



H Street Bridge, NE Replacement RFQ Industry Day

July 29, 2021



Today's Speakers

- Everett Lott
Acting Director, DDOT
- Ellen Jones
Chief Project Delivery Officer, DDOT
- Ali Shakeri
Program Manager, DDOT
- William E. “Bill” Sharp
Chief Contracting Officer, OCP
- Nana Bailey-Thomas, Esq.
Chief Equity & Inclusion Officer, DDOT

WELCOME MESSAGE

Everett Lott – Acting Director, DDOT
Ellen Jones – Chief Project Delivery, DDOT

Agenda

- Project Objectives
- Project Background
- Future Adjacent Projects
- Preliminary Design
- Procurement Process
- DBE Participation

PROJECT OBJECTIVES

Ali Shakeri – Program Manager, DDOT

Project Objectives

- Reconstruct H Street Bridge
 - Existing bridge is in poor condition. The deck rating of 4 is categorized as structurally deficient
- Minimize impacts during construction
 - Transit
 - Vehicles
 - Pedestrians
 - Bicyclists
 - Rail operations
 - Access to parking garage/loading dock
- Accommodate planned projects
 - Streetcar extension
 - Union Station Expansion
 - Burnham Place

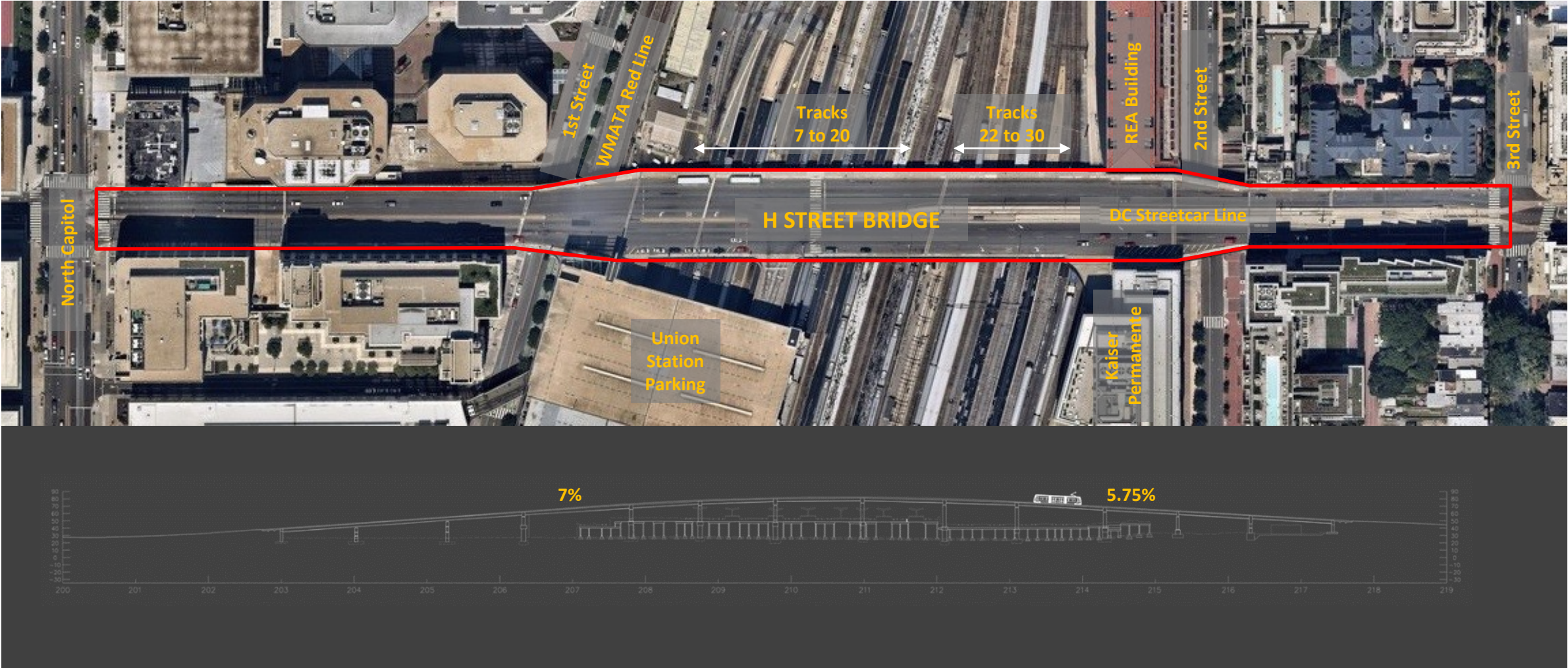
PROJECT BACKGROUND

Ali Shakeri – Program Manager, DDOT

Project Location



Bridge Plan and Elevation

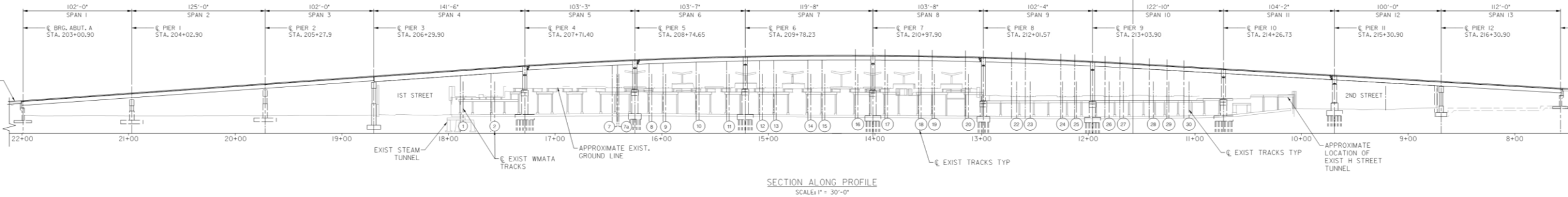
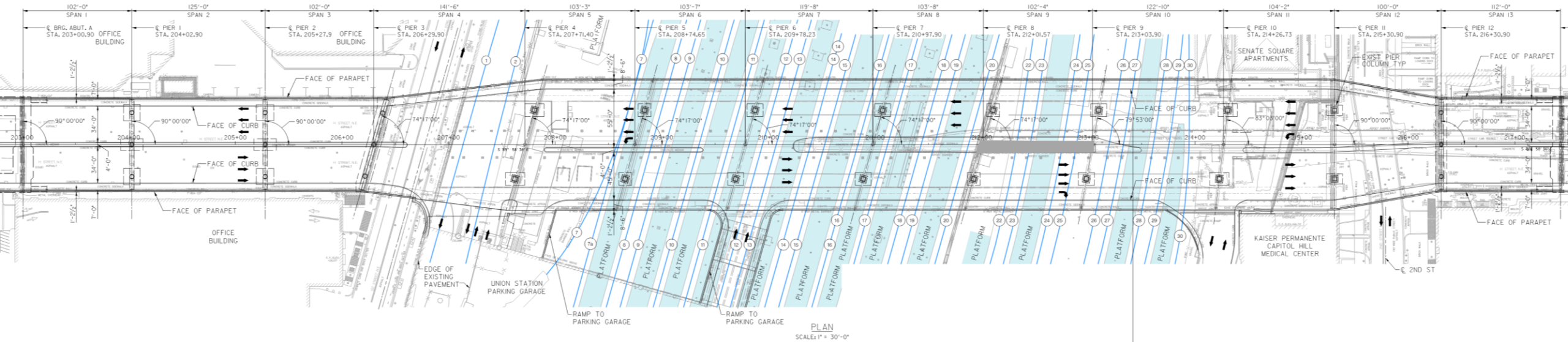


Bridge History

- 1907 H Street tunnel constructed with Union Station rail yards
- 1976 H Street bridge constructed; tunnel closed to traffic
- 2016 Streetcar opened on top of the bridge



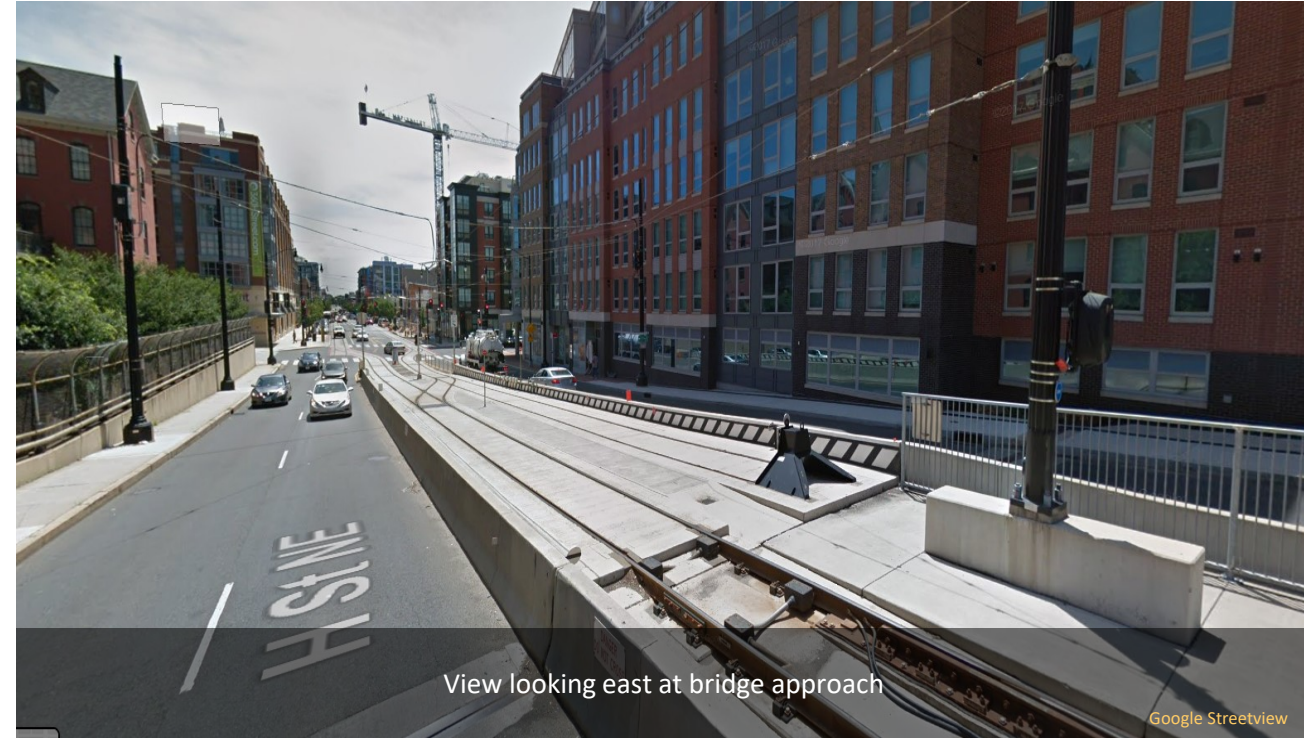
Existing Bridge



- LEGEND
- EXISTING RR TRACK CENTERLINES
 - TRACK NUMBER
 - EXISTING PLATFORMS



Existing Conditions



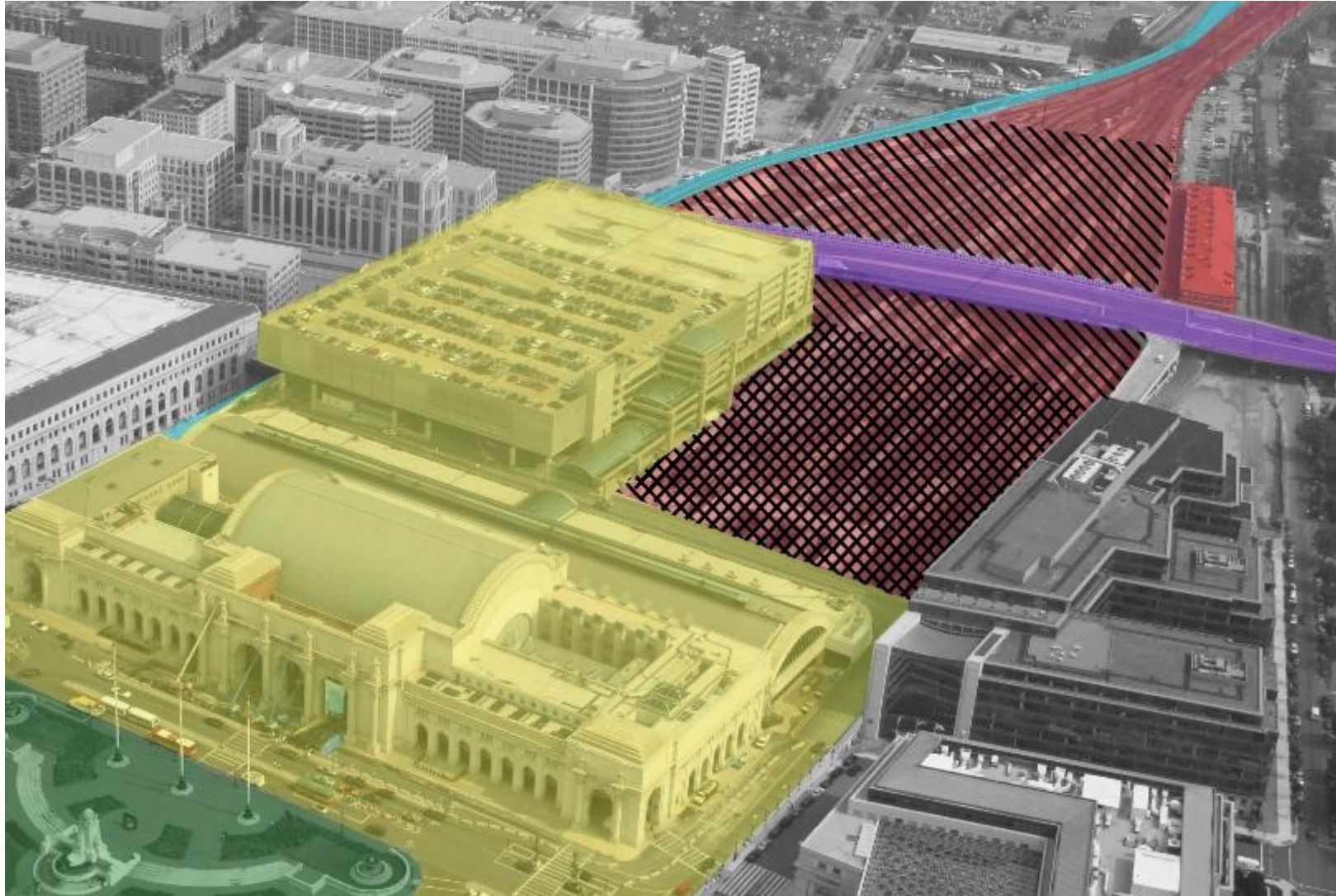
Key Stakeholders








- Federal Highway Administration (FHWA)
- Amtrak
- Union Station Redevelopment Corporation (USRC)
- Federal Railroad Administration (FRA)
- DC Streetcar
- Washington Metropolitan Area Transit Authority (WMATA)
- Akridge (Burnham Place Development)
- Adjacent Properties
- Community

FUTURE ADJACENT PROJECTS

Ali Shakeri – Program Manager, DDOT

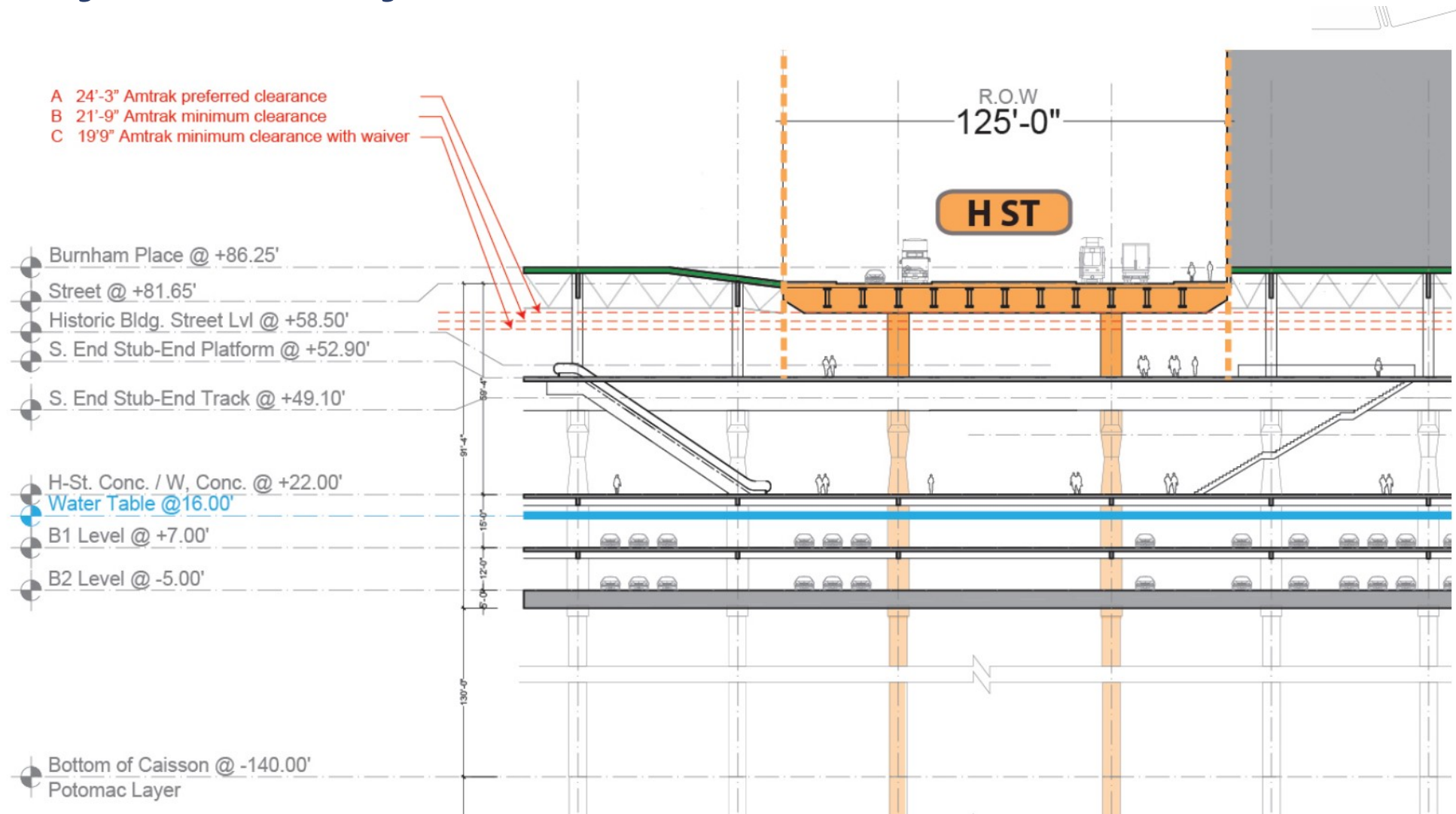
Adjacent Properties



-  FRA/USRC
-  Amtrak
-  Akridge
-  FRA/Akridge
-  District Department of Transportation (DDOT)
-  Washington Metropolitan Area Transit Authority (WMATA)
-  National Park Service (NPS)



Future Adjacent Projects



Graphic provided by FRA

PRELIMINARY DESIGN

Ali Shakeri – Program Manager, DDOT

Design Criteria

DDOT

- Construct replacement bridge within existing right of way
- Maintain independent utility
- Allow for streetcar station to be reconstructed on bridge
- Maintain traffic across the bridge and access to adjacent properties throughout construction

Amtrak

- Maintain clearance for existing tracks under bridge
- Design bridge to be compatible with existing tracks and platforms

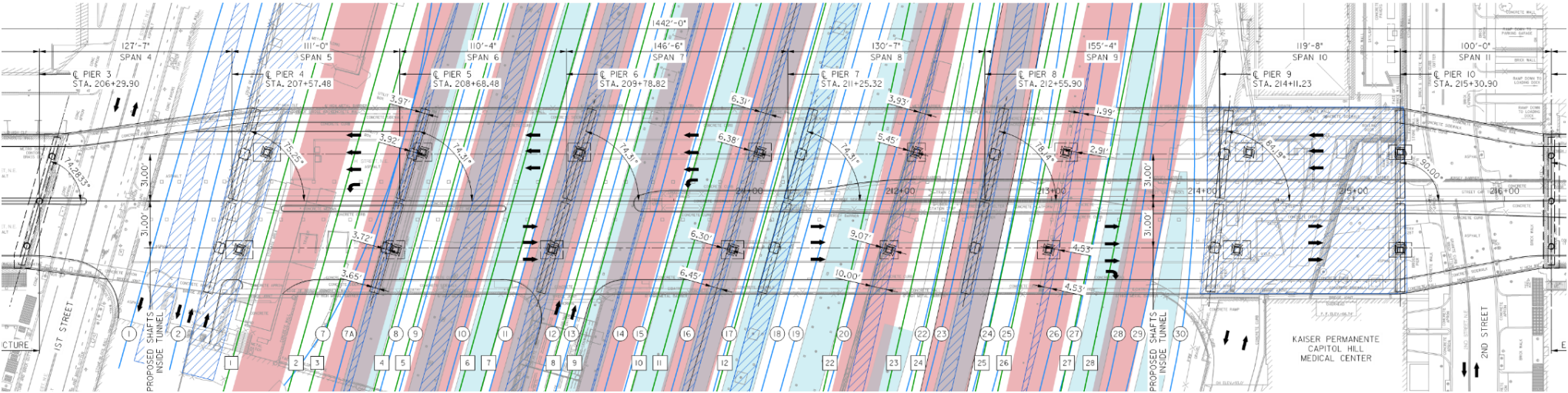
Union Station Expansion Project

- Design bridge to be compatible with future tracks and platforms
- Design bridge to be compatible with future sub-surface expansion

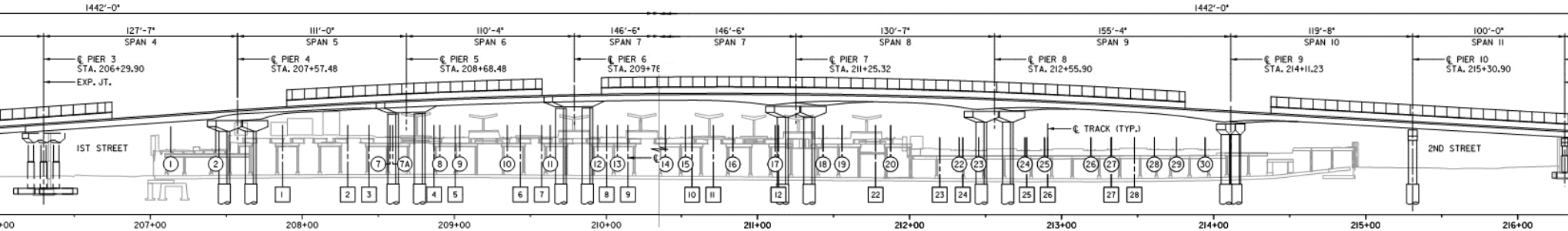
Akridge

- Do not preclude future intersection on top of bridge
- Accommodate utilities service to the development

Preliminary Design - Layout



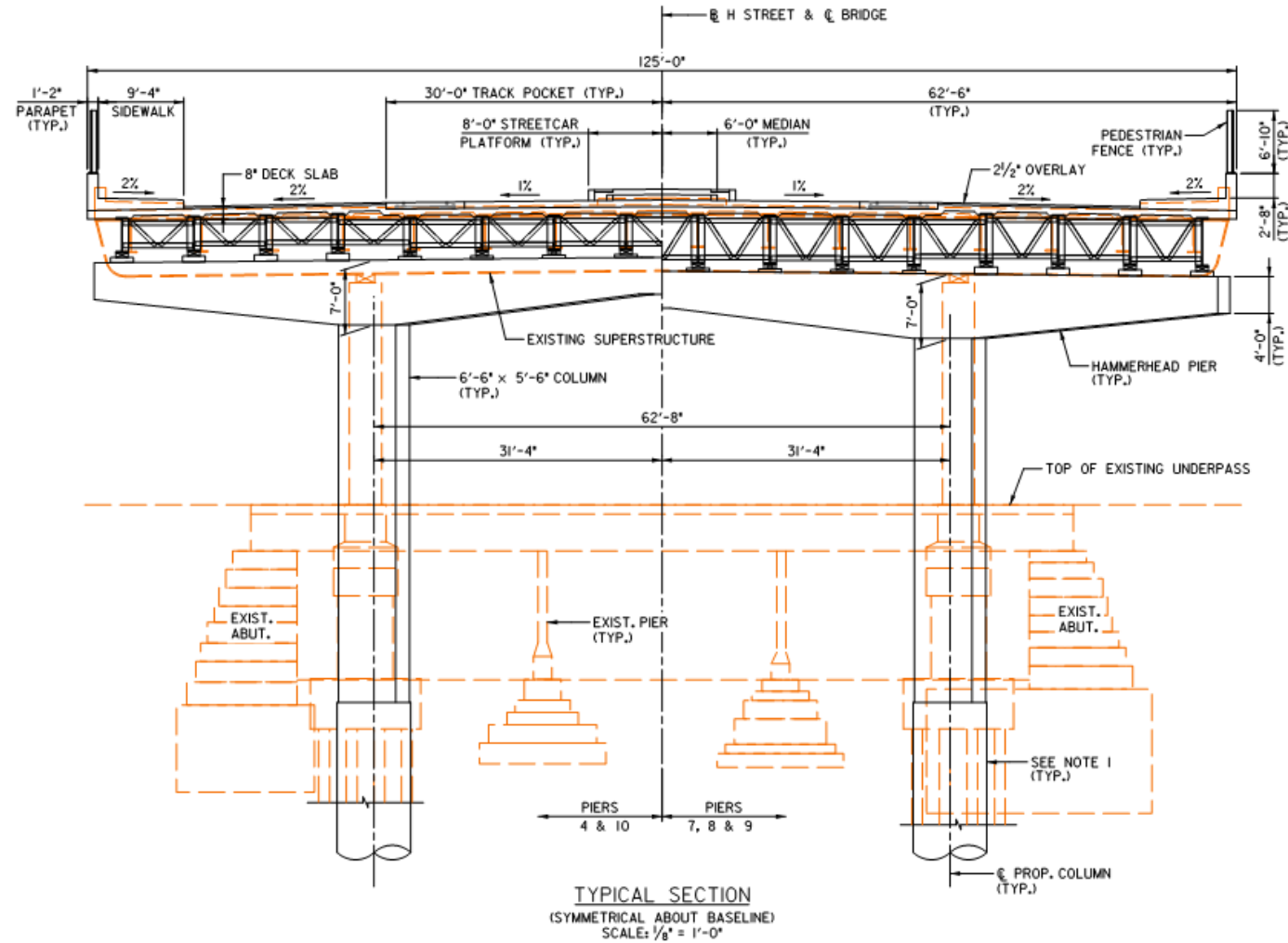
PLAN
SCALE: 1" = 30'-0"



ELEVATION
SCALE: 1" = 30'-0"

- LEGEND
- PROPOSED RR TRACK CENTERLINES
 - EXISTING RR TRACK CENTERLINES
 - PROPOSED TRACK NUMBER
 - EXISTING TRACK NUMBER
 - EXISTING PLATFORMS
 - PROPOSED PLATFORMS
 - PIER AREAS

Preliminary Design – Typical Section





District Department of Transportation

DISCLAIMER: ANIMATION FOR REFERENCE ONLY, NOT FOR CONSTRUCTION.

Preliminary Design – Current Status

- 30% Design is Complete
- Environmental Assessment
 - EA is nearly complete. Document is going through final FHWA approval process
- Numerous Agency Coordination Meetings
- Hazardous Materials
 - Phase I ESA (completed)
 - Phase II Testing (in progress)

Technical Challenges

- Utility Relocations:
 - DDOT has completed utility designation as part of the preliminary design
 - Utilities relocations are underway to be completed before award of contract
 - Amtrak utility relocations underway to be completed before award of contract
 - USRC sprinkler pump relocation underway to be completed before award of contract
 - The design of the bridge will be required to provide space for multiple new utilities that will serve the future adjacent development
- Amtrak Coordination:
 - Amtrak has been involved in the review of the preliminary design
 - Multiple Amtrak projects are ongoing within the vicinity of the project. Construction schedules and timing of track outages will require close coordination
 - DDOT has completed the design agreement and is completing the Construction Agreement with Amtrak
 - Selected contractor will finalize by signing the Amtrak Construction Agreement

Technical Challenges

- Lack of Available Construction Work Area
 - Project is to be constructed within existing Right of Way
 - Contractor to develop construction approach that minimizes need for stockpiling of material and maximizes on time delivery of pre-fabricated bridge components
 - DDOT is negotiating rights of entry to adjacent private property to allow for protection in place of facilities stored in those locations. A temporary construction easement to the air rights above the rail yard is being prepared to allow delivery of material through that space.
 - Shared office accommodation to be leased by the DB Contractor from a nearby building
- Traffic Impacts
 - Bridge to remain open to traffic with vehicular access to adjacent properties maintained throughout construction
 - DB Contractor will be required to minimize traffic impacts to local neighborhoods
 - DB Contractor will continuously monitor intersections and implement mitigation strategies if traffic impacts exceed defined thresholds

Technical Challenges

- Streetcar Coordination
 - Coordination of the design and construction of the streetcar
 - Certification of the operations by the DC State Safety Oversight Office
- Environmental Commitments
 - The selected team will be responsible for complying with various environmental commitments contained in the EA.
 - Due to the urban location of the bridge, there will be stringent limits on construction noise and construction vibration.

PROCUREMENT PROCESS

William E. “Bill” Sharp – Chief Contracting Officer, OCP

Introduction

- The design build contractor will be selected through a 2-step procurement
 - Step 1 – Request for Qualifications (RFQ)
 - The District intends to establish a shortlist of at least three of the most highly qualified Respondents that are eligible to receive the Request for Proposals.
 - Step 2 – Request for Proposals (RFP)
 - Selection of a preferred proposer from shortlisted Respondents
- RFQ issue planned for the week of August 2, 2021
- Statement of Qualification submissions are due 45 days after release of the RFQ
- Anticipate awarding the design build contract by 4th Quarter, 2022
- Anticipate completing construction by 2028

Step 1 – Request for Qualifications

Scored Evaluation Criteria:

- Experience of Respondent's Team
 - Lead contractor and lead designer organization and management experience
- Experience of Respondent's Key Personnel:
 - Design Build Project Manager
 - Construction Manager
 - Construction Quality Assurance Manager
 - Maintenance of Traffic Manager
 - Lead Bridge Engineer
 - Lead Streetcar Design Engineer
 - Lead Stakeholder Coordinator
 - Disadvantaged Business Enterprise (“DBE”) Program Coordinator
- Team Structure, Management Approach, and Risk

Step 1 – Request for Qualifications

- Other notable items included in the RFQ:
 - DDOT will provide an opportunity for Respondents to visit the H Street Underpass
 - Respondents will be required to re-confirm that no team members have potential conflict of interests
 - Respondents will need to request owners complete a Past Performance Evaluation Form for projects submitted for lead contractor and lead designer work history

Step 2 – Request for Proposals

- Alternative Technical Concepts (ATCs) will be considered
- A stipend will be paid to responsive, unsuccessful, shortlisted proposers
- Proposal evaluation will be a combination of price and technical factors
- District law requires a project labor agreement (PLA). DDOT is in process of developing a PLA which will be provided to shortlisted Respondents with the RFP
- The Davis-Bacon Act is applicable to this Project
- The District is considering submitting a request to FHWA for approval to include a Local Labor Hiring Preference (LLHP) this Project under Special Experimental Project No. 14 (SEP-14)

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION

Nana Bailey-Thomas, Esq. – Chief Equity & Inclusion Officer, DDOT

Disadvantaged Business Enterprise (DBE) Participation Goal

Adherence to the DBE Goals will be monitored and audited throughout the life of the project.

Design-Build Team Prime Contractor Important Notes:

- An overall DBE subcontracting goal of 22.19 percent (22.19%) of the total contract value for design and construction, for firms certified as DBE's in accordance with Title 49, Subtitle A, Part 26 of the CFR, has been established for this federally-assisted contract.
- A DBE Utilization Plan or DBE Performance Plan (DBEPP) shall be submitted by shortlisted respondents in response to the RFP
- The DBEPP will list the anticipated work items and contract dollars for DBEs demonstrating how the design build team will meet and/or exceed the DBE goal
- The DBEPP must be approved by the DDOT DBE program team as part of the proposal and throughout the life of the project if any changes are made to the plan
- Monthly progress meetings with DDOT and other appropriate stakeholders will be required

DBE Contractor Important Notes

- Propose services within your firm's Certified NAICS Code
- DON'T WAIT! Seek DBE certification or certification in additional codes with the Metropolitan Washington Unified Certification Program (MWUCP), which is comprised of WMATA and DDOT as certification entities
- If selected to perform on contract, understand that no substitutions or terminations are considered unless approved by the DDOT's Small Business Inclusion Office

For More Information

Nana Bailey-Thomas, Esq. Chief Equity & Inclusion Officer

District Department of Transportation

nana.bailey@dc.gov or 202-671-6593

Workforce Development

- On-the-Job Training (OTJ) Program helps minorities, women and disadvantaged individuals enter the Highway Construction Industry
- OJT Goals will include:
 - The design scope will have 6 trainees for internships/OJT opportunities totaling 10,000 hours.
 - For the construction of the project, 30 trainees are required in various trade classifications with 6 trainees assigned to the FHWA-funded DDOT Pipeline Training program.

For More Information:

Andrea Jackson

Small Business Inclusion Manager

District Department of Transportation

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CONCLUDING REMARKS

Ali Shakeri – Program Manager, DDOT

Concluding Remarks

- Information on the project will be posted on the website as it becomes available;
 - <https://www.hstreetbridgeproject.com/>
- RFQ will be posted on the following website as it becomes available;
 - <https://dtap.ddot.dc.gov/Project/Procurement>
- All questions or requests for clarification regarding the RFQ shall be submitted to OCP at HStreetBridgeProcurement@dc.gov.



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