ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE PURCHASING AGENT

INVITATION TO BID NO. 20-227-RFQ

ADDENDUM NO. 2

Arlington County (hereinafter referred to as the "County") Request for Qualifications (RFQ) No. 20-227-RFQ for West Glebe Bridge over Four Mile Run Superstructure Replacement and Substructure Repair is amended as follows:

- **ATTACHMENT K: PUBLIC ENGAGEMENT SUMMARY WINTER 2020 HAS BEEN ADDED AND IS ATTACHED.**

- ***THE COUNTY HAS RECEIVED THE FOLLOWING QUESTIONS IN RESPONSE TO THIS ITB. QUESTIONS AND RESPONSES ARE INCLUDED BELOW.***

    - **Question #1: Page 11 section IV.1 of the RFQ requests certain relevant project experience from the Lead Contractor. The projects requirements can be read several ways. Please confirm the correct interpretation is a total of three projects (not six) are required with values over $5 million dollars each with a minimum of one project a bridge superstructure replacement, one project a bridge in an urban environment and the third a project delivered as a Design Build project.**

      Answer #1: The correct interpretation of project experience of the Lead Contractor is three (3) projects with a construction value of $5 million or greater, one (1) bridge superstructure replacement, one (1) bridge in an urban environment with site constraints (i.e. right of way, existing utilities, etc.), and one (1) project delivered as a Design Build Project. As stated in the section below the elements, the three projects with a construction value of $5 million or greater may be used to qualify for multiple project elements (e.g. one bridge superstructure replacement, one bridge in an urban environment, etc.). However, if the three projects valued at $5 million or greater do not meet the three additional required elements, the Applicant shall present additional projects to meet those elements.

    - **Question #2: Page 12 section IV.2 of the RFQ requests certain relevant project experience from the Lead Designer. The projects requirements can be read several ways. Please confirm the correct interpretation is a total of three projects (not five) are required with values over $5 million dollars each with a minimum of one project a bridge superstructure replacement, and one project a bridge in an urban environment.**

      Answer #2: The correct interpretation of project experience of the Lead Designer is three (3) projects with a construction value of $5 million or greater, one (1) bridge superstructure replacement, and one (1) bridge in an urban environment with site constraints (i.e. right of way, existing utilities, etc.). As stated in the section below the elements, the three projects with a construction value of $5 million or greater may be used to qualify for multiple project elements (e.g. one bridge superstructure replacement and one bridge in an urban environment). However, if the three projects valued at $5 million or greater do not meet the two additional required elements, the Applicant shall present additional projects to meet those elements.

- **<u>Question #3</u>: On page 12 section IV.02 last paragraph it is requested the projects should be for distinct and separate Clients. Clients are defined as owners, designers and/or construction managers. Please confirm that for the Lead Designer the Designer Builder on a Design Builder Project is also considered a client, as that is who the Designer in under contract to – Similar to a Construction Manager on a CMAR Project.**

  <u>Answer #3</u>: If the Lead Designer was under contract with a Contractor or Design-Builder, the Contractor or Design-Builder is considered a client to the Lead Designer.

- **<u>Question #4</u>: Please confirm the County's responses to the respondents questions will be included with the addendum to be issued on July 1, 2020?**

  <u>Answer #4</u>: The County's responses to all questions received will be included in the addendum posted on July 1, 2020.

- **<u>Question #5</u>: Can the County provide the results of the survey done for Opportunities A (placement of bicycle and pedestrian facilities), B (design ideas for parapets), C (design ideas for wingwalls), and D (design ideas for FMR Trail Underpass) during the public engagement meeting held on February 2020?**

  <u>Answer #5</u>: Please see Attachment K attached to convey design ideas. The Applicant should not rely on information in the Construction Method section of Attachment K, but the current solicitation.

- **<u>Question #6</u>: There are no restrictions on page size listed in the RFQ. Please confirm we may, for clarity of the organization chart, utilize a 11"x17' tabloid sheet for the Organization chart**

  <u>Answer #6</u>: The application (including supporting documentation) must be on 8 ½" x 11" paper, single-spaced, and the type size must not be less than 10-point.

The balance of the solicitation remains unchanged.

Arlington County, Virginia
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<u>RETURN THIS PAGE, FULLY COMPLETED AND SIGNED, WITH YOUR BID:</u>

BIDDER ACKNOWLEDGES RECEIPT OF ADDENDUM NUMBER _____.

FIRM NAME: _____

AUTHORIZED SIGNATURE: _____ **DATE:** _____

West Glebe Road Bridge Reconstruction Project

Public Engagement Summary – Winter 2020

Project Background

A routine inspection in fall 2018 uncovered deterioration that required a vehicle weight restriction of 5-tons and closure of the sidewalks in both directions. The southbound lane across the bridge was converted for the exclusive use of people walking and biking.

County staff are developing designs for a bridge that replaces the deteriorated roadway substructure and reuses the existing piers, which are stable. This reduces impacts to the watershed, helps reduce project costs and contributes to a shorter construction timeline.

Project Goals

The goals of this project are to:

- Return the bridge to a safe operational condition for all users
- Improve access for people walking, biking and driving
- Advance the community vision of the Four Mile Run Master Plan

Public Engagement Activities

Arlington County staff, in coordination with colleagues in the City of Alexandria, developed several strategies to seek public feedback and engagement about the project.

These efforts included:

- A drop-in style open house at Gunston Middle School, attended by 35 people
- A drop-in style open house at Casa Chirilagua, attended by 30 people
- Canvassing local businesses, transit stops and community organizations with project information and flyers; speaking with 15 individuals at 11 locations, distributing 100 flyers with bilingual project information
- An online feedback form, open for two weeks, which received over 400 responses

Feedback Summary

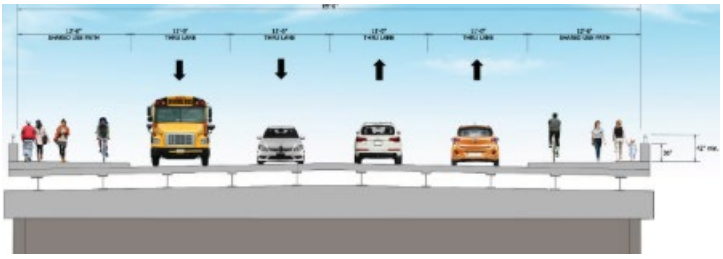
Engagement at the open house as well as online was geared towards receiving feedback on three main areas:

- Pedestrian/Bicycle Facilities on the bridge
- Design ideas for the bridge (parapets, wingwalls and trail lighting)
- Construction method (phased or accelerated)

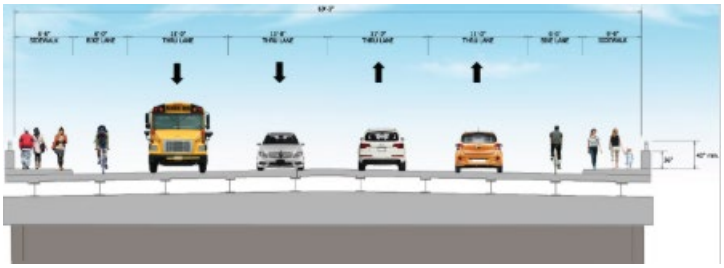
Special note: All images shown are for illustrative purposes only.

Pedestrian and Bicycle Facilities

When asked to choose between the following two cross-sections, most respondents (66%) preferred separating walking and bicycle facilities from vehicle travel lanes by a curb, rather than an unprotected on-street bike lane and a curb-separated sidewalk.



Shared-Use Sidewalk Space (66% preference)



Sidewalk and On-Street Bike Lane (34% preference)

Similarly, for the design of the bicycle and pedestrian facility, most respondents preferred options separating walking and biking facilities from vehicle travel lanes. Of note is that 77% of respondents preferred options with dedicated space and separation between all modes – Options 2 & 3.

Example Image 1 (8%)

Example Image 2 (54%)

Example Image 3 (14%)

Example Image 4 (23%)

Written comments indicated a strong preference for a curb-separated sidewalk and on-street bike lanes separated by physical barriers. This preference for all modes traveling at different speeds to have their own, protected space was heard from people who primarily walk, bike and drive.

- Example sentiments: “This bridge connection is critical and must be as safe and as low-stress as possible for bikes and pedestrians - a dedicated sidewalk and PROTECTED bike lanes.” “I don’t want bikes to be near traffic, but as someone who walks on the FMR trail, bikes can go too fast, too. Possible to separate?”

Bridge Design Elements

For bridge design elements, several example photographs were shown for each of the design elements (parapets, wingwalls and trail lighting). Participants were asked to indicate which of the design ideas they preferred and could select more than one image.

For the final bridge design, Arlington County Department of Environmental Services will work with Arlington Arts to select an artist to work on the aesthetic enhancements for the bridge. The design preferences indicated by the community will help the artist inform a final design for the bridge.

Parapets: The three most preferred images had primarily clean, open lines, two with modern designs and one with an art deco style. Two incorporated light into the railings.

Top Three Preferred Parapet Example Images

Wingwalls: Respondent preferences across the wingwall styles were evenly split, which suggests that the wingwall is a secondary design element, rather than a headline feature for community respondents.

All Wingwall Precedent Example Images

Trail Lighting: Respondent preferences tended towards bright, clean washes of light.

Top Two Preferred Trail Lighting Example Images

Color was of interest, so long as it still achieved a primary function of creating visibility.

Three-way Tie for Third Preferred Trail Lighting Example Images

Trail lighting received several written comments, expressing desire for the lighting to be functional, reliable, and better performing than the current lighting.

- Example sentiment: "Lighting under the bridge for the Four Mile Run Trail is very important. It is currently difficult to see pedestrians under the bridge."

Written comments also expressed a desire to optimize the bridge as a placemaking tool, with some interest in activating the nature and history of the area in the aesthetic design. There also desire to create a bridge design that will be long-lasting and easy to maintain.

- Example sentiments: "This bridge offers a new opportunity for this important gateway to see the Four Mile Run appreciate this important natural greenway and recreational trail." "Don't forget about maintenance needs. What would look good without a lot of maintenance?"

Construction Method

While the project is in the early design phase, and details about precise impacts of different construct methods are still unknown, the project team was interested in feedback on the high-level impacts of two different construction methods. Accelerated construction constructs the bridge replacement as quickly as possible to minimize costs and overall construction impact. Requires completely closing the bridge to all traffic during construction. Detours would be signed for automobiles/bikes/pedestrians. Estimated construction duration is 6 - 9 months with an estimated cost of $11 million Phased construction maintains ability of vehicles, bicyclists, and pedestrians to cross Four Mile Run throughout construction with phased restrictions. Estimated construction duration is 18-24 months with an estimated cost of $12 million.

Respondents indicated a slight preference for a phased construction method (52%) over an accelerated construction method (48%). Comments around accelerated construction clustered around two main concerns: whether a maintenance of traffic plan would create more driving trips through nearby neighborhoods and schools and; what the effects of a full closure would be on people walking and biking. A smaller subset of concern was around what effects accelerated construction would have on nearby businesses. Comments around phased construction expressed desire to see the project completed quickly, even with greater short-term impacts.

Example sentiments:

- Accelerated Preference: "While closing the bridge completely is a headache for those of us who drive through the intersection near daily, the idea of another 2 years of construction on that bridge is just too much. Let's just get it done and get it done right."
- Phased Preference: "Impact in front of school is my primary concern. Traffic is already terrible there and closing the bridge would increase safety hazards dramatically." "Completely closing the bridge for cars

during construction wouldn't be a huge burden, but completely closing the bridge to pedestrians is indefensible.”