, 2024 @ 11:00 am

Teams meeting will be recorded for transcription purposes.

1. Introductions:

Owner: City of Ann Arbor Parks and Recreation Services
City Project Manager: Hillary Hanzel, Park Planner & Landscape Architect

Partners: Washtenaw County Parks and Recreation Commission
County Project Manager: Peter Sanderson

Huron Waterloo Pathways Initiative

Design Engineer:
Colliers Engineering & Design: Jeremy Hedden

OHM Advisors: Chris Elenbaas

3. Administrative Procedures

Questions:

All questions shall be submitted on or before Friday April 19, 2024 at 10:00 a.m.:

- Scope of Work/Proposal Content questions shall be e-mailed to Hillary Hanzel:
hhanzel@a2gov.org
- RFP Process and Compliance questions shall be e-mailed to Colin Spencer, Buyer:
CSpencer@a2gov.org

Addendum to be published next week.

Proposal Format and Selection Process:

- To be considered, each firm must submit a response to this RFP using the format provided in Section III:
 - A. Professional Qualifications
 - B. Past Involvement with Similar Projects
 - C. Proposed Work Plan
 - D. Fee Proposal (include in a separate sealed envelope clearly marked "Fee Proposal")
 - E. Authorized Negotiator
 - F. Attachments

- The fee proposals will not be reviewed at the initial evaluation.
- After initial evaluation, the City will determine top proposals, and open only those fee proposals.
- The City will then determine which, if any, firms will be interviewed. During the interviews, the selected firms will be given the opportunity to discuss their proposal, qualifications, past experience, and their fee proposal in more detail.

The fee proposal and all costs should be separate from the rest of the proposal.

- A proposal may be disqualified if the following required forms are not included with the proposal:
 - Attachment E - City of Ann Arbor Non-Discrimination Declaration of Compliance
 - Attachment F - City of Ann Arbor Living Wage Declaration of Compliance
 - Attachment G - Vendor Conflict of Interest Disclosure Form

Timeline and Important Dates:

Written Question Deadline:	April 19, 2024, 10:00 a.m.
Addenda Published (if needed)	Week of April 22, 2024
Proposal Due Date	May 1, 2024, 2:00 p.m. (Local Time)
Tentative Interviews (if needed)	Weeks of May 20 and May 27, 2024
Selection/Negotiations	June 2024
Expected City Council Authorizations	June/July 2024

4. Summary of Construction Project

1. This contract and the contract with the construction contractor will both be held by the City.
2. This project is funded solely by local agency funds and does not have any state or federal funds associated with it.
3. This project is the 2nd and final phase of the Barton-Bandemer connection project as part of the Border to Border trail system. The first phase is currently under construction and expected to be completed by FALL of 2024, extending from the north end of the south pedestrian bridge over the Huron River to the Barton Dam area.
4. A new 16’ wide x 12’ tall box culvert will be installed beneath the railroad tracks to convey pedestrians between Bandemer Park and Barton Nature Area.
5. The tunnel will be installed under a short-term track outage to be coordinated with MDOT’s Office of Rail and Amtrak.
6. Temporary sheet piling with tie rods will be required to support the tracks while constructing portions of the tunnel in advance of the track outage.
7. Groundwater may need to be controlled during construction for installation of the culvert.
8. Fiber optic lines also must be maintained and relocated during construction.

9. This project includes the construction of approximately 800-feet of non-motorized concrete path, which also includes an 18-foot timber bridge that spans over a relocated stream to be constructed.
10. There will be pole-mounted lighting leading to and from the tunnel on both sides, as well as lighting within the tunnel.
11. The pedestrian tunnel will include aesthetic treatments, fencing, and lighting.
12. Decorative metal panels will be installed to line the interior walls with lighting behind. They will have a pattern cut into them that will be coordinated with an artist that the City will select and hire. The bid form includes pricing for supplying and installing the panels and it's expected that the artist and fabricator will coordinate.
13. Ornamental fencing will be installed on top of the culvert and wingwalls as well as along the permanent sheeting wall along the river.
14. Split rail fencing is required along the Amtrak access road and select portions of the project.
15. Chain link fencing with a gate is required from the culvert to the pier of the M-14 freeway bridge along the RR R/W including a gate located at the Amtrak access road.
16. The project includes reconfiguration and paving of the parking area near the south end of the south pedestrian bridge over the Huron River, along Huron River Drive. Interface of the trail and the parking area will allow connectivity of the trail while optimizing trailhead parking.
17. Modular block walls will be installed at two locations, holding up the trail at one location and holding back the slope along the trail at the second location.

5. Anticipated Construction Schedule

Notice to Proceed: Late July/Early August, 2024

36-hour Railroad Track Outage: Approximately October 9th, 2024

Final Completion: December 20th, 2024

If inclement weather occurs during the original track outage date, a back-up track outage date scheduled approximately 2 weeks after the originally scheduled outage must be coordinated with the Engineer.

The Contractor will be given a 30-hour uninterrupted time for which to construct the work required during the track outage. The total track outage will not exceed 36 hours with Amtrak not requiring more than 6 hours total of the track outage time. Amtrak's work includes the initial shut down period and the reopening of the tracks.

Liquidated damages will be assessed at a rate of \$25,000/hour.

6. Permits and Agreements:

- Have Letter of No Exception from Amtrak
- Have Final Draft of Amtrak Construction Agreement going to City Council for approval in May
- MDOT Long-term Occupancy Permit and Structure Agreement are still in development
- Lumen agreement for Fiber Optic relocation is still in development
- Have submitted Joint permit application to EGLE and receipt is anticipated prior to the start of construction.
- City Permits:
 - Soil Erosion Control
 - Right Of Way

5. Construction Engineering Contract

- Construction engineering, construction survey, staking, full-time inspection, construction material testing and project management for the Barton/Bandemer Pedestrian Tunnel Project.
- This task includes all functions and activities necessary to manage and coordinate the project in a capacity **as the City's agent.**
- Once personnel are assigned to this project, their removal will not be allowed unless specifically requested by the City of Ann Arbor, or mutually agreed upon by the City of Ann Arbor and the Consultant.
- The selected consultant will be required to comply with all Amtrak (National Railroad Passenger Corporation) and MDOT Office of Rail requirements relating to the consultant's role in the project on behalf of the City.
- This may include being a party to a Construction Phase Agreement with Amtrak, signing a consultant indemnification certificate with Amtrak, submitting and obtaining a permit to enter, agreeing to indemnify those entities, meeting specific insurance requirements and providing proof thereof, or other requirements.

6. Q&A

Written Questions Received:

- 1) The role of public/media relations in my past Ann Arbor projects has varied in scope of work.
 - Do you anticipate the project team assisting the city personnel in developing information on public notices/door hangers etc. or are you looking for a dedicated PR firm to provide additional resources for public engagement?
- 2) I see that that construction bid documents have been posted, and that the proposed construction schedule is slated to begin later this year with a Dec. completion.
 - Has any preliminary work with Amtrak and the needed construction and permit agreements been done to advance this potential lengthy process?

- The current city of AA bridge project has spent almost 6 months post bid letting attempting to procure these agreements and are still not fully authorized to being operations on the railroad ROW.