



H Street Bridge, NE Replacement Industry Day

d.



Industry Day Speakers

Ellen Jones Chief Project Delivery Officer, District Department of Transportation (DDOT)

George A. Schutter Chief Procurement Officer and Director, DC Office of Contracting and Procurement (OCP)

Ali Shakeri Project Director, DDOT

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

Tyra Redus Chief Equity & Inclusion Officer, DDOT

Welcome Message

Ellen Jones, DDOT Chief Project Delivery Officer
George A. Schutter, OCP Director

Agenda

- Project Background
- Future Adjacent Projects
- Project Objectives
- Preliminary Design
- Procurement Process
- Procurement Schedule
- DBE Participation
- Site Visit Instructions
- Questions

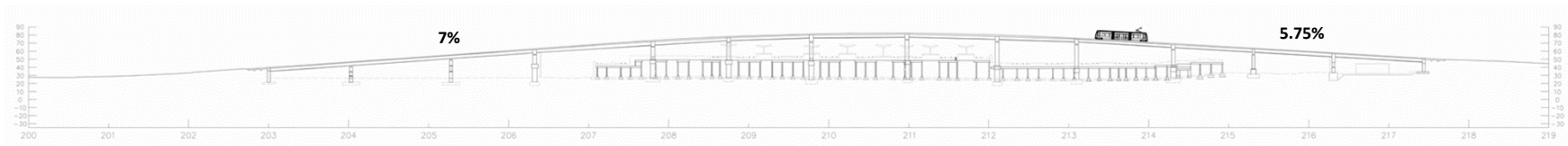
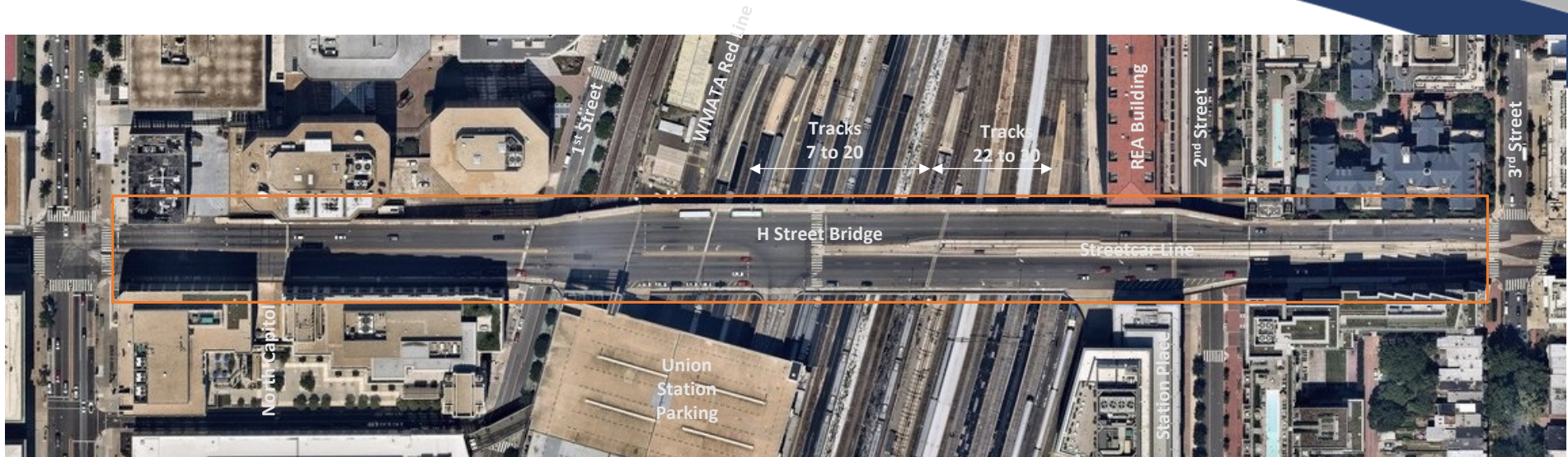
Project Background

Ali Shakeri, Project Director

Aerial Oblique of H Street Bridge

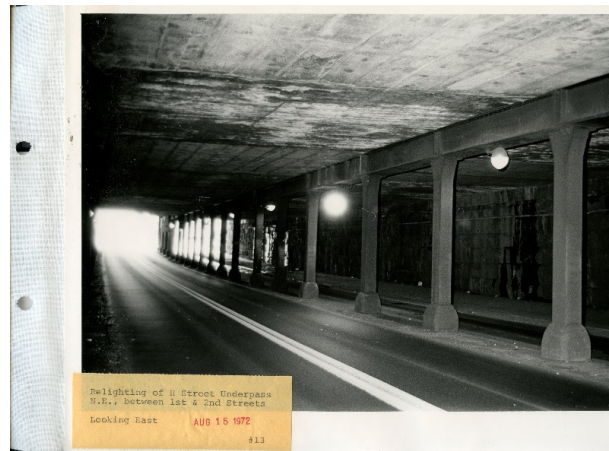


Plan View of Bridge

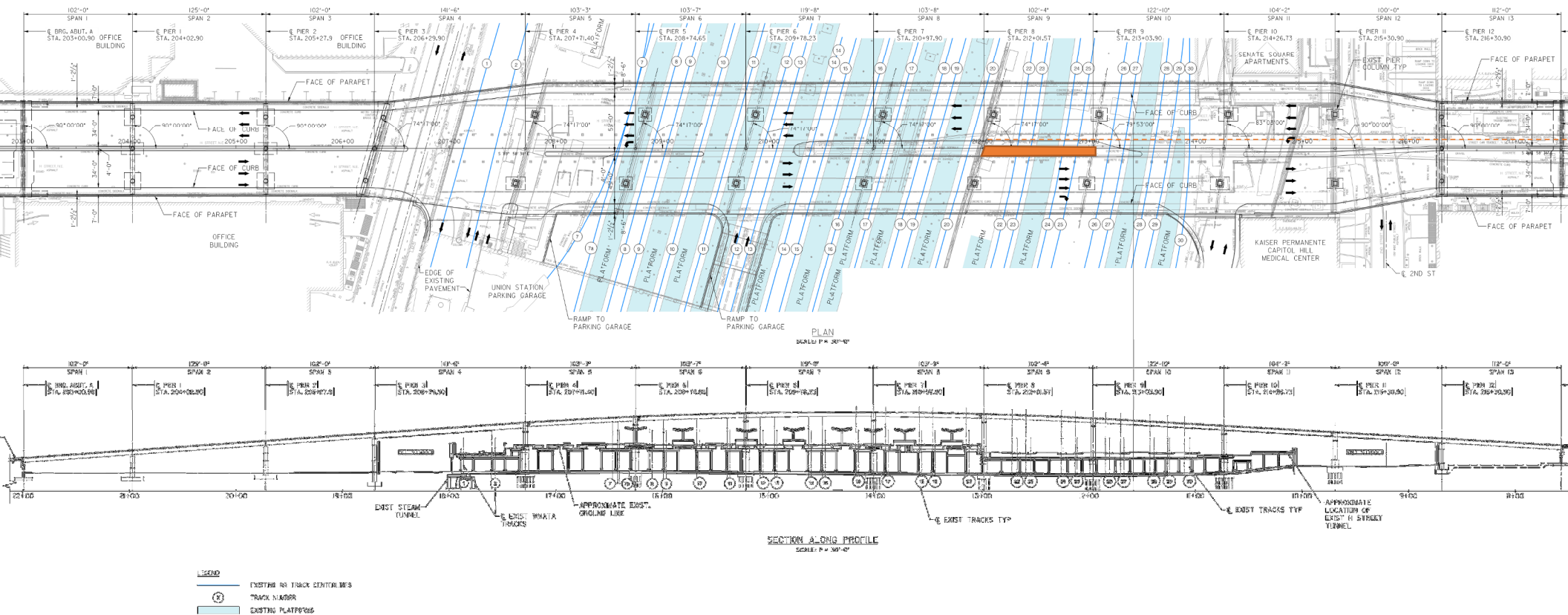


History of the Bridge

1907	H Street underpass constructed with Union Station rail yards
1976	H Street bridge constructed, underpass closed to traffic
2016	Streetcar opened



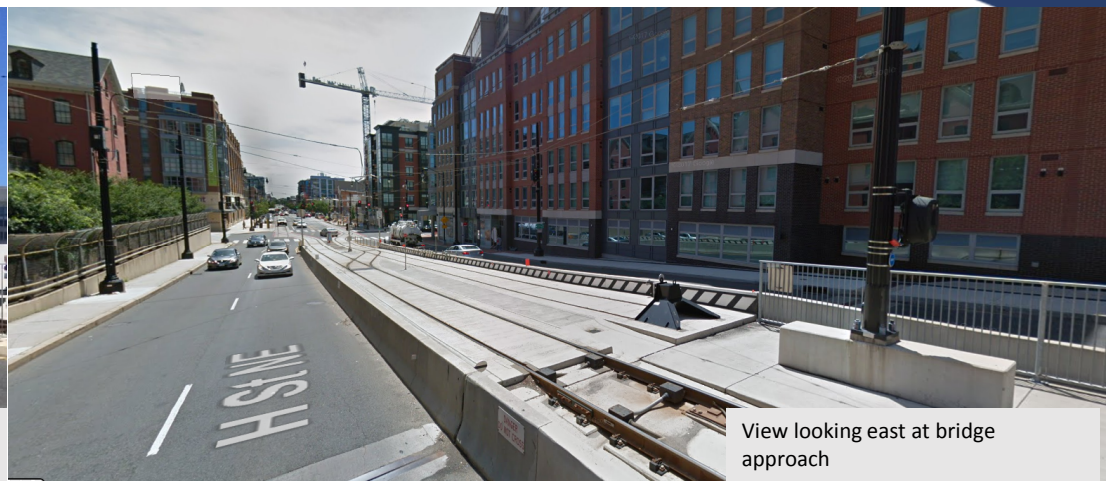
Existing Bridge



Existing Conditions



View of Bridge Deck looking west at the Union Station Streetcar Stop



View looking east at bridge approach

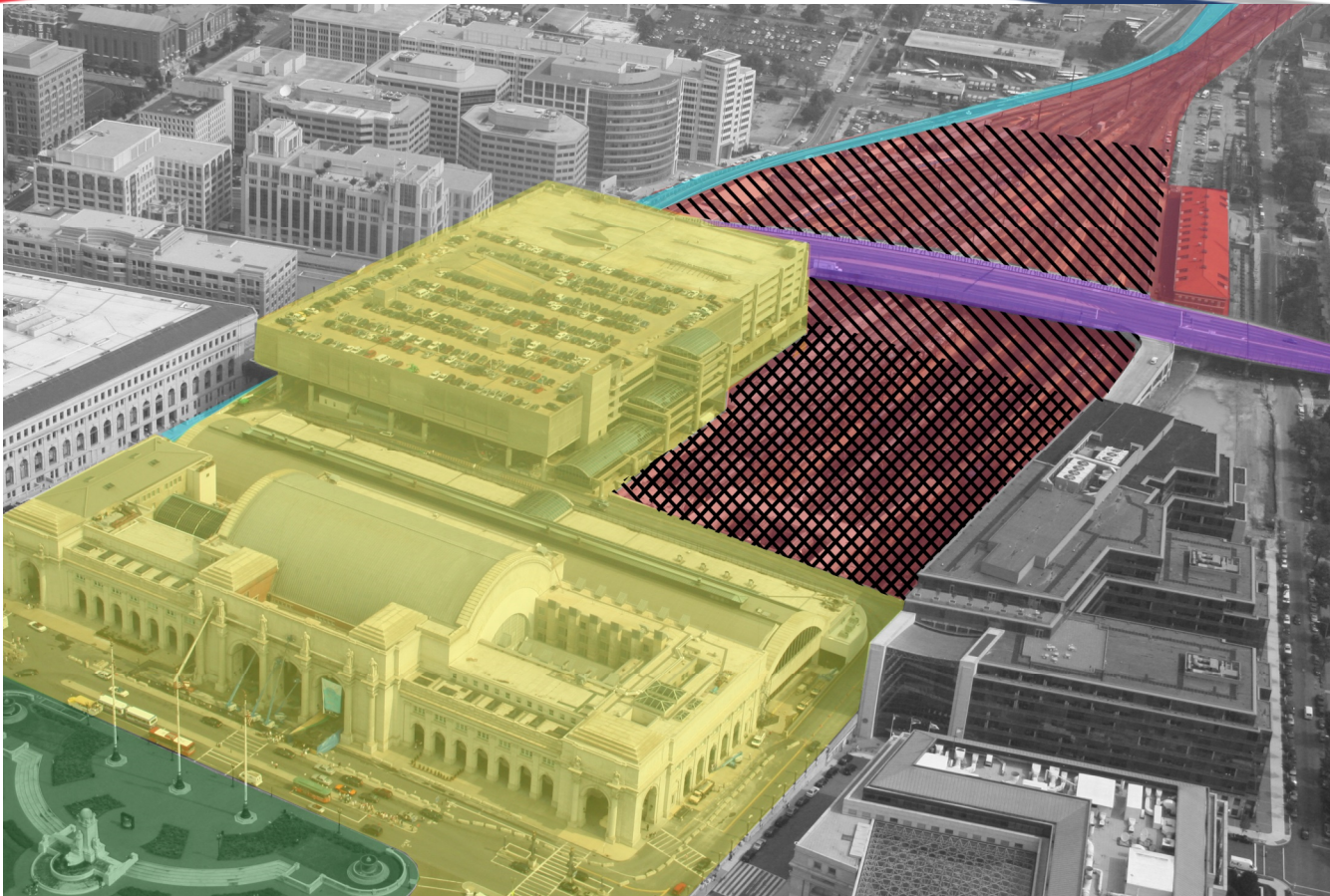
Key Stakeholders

- 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, Project Director

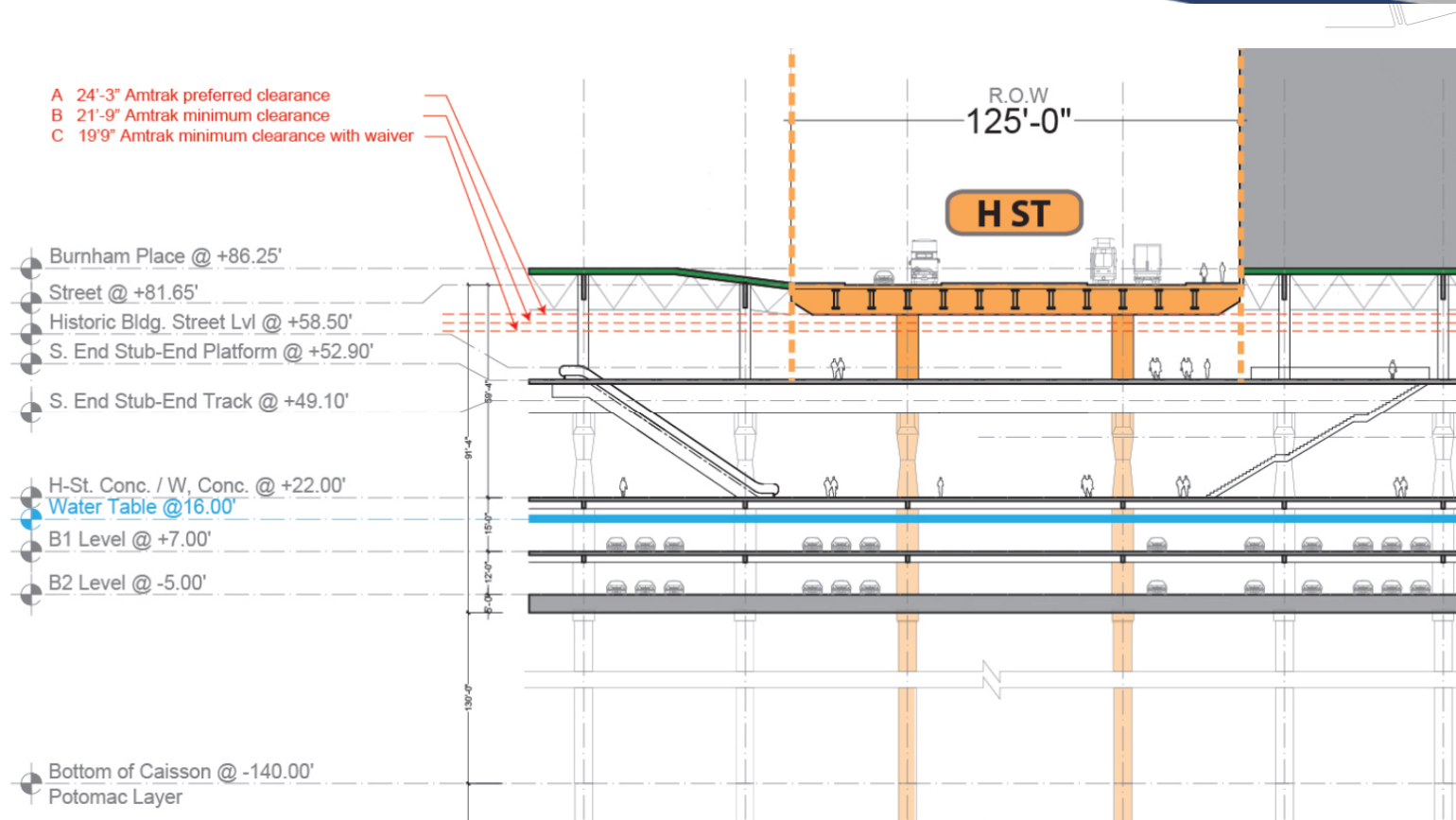
Adjacent Properties



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

Future Adjacent Projects

Overview and Status of the
H Street Bridge project



Preliminary Design

Ali Shakeri, Project Director

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

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

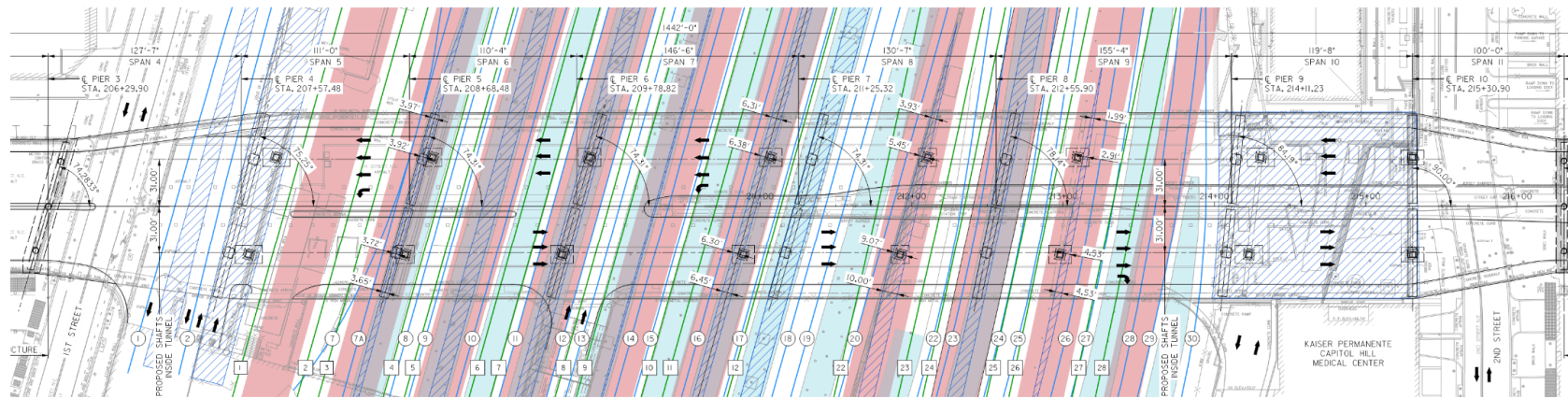
Union Station Expansion Project

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

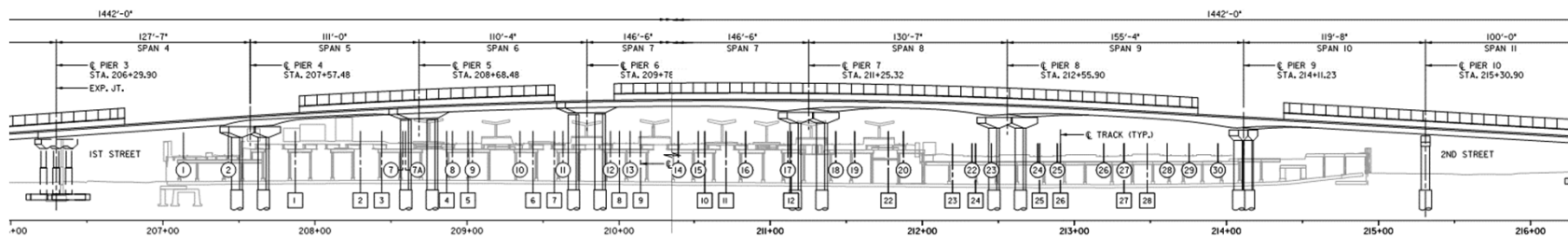
Akridge

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

Alternative A Span Layout



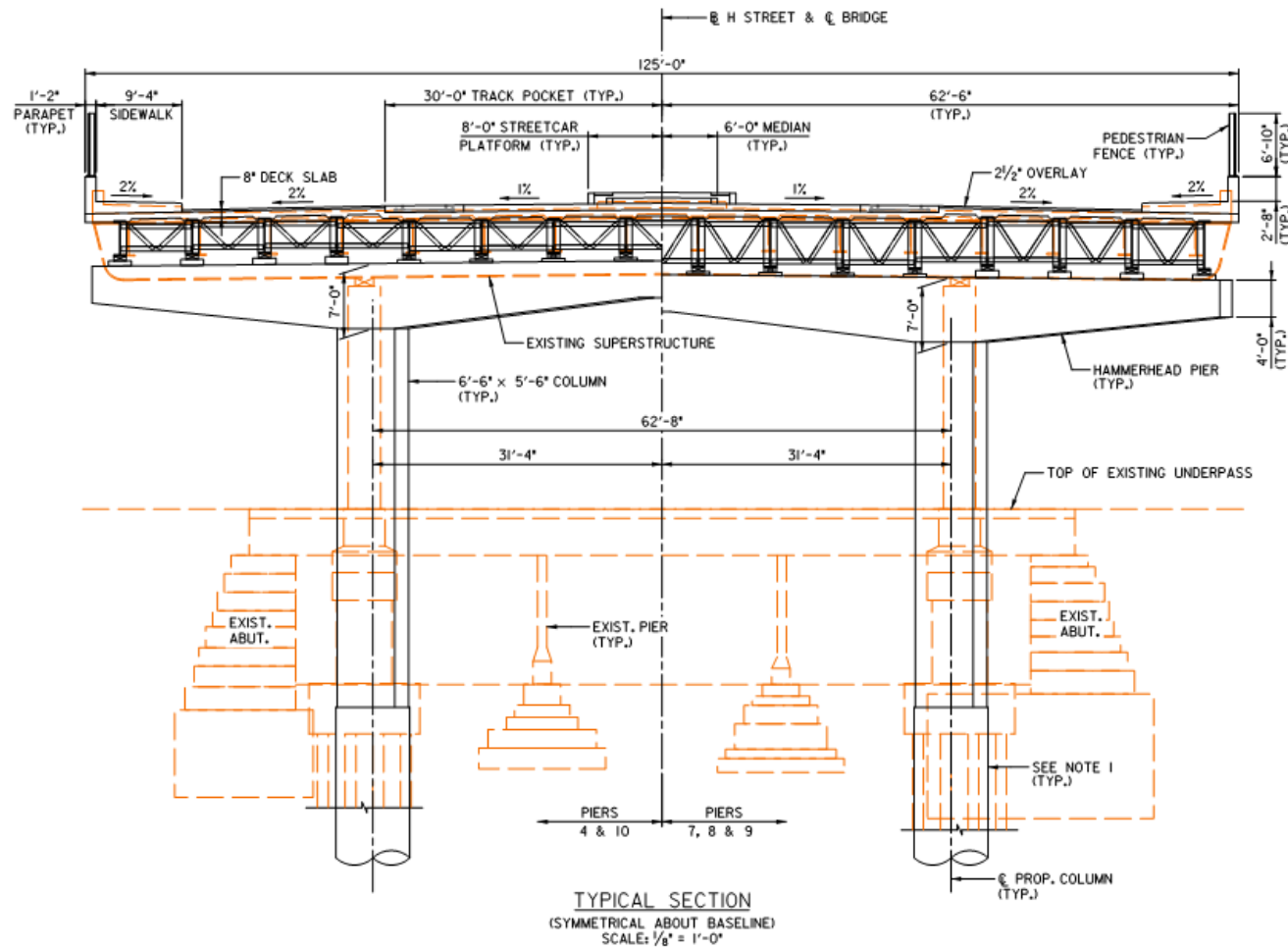
PLAN
SCALE: 1" = 30'-0"



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

Alternative A Section at Pier





District Department of Transportation

DISCLAIMER: ANIMATION FOR REFERENCE ONLY, NOT FOR CONSTRUCTION.

Preliminary Design – Status Update

Public Meetings

- June 21, 2018 (completed)
- Second planned prior to construction

Numerous Agency Coordination Meetings

Traffic Study (completed)

- FHWA requested construction impact analysis, did not want to close bridge

Hazardous Materials (Ongoing)

- Phase I ESA (completed)
- Phase II Testing Plan (commencing site investigation in October)

Preliminary Design – Status Update

Cultural Resources (Ongoing)

- Consulting party invitations (distributed)
- Cultural Resources Report (submitted and addressed SHPO comments)
- Determination of Effect (Adverse on platform canopies and underpass)
- Section 106 MOA (draft prepared, awaiting Determination of Effect)

Environmental Document (Ongoing)

- Prepared as CE-3 (draft prepared, awaiting completion of 106)

Technical Challenges

Utility Relocations

- DDOT has completed utility designation as part of the preliminary design
- DDOT is coordinating with utilities located in the H Street underpass to relocate ahead of NTP for construction

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 is pursuing a draft Construction Agreement with Amtrak ahead of issuing a Request for Proposals
- Selected contractor will finalize and sign the 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

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

Construction Means and Methods

- Available working hours for work above and adjacent to tracks will be limited
- DB Contractor will need to maximize the use of accelerated bridge construction techniques
- Use of innovative approaches to minimize construction noise and vibration

Procurement Process

William E. “Bill” Sharp, Chief Contracting Officer

Introduction

- The design build contractor will be selected through a 2-step procurement
 - Step 1 – Shortlisting based on submitted Statements of Qualification
 - Step 2 – Selection of a preferred offeror through a Request for Proposals
- Offerors should reach out to OCP to confirm no team members have potential conflict of interests*
- District law requires a project labor agreement. DDOT is evaluating how best to approach this requirement. Your input is welcome

Step 1 – Request for Qualifications

Scored Evaluation Criteria (anticipated):

- Track Record of Respondent's team successfully delivering projects of similar size and scope
- 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
- Project Understanding and Risks
- Design/Construction Approach to Risks

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

Project Delivery

- Complete NEPA and Preliminary Engineering 4th Quarter 2019
- Issue Design-Build RFQ 1st Quarter 2020
- Anticipated Contract Award 1st Quarter 2021
- Project Completion 2025

Disadvantaged Business Enterprise Participation

Tyra Redus, Chief Equity & Inclusion Officer

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:

- A DBE Utilization Plan or DBE Performance Plan (DBEPP) shall be submitted listing the anticipated work items and contract dollars for DBEs demonstrating how the design build team will meet and/or exceed the DBE goal. It is anticipated there will be both a design and construction 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

DBE Liaison Officer

Chief Equity & Inclusion Officer

District Department of Transportation

HStreetBridgeProcurement@dc.gov

Workforce Development

- On-the-Job Training (OJT) Program helps minorities, women and disadvantaged individuals enter the Highway Construction Industry
- Training Services Provision (TSP)/Employee Training Requirements
- On-the-Job Training and Apprenticeship Positions Shall Be Made Available

For More Information:

Small Business Inclusion Manager
District Department of Transportation

HStreetBridgeProcurement@dc.gov

Site Visit Instructions

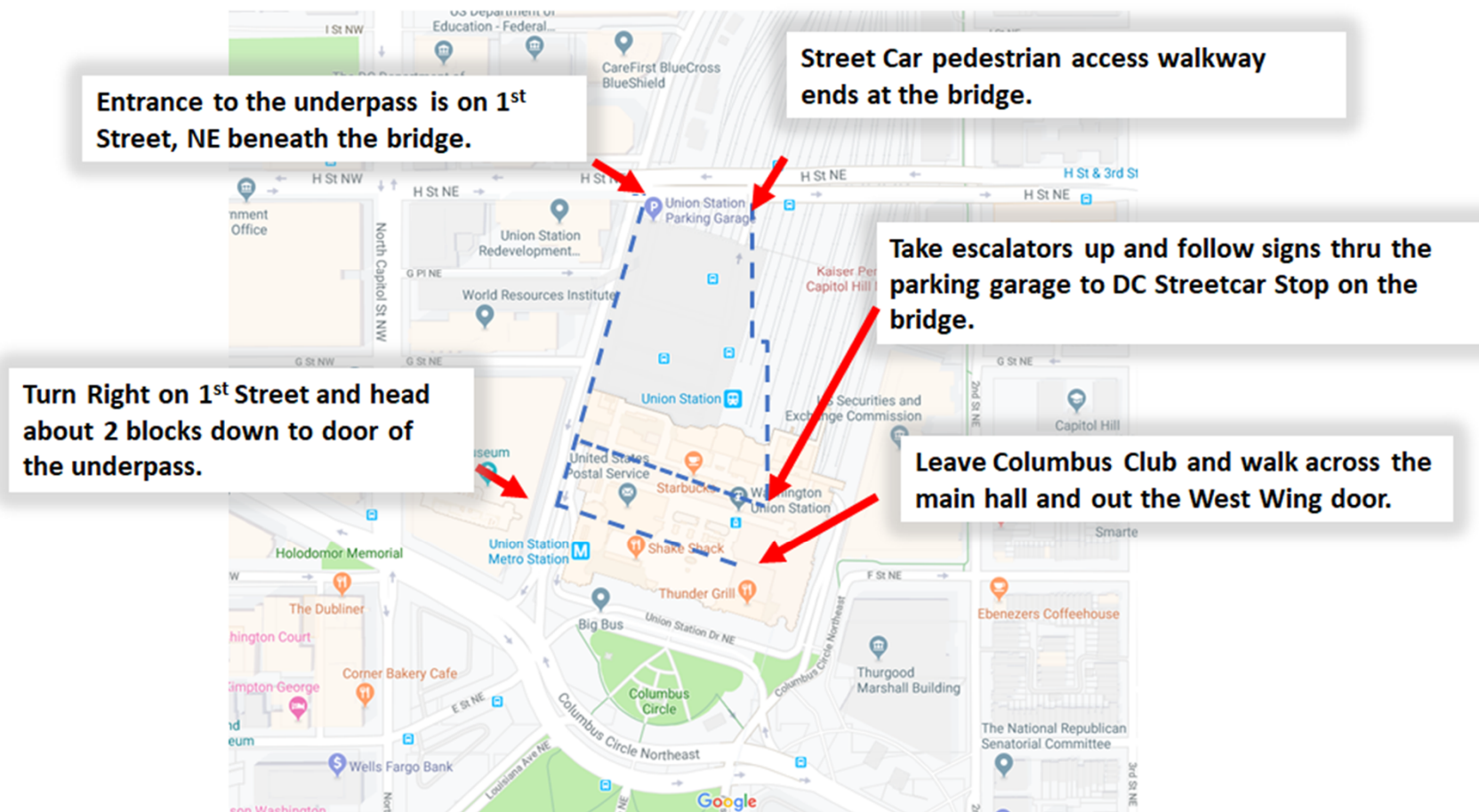
Bridge and Underpass View

Join us for a tour of the Bridge and Underpass

A few reminders:

- Please use caution when walking on the sidewalks of the H St. Bridge and when crossing roads
- Please stay out of the well used bike lanes
- A portion of the H St. Underpass will be open for viewing until 2:00 pm
- Underpass access is at the 1st St. entrance past Casey's Coffee

Bridge and Underpass View - Directions



Questions

Questions and Answers

- When asking a question, please share your name and company first
- Information on the project will be posted on the website as it becomes available

<https://www.hstreetbridgeproject.com/>

Thank You for Your Interest in this Project.



District Department of Transportation