

ADDENDUM No. 1

RFP No. 981

Ann Arbor Station Preliminary Engineering Services

Due: September 26, 2016 at 10:00 A.M.

The following adjustments shall be made to the Request for Proposal for Ann Arbor Station Preliminary Engineering Services RFP No. 981 on which proposals will be received on/or before September 26, 2016 by 10:00 A.M.

The information contained herein shall take precedence over the original documents and all previous addenda (if any), and is appended thereto. **This Addendum includes 3 page(s).**

Offeror 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 will be considered nonconforming.

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

- City of Ann Arbor Non-Discrimination Ordinance Declaration of Compliance
- City of Ann Arbor Living Wage Ordinance Declaration of Compliance
- Vendor Conflict of Interest Disclosure Form

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

I. 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 Are we doing 30% design development on all (4) site locations or only on (1) selected site?

Response 1 One, the selected site.

Question 2 Please describe the level of analysis required beyond that which would be expected in NEPA documentation for the Community Analysis and Transportation Study items listed under Subtask 3.6?

Response 2 Qualitative and quantitative information regarding specific impacts and opportunities for the emerging design attributes will need to be framed and addressed to assure interested stakeholders including the public can understand

the benefits or consequences of design considerations and provide input into the process through public engagement processes.

Question 3 Subtask 3.1 Is it expected that the consultant will perform survey and geotech on multiple sites?

Response 3 One, the selected site.

Question 4 Subtask 3.2 Is it expected that the consultant will perform preliminary site design and utility investigation on multiple sites?

Response 4 One, the selected site

Question 5 Subtask 3.6. Please describe the desired geographic limits of the rail infrastructure elements.

Response 5 As a proposed rail station project, rail infrastructure necessary to support station related rail system operations, or address impacts along a joint-use track, for a full functioning station including the type and length of platforms, all station switches, signals, tracks and other elements are to be included. Coordination with MDOT Office of Rail and Amtrak is an important component of determining the amount of rail design needed to integrate this station with the overall Wolverine Line rail infrastructure systems which include freight operations.

Question 6 In regard to the preliminary engineering RFP currently advertised, we have been approached by a few potential respondents to provide construction estimates and scheduling services as part of a consultant team. Would provision of these services during the PE phase preclude our firm from providing construction services upon implementation?

Response 6 No. The RFP for this phase of work is specific to the Preliminary Engineering Phase only.

Question 7 At this time, we are looking for a good teaming partner for this project. I was wondering if you had access to the bid list on the MITN site so that we may be able to reach out to some of the vendors. Or, if you are aware of vendors who have expressed an interest in this project, that would also be helpful.

Response 7 A listing of firms who have picked up the solicitation document for this RFP will not be published as this project is not construction specific at this time.

Question 8 Are there DBE requirements for this proposal?

Response 8 The City is under contract with MDOT to undertake this project and MDOT's Disadvantaged Business Enterprise program has been notified of this project. This project's RFP will be posted to MDOT's website by MDOT's Office of Business Development for access by DBE certified businesses. RFP 891, Appendix C, Michigan Department of Transportation, City of Ann Arbor Rail Passenger Station Contract refers to Appendix C, Assurances that Recipients and Contractors Must Make is part of this project. Therefore, responses to this RFP should include consideration of US DOT CFR 49 §26.13.

Question 9 The TOTAL SUBMITTAL proposal page count according to the RFP (except resumes and attachments) is 50. Does that include both the technical proposal AND the fee proposal? In other words, both together can only amount to fifty pages (two-sided?)

Response 9 No, the twenty-five sheet provision applies to the Proposal, not the fee proposal.

Question 10 Does the page count include the cover letter?

Response 10 No

Question 11 Does the page count include a Table of Contents?

Response 11 No

Question 12 Please describe environmental considerations including Green Infrastructure, Low Impact Design, energy efficiency, LEED, or equivalent, considerations and other sustainability features anticipated to be considered in this project.

Response 12 The City of Ann Arbor is recognized as a leader in environmental and sustainability considerations. All efforts undertaken through this contract should include appropriate measures to maximize energy efficiency and energy conservation measures, green energy components and solutions emphasizing renewable energy generation (e.g., solar), low impact design, innovative stormwater management techniques to address both water quality improvements and water quantity control, and mechanisms to enhance non-motorized access through including non-motorized and public transportation access features and considerations. Specifically, facility designs are to include electric vehicle charging stations and accommodation of rooftop solar opportunities to the maximum extent possible allowing for net-neutral or near net-neutral design alternatives when combining facility efficiency and on-site renewable energy generation.

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