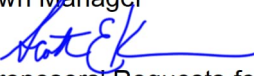




MEMORANDUM

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?*



SCOUR CRITICAL BRIDGE - PLAN OF ACTION

1. GENERAL INFORMATION

Structure number: <u>M-K-03001</u>	City, County, State: <u>Kensington, Montgomery, Maryland</u>	Waterway: <u>Silver Creek</u>
Structure name: <u>N/A</u>	State highway or facility carried: <u>Kensington Parkway</u>	Owner: <u>Montgomery County</u>
Year built: <u>1940</u>	Year rebuilt: <u>N/A</u>	Bridge replacement plans (if scheduled): <u>N/A</u> Anticipated opening date: <u>N/A</u>

Structure type: Bridge Culvert
Structure size and description: Structural Plate Arch, 20' span, 72' between headwalls

Foundations: Known, type: _____ Depth: _____ Unknown

Subsurface soil information (check all that apply): Non-cohesive Cohesive Rock

Bridge ADT: <u>4601</u>	Year/ADT: <u>2019</u>	% Trucks: <u>05</u>
--------------------------------	------------------------------	----------------------------

Does the bridge provide service to emergency facilities and/or an evacuation route (Y/N)? N
If so, describe: _____

2. RESPONSIBILITY FOR POA

Author(s) of POA (name, title, agency/organization, telephone, pager, email):
Jack Verhoeven, P.E., Senior Project Engineer, Whitman, Requardt & Associates, LLP, 410-235-3450 (office), jverhoeven@wrallp.com

Date: June 30, 2021

Concurrences on POA (name, title, agency/organization, telephone, pager, email):
Brian E. Copley, P.E., Capital Project Manager, Montgomery County DOT, 240-777-7227 (office), 240-426-3311 (cell), brian.copley@montgomerycountymd.gov

POA updated by (name, title, agency, organization): _____ **Date of update:** ____
Items update: _____

POA to be updated every _____ **months by (name, title, agency/organization):** _____
Date of next update: _____

3. SCOUR VULNERABILITY

a. Current Item 113 Code: 3 2 1 Other: _____

b. Source of Scour Critical Code: Observed Assessment Calculated Other: _____

c. Scour Evaluation Summary: Item 113 was originally rated 5B. The rating was revised in 2021 to 3 as a result of Phase II scour analysis included with 2021 inspection report. Due to the existing conditions, it is recommended that the rating remain a 3 with the development of this POA.

d. Scour History: Bridge soundings have been taken since 2003. The bridge is rated scour critical for the following reasons:

i) The sounding values in the 2021 report show channel degradation since the 2003 base year soundings of up to 3.9' below the structure and within 10' of the upstream and downstream ends. Per the scour assessment, this seems to be mostly due to contraction scour at the structure and local scour at the abutments and at a cast iron pipe crossing the channel below the structure.

ii) The south footing is intermittently undermined over a 35' length starting at the east (upstream) end of the structure. The undermining is up to 5" high with up to 1'-7" of horizontal penetration. This undermining was not observed in the available previous inspection reports.

4. RECOMMENDED ACTION(S) (see Sections 6 and 7)

	<u>Recommended</u>		<u>Implemented</u>	
a. Increased Inspection Frequency	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
b. Fixed Monitoring Device(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
c. Flood Monitoring Program	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
d. Hydraulic/Structural Countermeasures	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

5. NBI CODING INFORMATION

	<u>Current</u>	<u>Previous</u>
Inspection date	01/2021	5/29/2019
Item 113 Scour Critical	3	5B
Item 60 Substructure	6	6
Item 61 Channel & Channel Protection	4	4
Item 71 Waterway Adequacy	5	5
Comments: (drift, scour holes, etc. - depict in sketches in Section 10)	<u>Up to 3.9' deep scour below structure</u>	<u>Up to 3.4' deep scour below structure</u>

6. MONITORING PROGRAM

- Regular Inspection Program** w/surveyed cross sections
Items to Watch: Undermining below south footing, channel bottom, possible structure settlement
- Increased Inspection Frequency of ___ mo.** w/surveyed cross sections
Items to Watch: _____
- Underwater Inspection Required**
Items to Watch: Undermining below south footing, channel bottom.
- Increased Underwater Inspection Frequency of 24 mo.**
Items to Watch: Undermining below south footing, channel bottom
- Fixed Monitoring Device(s)**
Type of Instrument: _____
Installation location(s): _____
Sample Interval: 30 min. 1 hr. 6 hrs. 12 hrs. Other: _____
Frequency of data download and review: Daily Weekly Monthly Other _____
Scour alert elevation(s) for each pier/abutment: _____
Scour critical elevations(s) for each pier/abutment: _____
Survey ties: _____
Criteria of termination for fixed monitoring: _____

Flood Monitoring Program

Type: Visual inspection
 Instrument (*check all that apply*):
 Portable Geophysical Sonar Other: _____

Flood monitoring required: Yes No

Flood monitoring event defined by (*check all that apply*):

Discharge _____ Stage _____
 Elev. measured from Top of Arch Rainfall _____ (in/mm) per _____ (hour)
 Flood forecasting information: _____
 Flood warning system: _____

Frequency of flood monitoring: 1 hr. 3 hrs. 6 hrs. Other: Daily

Post-flood monitoring required: No Yes, within 2 days

Frequency of post-flood monitoring: Daily Weekly Monthly Other: Once

Criteria for termination of flood monitoring: _____

Criteria for termination of post-flood monitoring: Water surface returning to normal levels

Scour alert elevation(s) for each pier/abutment: N/A

Scour critical elevation(s) for each pier/abutment: N/A

Note: Additional details for action(s) required may be included in Section 8.

Action(s) required if scour alert elevation detected (*include notification and closure procedures*): N/A

Action(s) required if scour critical elevation detected (*include notification and closure procedures*): N/A

Agency and department responsible for monitoring: Montgomery County DOT

Contact person (*include name, title, telephone, pager, e-mail*): Brian E. Copley, P.E., Capital Project Manager, Montgomery County DOT, 240-777-7227 (office), 240-426-3311 (cell), brian.copley@montgomerycountymd.gov

7. COUNTERMEASURE RECOMMENDATIONS

Prioritize alternatives below. Include information on any hydraulic, structural or monitoring countermeasures.

Only monitoring required (see Section 6 and Section 10 – Attachment F)
Estimated cost \$ _____

Structural/hydraulic countermeasures considered (see Section 10, Attachment F):

Priority Ranking

Estimated cost

(1) <u>Grout Underpinning of South Abutment</u>	\$ <u>\$20,000</u>
(2) <u>Class II Riprap Rehab.</u>	\$ <u>\$4,000</u>
(3) _____	\$ _____
(4) _____	\$ _____
(5) _____	\$ _____

Basis for the selection of the preferred scour countermeasure: Assessment

Countermeasure implementation project type:

Proposed Construction Project Maintenance Project
 Programmed Construction - Project Lead Agency:
 Bridge Bureau Road Design Other _____

Agency and department responsible for countermeasure program (if different from Section 6 contact for monitoring): _____

Contact person (include name, title, telephone, pager, e-mail): _____

Target design completion date: N/A

Target construction completion date: N/A

Countermeasures already completed: N/A

8. BRIDGE CLOSURE PLAN

Scour monitoring criteria for consideration of bridge closure:

- Water surface elevation reaches _____ at _____
- Overtopping road or structure
- Scour measurement results / Monitoring device (See Section 6)
- Observed structure movement / Settlement
- Discharge: _____ cfs/cms
- Flood forecast: _____
- Other: Debris accumulation Movement of riprap/other armor protection
- Loss of road embankment

Emergency repair plans (include source(s), contact(s), cost, installation directions): _____

Agency and department responsible for closure: Montgomery County DOT

Contact persons (name, title, agency/organization, telephone, pager, email): Brian E. Copley, P.E., Capital Project Manager, Montgomery County DOT, 240-777-7227 (office), 240-426-3311 (cell), brian.copley@montgomerycountymd.gov

Criteria for re-opening the bridge: Acceptable findings from post-flood event monitoring.

Agency and person responsible for re-opening the bridge after inspection: Brian E. Copley, P.E., Capital Project Manager, Montgomery County DOT, 240-777-7227 (office), 240-426-3311 (cell), brian.copley@montgomerycountymd.gov

9. DETOUR ROUTE

Detour route description

Northbound Kensington Pkwy traffic is detoured to non-local traffic as a northbound left onto Franklin St, a westbound right onto Connecticut Ave (MD 185), and a northbound right turn onto Washington St; Southbound Kensington Pkwy traffic is detoured to non-local traffic as a southbound right turn into Washington St, a westbound left turn onto Connecticut Ave (MD 185), and a southbound left turn onto Franklin St; Eastbound Everett St traffic is detoured at Connecticut Ave (MD 185) to continue on MD 185 and then to a northbound right turn onto Washington St; Westbound Littledale Road traffic is detoured along Old Spring Rd to a southbound right turn onto Saul Rd; Southbound Kensington Pkwy traffic arriving from Frederick Ave are detoured as a northbound left turn onto Kent St, a westbound left turn onto Kensington Pkwy, and then follow the detour for southbound Kensington Pkwy non-local traffic. Detour plan with map is included.

Bridges on Detour Route:

Bridge Number	Waterway	Sufficiency Rating/ Load Limitations	Item 113 Code
M-K-04001	Silver Creek	SR = 64.5, Posted for	5B

		14,000 lbs GVW and 26,000 lbs GCW, but per current rating posting not necessary	
M-0246X01	Silver Creek	SR = 86.8, No Posting	8P

Traffic control equipment (detour signing and barriers) and location(s): 29 detour signs and five (5) ROAD CLOSED AHEAD barriers will be installed along the detour route. Four (4) ROAD CLOSED barriers will be installed at the bridge closure (along northbound and southbound Kensington Pkwy, along eastbound Everett St, and along westbound Littledale Rd). Locations are indicated on the Detour Plan.

Additional considerations or critical issues (susceptibility to overtopping, limited waterway adequacy, lane restrictions, etc.) : _____

News release, other public notice (include authorized person(s), information to be provided and limitations): To be determined by Montgomery County.

10. ATTACHMENTS

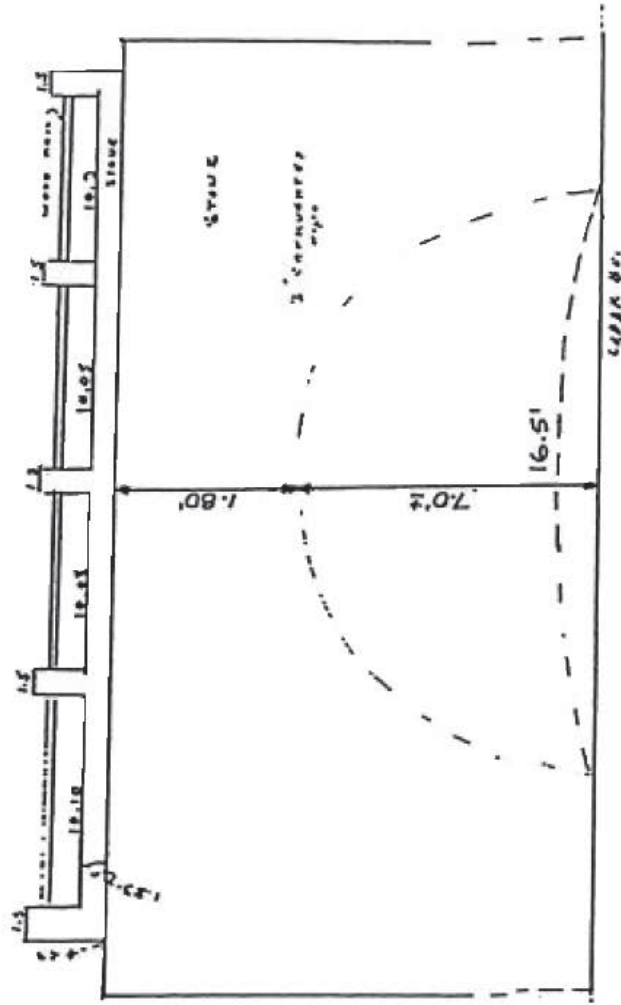
Please indicate which materials are being submitted with this POA:

- Attachment A: Boring logs and/or other subsurface information
- Attachment B: Cross sections from current and previous inspection reports
- Attachment C: Bridge elevation showing existing streambed, foundation depth(s) and observed and/or calculated scour depths
- Attachment D: Plan view showing location of scour holes, debris, etc., 2003 Base Year Soundings and 2021 Soundings
- Attachment E: Map showing detour route(s)
- Attachment F: Estimates and conceptual designs for scour countermeasures.
- Attachment G: Photos
- Attachment H: Other information: _____

ATTACHMENT C
BRIDGE ELEVATION

KENNEDY AND
 PARTNER
 11/5/21
 Montgomery County Bridge Inspection
 Bridge No. M-K-0301
 Kensington Parkway Over Silver Creek

1. INVERT 242.76
 2. CR. HGT. 232.16
 3. CR. HGT. 232.56



MONTGOMERY COUNTY
 BRIDGE NO. M-K-03001
 KENSINGTON PARKWAY
 OVER
 SILVER CREEK

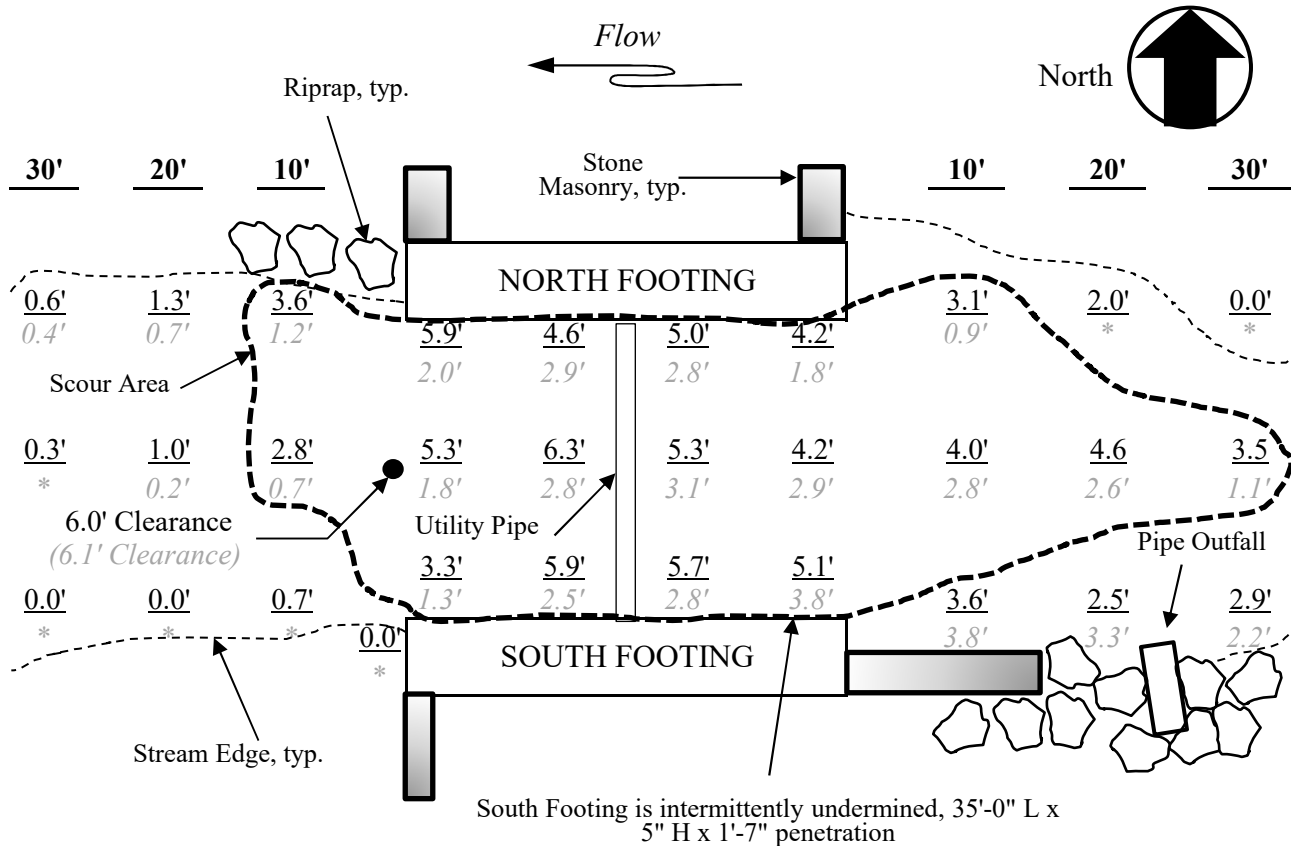
ATTACHMENT D
SOUNDINGS
2003 BASE YEAR AND 2021

SOUNDING SHEET

(All measurements are in feet)

Bridge No.: M-K-03001 Inspection Date: 1/13/2021
 Inspectors: M. Scorpa, J. Connor Clearance Location: Midspan at the top of the crown to WL = 6.0'

Clearance is the distance measured from the water surface to the clearance location.



Notes: Channel consists of loamy sand with rocks and large bedrock. Debris at South Footing/utility pipe interface. Bridge skew not shown for clarity.

- Legend: X.X Denotes Current Soundings
X.X Denotes 2003 Adjusted Base Year Soundings
 * Sounding was not taken during the Base Year
 ● Clearance Location

SOUNDING SHEET

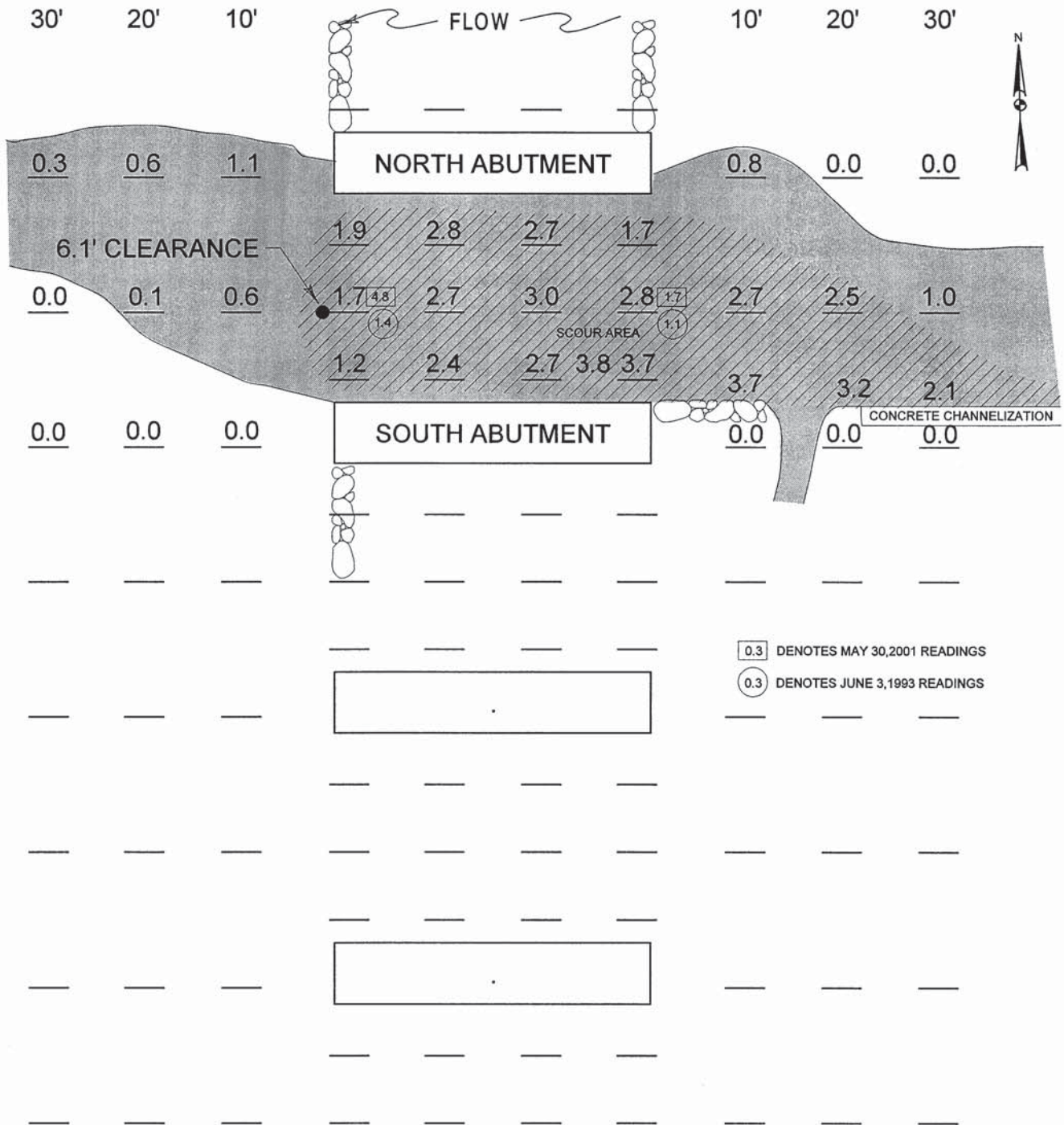
(All measurements are in feet)

Bridge No. MK-03

Sheet 1 of 1

Date: 5/19/03 Inspectors: LEM/TTH Clearance Location: MIDSPAN/BOT. INTRADOS

Clearance is the measured distance from the surface of the water to the clearance location.



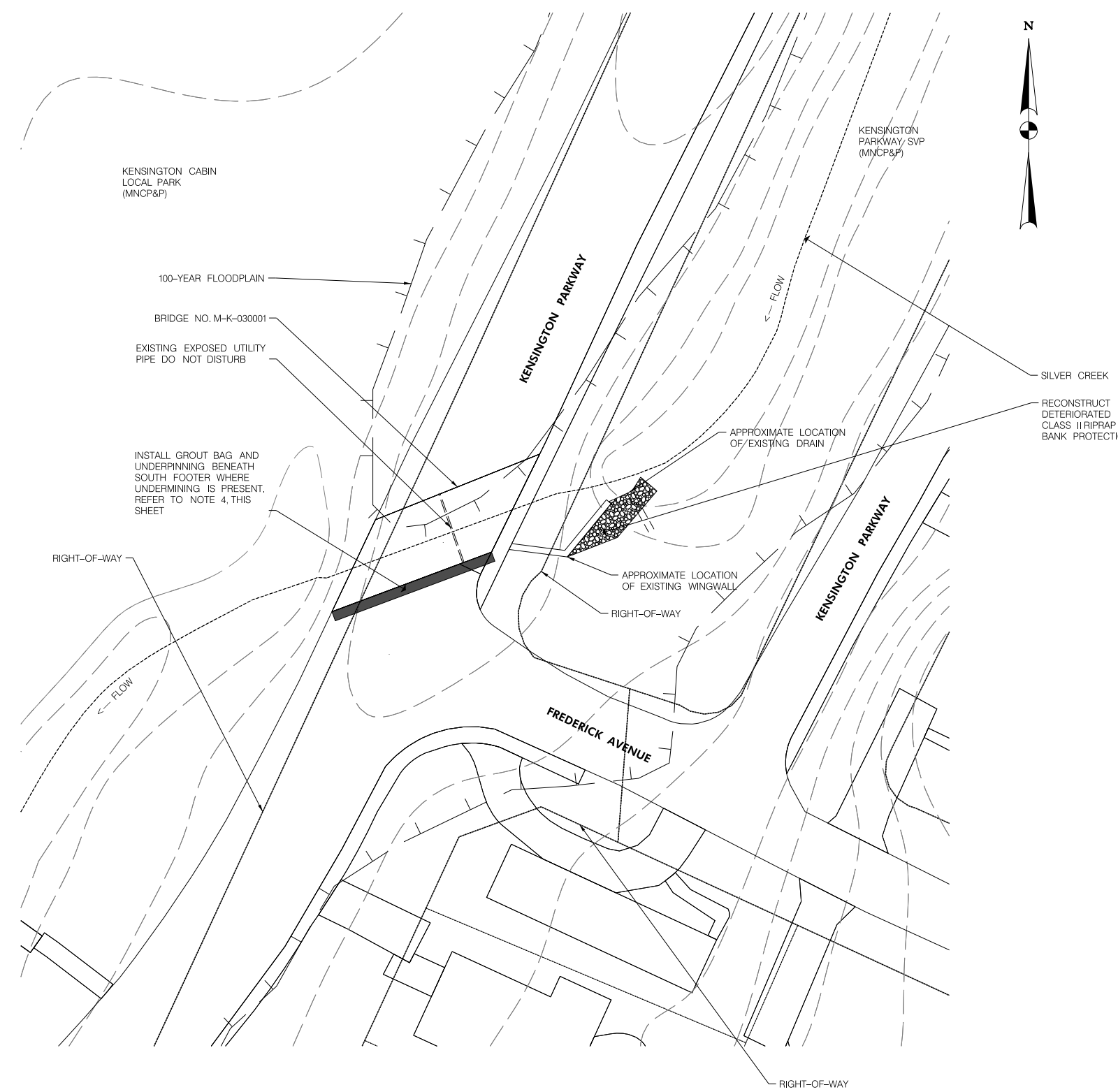
ATTACHMENT E
DETOUR PLAN

ATTACHMENT F
SCOUR COUNTERMEASURE
SUPPORTING DOCUMENTATION

GROUT (UNDERPINNING)			
LENGTH (FT)	WIDTH (IN)	HEIGHT (IN)	VOLUME (CY)
35	19	5	1

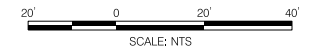
GROUT BAGS			
LENGTH (FT)	WIDTH (IN)	HEIGHT (IN)	VOLUME (CY)
35	36	24	8

CLASS II RIPRAP			
LENGTH (FT)	WIDTH (FT)	DEPTH (IN)	AREA (SY)
25	10	32	28



- NOTES:**
1. TOPOGRAPHIC INFORMATION GIS SOURCE MONTGOMERY COUNTY PLANNING DEPARTMENT. CONDITIONS MAY BE DIFFERENT THAN THOSE PRESENTED HEREIN. THE CONTRACTOR SHALL COORDINATE WITH ENGINEER REGARDING FIELD CONDITIONS DIFFERENT THAN THOSE SHOWN HEREON.
 2. RECONSTRUCT DETERIORATED CLASS II RIPRAP UPSTREAM OF STRUCTURE TO A MINIMUM THICKNESS OF 32-INCHES TO LIMITS OF EXISTING RIPRAP IN ACCORDANCE WITH MDT-SHA SPECIFICATION 312. USE CLASS SE NON-WOVEN GEOTEXTILE BENEATH RIPRAP IN ACCORDANCE WITH MDT-SHA SPECIFICATION STANDARD NO. 919.01.
 3. DO NOT DAMAGE EXISTING DRAIN PIPE DURING PLACEMENT OF RIPRAP.
 4. INSTALL GROUT BAGS IN FRONT OF SOUTH FOOTER IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS AND MDT-SHA OFFICE OF STRUCTURES DETAIL SR-SCOUR-103 THEN PUMP GROUT BENEATH UNDERMINING ABUTMENT LOCATION. SUBMIT SHOP DRAWINGS FOR GROUT BAGS PRIOR TO INSTALLATION. GROUT BAG FABRIC MINIMUM TENSILE STRENGTH 400 LB/IN (D4632, GRAB METHOD) AND MINIMUM TEAR STRENGTH 90 LB (D4533, TRAPEZOID METHOD). GROUT PER SECTION 902.11 OF MDT-SHA STANDARD SPECIFICATIONS.
 5. FURNISH AND INSTALL SANDBAGS AS NECESSARY TO CONTAIN SEDIMENT FOR GROUT BAG AND RIPRAP PLACEMENT. DEWATER AREA PASSING EFFLUENT THROUGH AN MDE-APPROVED DEWATERING DEVICE PRIOR TO DISCHARGE.
 6. PROTECT EXISTING UTILITY PIPE BENEATH BRIDGE STRUCTURE. DO NOT PLACE GROUT BAGS IN SUCH A WAY AS TO EXERT FORCE ON THIS FEATURE.

- GROUT BAG GENERAL NOTES:**
1. IT IS PREFERABLE TO PLACE A SINGLE LAYER OF GROUT BAGS INSTEAD OF STACKING. PLACE FILTER FABRIC UNDER ALL GROUT BAGS INCLUDING A SINGLE LAYER OF BAGS.
 2. IF BAGS ARE STACKED, OVERLAP THE JOINTS OF THE PRECEDING LAYER.
 3. IF POSSIBLE BAGS SHOULD BE PLACED SO THAT THE TOP OF THE BAG IS AT OR BELOW THE STREAM BOTTOM.
 4. IF THE STREAM BED CONSISTS OF SOILS THAT ALLOW FOR SETTLEMENT OF THE GROUT BAGS, DO NOT TIE THE BAGS TOGETHER. IF THE STREAM CONSISTS OF A HARD STIFF SOIL/CLAY OR AN ERODIBLE ROCK WHICH PREVENTS SETTLEMENT, TIE THE GROUT BAGS TOGETHER.
 5. GROUT BAGS SHOULD BE NO LARGER THAN 3' WIDE, 4' LONG AND 1' THICK.
 6. DO NOT OVERFILL THE BAGS OR ALLOW GROUT TO BE POURED BETWEEN THE SEAMS OF TWO BAGS.
 7. ONCE THE VENT/FILL PIPES HAVE BEEN INSTALLED AND THE GROUT BAGS ARE FILLED, PUMP THE GROUT INTO THE UNDERMINED AREA UNTIL GROUT APPEARS IN THE TOP OF ADJACENT VENT PIPES. CUT OR REMOVE THE VENT/FILL PIPES FLUSH WITH THE TOP OF THE BAGS AFTER THE PUMPING OPERATION IS COMPLETE.
 8. KEEP NOZZLE BURIED IN GROUT WHILE PUMPING TO REDUCE AMOUNT OF MIXING OF GROUT WITH WATER DISPLACED.
 9. IF POSSIBLE, CLEAN OUT THE UNSTABLE MATERIAL ALONG THE BOTTOM OF THE UNDERMINED AREA PRIOR TO FILLING WITH GROUT.



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STATEBBS



	MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION GAITHERSBURG, MARYLAND	SCOUR COUNTERMEASURE PLAN BRIDGE NO. M-K-03001 KENSINGTON PARKWAY OVER SILVER CREEK
	RECOMMENDED FOR APPROVAL _____ Date _____ Chief, Transportation Planning and Design Section APPROVED _____ Date _____ Chief, Division of Transportation Engineering	SCALE: NTS Project No. : 32100-0140 SHEET 01 of 01
NO. REVISION DATE BY	Designed by: _____ Drawn by: _____ Checked by: _____	JUNE 2021

Attachment F
M-K-03001 Plan of Action
Supporting Calculations

Date: 6/28/2021

Cost Estimate for Scour Countermeasures:

Grout Bag Underpinning:			
Volume of Undermined Area:		Volume of Grout Bags Required:	
Length:	35 FT	Length:	35 FT
Width:	19 IN	Width:	3 FT
Height:	5 IN	Height:	2 FT
Volume:	23 CF	Volume:	210 CF
	0.86 CY		7.78 CY

Number of Grout Bags Required:
Assume: Grout bags 4'x3'x1'

Two rows required to reach 2' height, therefore:

Length Required:	35 ft
Number of Bags per Row:	8.75 =Length required/4'
Assumed Bags per Row:	9
Rows Required:	2
Total Bags	18

Item	Unit	Unit Price	Quantity	Total Price
Grout (underpinning)	CY	\$1,300	0.86	\$1,112
Grout (bags)	CY	\$1,300	7.78	\$10,111
Bags	EA	\$250	18	\$4,500
Sum:				\$15,723
20% Contingency:				\$3,145
Underpinning Total:				\$18,867
Say:				\$20,000

Class II Riprap Rehabilitation:

Area: 28 SY

Item	Unit	Unit Price	Quantity	Total Price
Class II Riprap	SY	\$100	28.00	\$2,800
Sum:				\$2,800
20% Contingency:				\$560
Riprap Total:				\$3,360
Say:				\$4,000

ATTACHMENT G
BRIDGE PHOTOS

**MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT**

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



1. North Approach Looking South



2. South Approach Looking North

MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



3. East Elevation (Upstream)



4. West Elevation (Downstream)

**MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT**

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



5. Looking East (Upstream)



6. Looking West (Downstream)

**MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT**

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



7. General View of Roadway over Structure (Looking South)



8. East Sidewalk (Looking North)

MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



9. Typical Arch Underside (Looking West)



10. West Railing - Lower Timber Detached Between Pilasters 4 and 5

MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



11. Arch - Corrosion along Base Above North Footing at West End



12. West Spandrel Wall/Arch Plate Interface - Missing Mortar

MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



13. Southeast Wingwall - Missing Stone on Top Face Approximately 5'-0" from Spandrel Wall



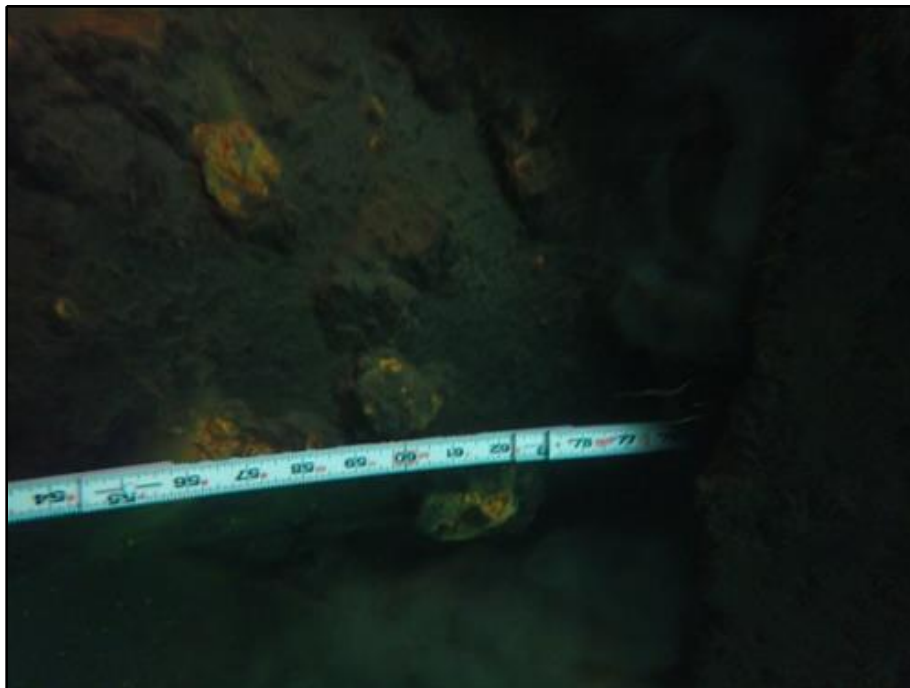
14. South Footing, 18'-0" from East End - Crack, Full Height x 1/4" Wide

MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



15. North Footing, 7'-0" from East End - Crack, Full Height x 1/8" Wide



16. North Footing - Void Where Utility Pipe Enters (South Abutment Similar)

**MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT**

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



17. South Footing - Typical Undermining



18. Northeast Embankment - Exposed Tree Roots

**MONTGOMERY COUNTY, MARYLAND
BRIDGE INSPECTION REPORT**

BRIDGE NO. M-K-03001 - KENSINGTON PARKWAY OVER SILVER CREEK



19. Channel - Debris Buildup at Interface Between South Footing and Utility Pipe



20. Southeast Embankment - Voids in Riprap Behind Southeast Wingwall

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.

