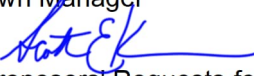




## MEMORANDUM

**Date:** February 21, 2023

**To:** Mr. Matthew Hoffman, Town Manager  
**From:** Scott E. Kirwin, P.E.   
**Subject:** Responses to Potential Proposers' Requests for Information

**Project:** Request for Proposals  
Engineering Design Services and  
Construction Management and  
Inspection Services for  
Rehabilitation of Three Bridges

**CC:** Potential Proposers

The following responses are to requests for information received from potential bidders between February 13 and February 17, 2023

1. **Question:** *The MK-02 (Frederick Avenue) report indicates damage to the gabion basket stream stabilization approximately 30' downstream of the concrete channel at the bridge. The RFP requests that the consultant develop contract documents for streambank stabilization 25' upstream and downstream of the bridge. Clarification is requested on the scope of repairs to the gabion lined channel. Are improvements to this area included in the scope of the RFP? Would the city like to maintain the gabion channel and provide spot repairs to the damaged portions? Or is the City interested in removing some or all of the gabion baskets and replacing them with a different stabilization measure? If the latter, please clarify the extents of this work.*

**Response:** Section II.C.3 quantifies the word, "immediately" with the distance, "(25 feet)". As "approximately 30 feet" is close to the requested distance, that area should be included in the work. Damaged gabion baskets should be removed and replaced in-kind or with an appropriate streambank stabilization alternative, such as Class II riprap.

2. **Question:** *The MK-03 (Kensington Parkway) report recommends a plan of action to address critical scour levels that are threatening the foundation. To quantify the total potential scour depth and design countermeasures that are sufficient to resist the shear stresses of Silver Creek using Federal Highway Administration techniques (per HEC-18 and HEC-23 publications), a detailed hydrologic study of the Silver Creek drainage area and detailed HEC-RAS floodplain model would need to be developed. Geotechnical investigation to determine the average grain size of the channel substrate would be necessary to quantify the total scour potential at the bridge. Is the Town anticipating this level of effort for the scour countermeasure design?*

**Response:** For this structure, the Town is interested in implementing the Scour Countermeasure Plan identified in the *Scour Critical Bridge – Plan of Action*, attached hereto. A detailed scour analysis is not required unless the proposed remediation deviates from the Plan of Action.

3. **Question:** *The MK-04 (Kent Street) report suggests continued monitoring of scour and no immediate action. Would the Town like the Consultant to perform detailed scour analysis at this location? If scour analysis is performed and finds potential for scour that could threaten the bridge abutments, would countermeasure design at this bridge be expected?*

**Response:** As the Bridge Inspector's Recommendations for Maintenance Repairs provided in the most recent bridge inspection report does not identify any work to abate scour, neither a detailed scour analysis nor scour countermeasure installation is required at this structure.

4. *Question: Does the Town have a preferred method of streambank stabilization in mind? Or are they looking for the consultant to recommend options with cost estimates associated with them to choose from? Is detailed hydrologic and hydraulic modelling of Silver Creek by the consultant expected in order to inform the channel stabilization design?*

Response: If streambank stabilization is required, the Town would anticipate that streambank stabilization would entail installation of Class II riprap in conformance with MDOT SHA standards. If the Proposer feels that detailed hydrologic and hydraulic modelling of Silver Creek is required to inform this stabilization plan, then that work should be included in the Proposal.

5. *Question: Does the Town anticipate any changes to the horizontal and/ or vertical alignments? Is it safe to assume that the proposed design will follow existing horizontal and vertical alignments?*

Response: The Town does not anticipate any changes to the horizontal or vertical alignments for the approaches to these structures.

6. *Question: In addition to upgrading the guardrails and railings, does the Town anticipate any other substandard roadway/ drainage features that need to be brought to current standards?*

Response: The Town is not aware of any substandard roadway or drainage issues at these structures.

7. *Question: Is the pavement going to be milled and resurfaced at all 3 locations? Are there any pavement repairs anticipated?*

Response: The Town does not anticipate that milling and resurfacing is required to perform the requested repair work at the structures, but if this work is required, it should be minimized to the extent practical. The Town does not anticipate any pavement repairs.

8. *Question: C.8 says "Consultant will perform up to three (3) test pits at each structure to locate underground utilities". What utilities are present at these 3 locations? Can Town provide as-builts showing existing utilities.*

Response: The Town does not have any existing utility data. Section II.A.3 states, " Consultant shall coordinate the design with and submit all pertinent data to affected public agencies, property owners, private and public utility companies, and all developers/engineers affected by the project." This coordination will inform the locations of the existing utilities.

9. *Question: On page 2 of the informational meeting memo, the response to the question regarding required certifications for construction management and inspection services lists multiple certifications for the construction management individual; however, such certifications are typically held by construction inspectors. Will proposing a construction inspector with all the listed certifications be acceptable to fulfill this requirement or must the certifications be held by our proposed construction manager?*

Response: The Proposer may meet the requirement by either providing a Construction Manager holding the required certifications or providing a Construction Manager along with a Construction Inspector holding the required certifications.

10. *Question: Based on our visits to each bridge site, it appears that landscaping requirements will be minimal. Can you please clarify the landscaping design you anticipate being needed?*

Response: The Town wishes to limit the landscaping design required at each of the bridge sites but does not wish the aesthetics of the work performed to be overlooked.

11. *Question: Do you have a preferred timeline (preferred start and end dates) for the design and construction phases?*





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MONTGOMERY COUNTY  
BRIDGE NO. MKr03001  
KENSINGTON PARKWAY  
OVER  
SILVER CREEK

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BRIDGE NO. MKr03001  
KENSINGTON PARKWAY  
OVER  
SILVER CREEK











































Response: The Town would prefer that construction work be performed during the summer school closures to minimize traffic hindrances.

12. *Question: May we list costs mentioned in the RFP, but that we believe may not be required, as separate line items to provide a thorough but competitive price proposal for comparison with others received?*

Response: A Proposer shall not include costs in the RFP that it does not believe are required for the Work.

13. *Question: Please explain the extent of roadway design that will be needed.*

Response: The Town anticipates that minimum roadway design is required to perform the requested repairs to the structures.

14. *Question: Do you wish to have new barriers placed on the bridges to meet current safety guidelines? If so, should these be TL-2, -3, or -4 barriers?*

Response: With a maximum posted roadway speed of 20 mph, AASHTO LRFD Bridge Design Specifications Table 13.7.2-1 – Bridge Railing Test Levels and Crash Test Criteria indicates that Test Level TL-1 is appropriate for AASHTO MASH requirements. As the Town wished to use MDOT SHA details to the extent practical, this test level is a minimum. The selected barrier needs to meet the needs of the work with aesthetics appropriate to the site.

15. *Question: Will road closure during construction be permitted?*

Response: Pending Town Council approval, roadway closures will be permitted during construction in the vicinity of the bridges on Frederick Avenue and Kent Street. Depending on the length of the required roadway closure, the bridge on Kensington Parkway may require staged construction.

16. *Question: Any required roadway work will necessitate a survey; should the cost of such survey be included in our cost proposal?*

Response: The Town does not anticipate the need for survey based on the minimal roadway work required to perform the requested repair work at the structures.

17. *Question: Attachment A requests a breakdown of estimated hours for each bridge, but Attachment B appears to call for a single total amount for the three bridges collectively. Can you please confirm that Attachment A should provide staff hour estimates for each bridge individually (three separate sheets), and Attachment B should include the total estimated cost (one sheet) to provide the requested services for all three bridges?*

Response: Attachment B should be prepared based on the total of the three (3) tasks identified in Attachment A. Please, keep in mind that the RFP permits the Town to reduce the Scope of Services in the best interest of the Town.

