



**Butler County Regional Transit Authority**



## ADDENDUM #2

***October 12, 2020***

*#2020-014 Architecture and Engineering Services for the Chestnut Street Multimodal Station & Shared Services Facility & City of Oxford Passenger Rail Platform*

# ADDENDUM 2

## Answers to Questions

1. Can you please confirm the anticipated level of on-site Construction Management and Construction Inspection services for both the Multimodal Station and the Passenger Rail Platform? We anticipate that the Multimodal Station will require full time field personnel and that the Passenger Rail Platform will require part-time coverage?
  - A. The vendor must provide engineering/project management expertise that will report to the BCRTA Project Manager. Vendors must determine the full time/part-time coverage and hours based on the proposal and their expertise. BCRTA will assign a Project Manager for the project internally that will be tasked with oversight of the project and approval of all change orders.
  - B. City of Oxford: The Passenger Rail Platform construction management details have not been determined at this time. Standard procedure for city projects are: daily reporting, review and approval of change orders, monitoring of traffic, safety, equipment and materials. For this project, the construction management expectations will largely be determined by CSX policies, due to the physical location of the work.
2. Can you please confirm that pricing for the City of Oxford sponsored Passenger Rail Platform should include Scope Items 1-11 as listed in the RFP?
  - A. Correct
3. On Attachment D Scope Checklist, what are you looking for in the “submitted” column vs. the “total hours” column?
  - A. The submitted column is a checkbox to determine if the vendor is able to complete the required scope. The total hours column is the estimated number of hours the vendor thinks will take to complete that scope of work.
4. Please clarify the RFP Section 2, 1. Multimodal Station, Parts 1 and 2 where the RFP lists the task title and the % Complete. Specifically, on Page 18, Preliminary Architectural Concept Design is Part 1 and is described as 10% design. On Page 21, the same title is listed but is Part 2 and is 30% design.
  - B. BCRTA stipulates that the tasks are different regardless of the nomenclature. Activities in Part One may be regarded as conceptual while activities in Part Two should build and expand on that concept. It is the intent that 10% design be completed in Part One and 30% design be completed in Part Two.

5. Please clarify the RFP Section 2, 2. Passenger Rail Platform, 6. Utilities where subsection (a) includes or is this part missing? This RFP section seems to skip to (b). (see page 29 and 30)

A. Correct, there is no content for 'a.' Typographical error.

6. RFP Section 2, 2. Passenger Rail Platform - Topo Survey and Property Survey are listed in Part 1 (page 29) but are also listed again as Part 4 and Part 5. Please clarify.

A. Parts 1, 4 and 5 are all required. They are hereby merged as one categorical requirement for clarity; to avoid redundant titles.

7. RFP Section 2 – Scope of Work, 1. i. Detailed Scope, b, ii – it is noted that the PM is required to be a PE, RA or PMP, however we respectfully ask that the PM be permitted to be an AICP. (see page 19)

A. This request is rejected. Although the value of AICP is acknowledged and encouraged on the project team, this is a complex project and the issuing agencies have determined the necessary skills and experience can only be reasonably verified through the identified certifications for the position of the project manager. The project manager must be PE, RA or PMP.

8. RFP Section 2, 2. Passenger Rail Platform, 9 NEPA - the scope for this item is to perform a Preliminary Analysis of the environmental impacts. Please clarify when the remaining/final work will be performed.

A. Preliminary NEPA is required for potential grant applications. If final is not required by any governing authority, it will not be performed. If it is required, it will be negotiated as a contract addendum.

9. With respect to RFP Section 2 Passenger Rail Platform, there is a task for Preliminary Engineering but is there a Final Engineering submission? Or is Final Engineering assumed be part of the BOD report?

A. Correct, final engineering is assumed to be included within the BOD.

10. Price Proposal - The RFP asks for a price proposal for Part 1 only which includes the Multi-modal center by BCRTA. Are there specific tasks for the Passenger Rail Platform that would be included in Part 1 also? Is a price proposal required for tasks for the Passenger Rail Platform with the proposal submittal?

A. A price proposal is required for tasks for the Passenger Rail Platform, as indicated on the 2<sup>nd</sup> tab of Attachment B Excel Spreadsheet in the Solicitation.

11. On page 9 of the proposal it is mentioned that the platform will be partially constructed on CSXT right-of-way. What role will CSXT play in the design of the platform and associated systems related to the new stop?

A. CSXT acts only as a permitting landholder. CSXT's involvement in the design will be the minimum amount needed to move the project forward expeditiously. It is not intended for CSXT to have direct involvement in design.

12. RFP Section 2, 1. Multimodal Station, Part 2, subsection a. requires a LEED analysis. What level of certification is required?

A. No level is required. BCRTA desires to encourage sustainability and implement all reasonably available solutions. However, BCRTA does not desire to "chase" LEED points for the purpose of receiving certification. Proposers should seek to provide sustainable solutions that are cost effective and promote a sustainable image and position for BCRTA and/or the City.

13. There is a slight discrepancy with how the scope is listed on Attachment D versus the RFP:

- Attachment D lists "e. Preliminary Design Documents" as part of Task 1: Preliminary Architectural Concept Design / Engineering.
- The RFP lists "Preliminary Design Documents" under Part 2.
- Based on the RFP's definition, "Preliminary Design Documents" seems to be the same as "Architectural Design / Engineering (10%-30%)" found on row 2-c. on Attachment D.

Can we disregard row "1-e. Preliminary Design Documents" on Attachment D and include all hours that bring us from 10% Design to 30% design under row "2-c. Architectural Design Engineering (10%-30%)?"

A. Disregard row 1-e. Preliminary Design Documents. A new Attachment D is hereby issued with Addendum #2.

14. Section E: Insurance, item 4. Professional Liability Insurance and Item 6. Additional Insured are potentially in conflict. The professional liability (PL) insurance requirements require naming the agency as an additional insured. PL generally doesn't work that way and an insurer would not cover it, courts could not enforce, and it's a "commercial impossibility", e.g. it just not available. Please clarify requirement.

A. Certificates naming BCRTA or the City as "Additional Insured" are only expected on commercially available forms required by Section E that provide this capacity.

15. Section 5E Insurance: Will the consultant be expected to obtain railroad protective liability insurance for CSX or will that coverage be provided by the City of Oxford?

A. If this is required by CSXT, then it will be the responsibility of the consultant.

16. Please confirm if Attachment D - Scope Checklist must be submitted for the Amtrak Multimodal Station. We believe that the City of Oxford had indicated during the proposal meeting that manhours and costs were not to be submitted for that portion of the project and therefore Attachment D would not be applicable.

A. Attachment D is required for both projects. There are two tabs on the spreadsheet that must be completed.

17. Please confirm if the Benefit Cost Analysis requested in Section 2 Part A is intended to be conducted during Part One described on page 20 of 65 regardless of the site location and if so will it be a revision of the prior BCA used in support applications for federal funding.

A. The scope for BCRTA multimodal center does not include a Benefit Cost Analysis and has hereby been deleted. The City of Oxford requires a Benefit Cost Analysis for the Passenger Rail Platform only.

18. Please clarify the need for Real-Estate Valuation included in Section 4 Part D on page 39 of 65. Must the consultant include independent licensed appraisers for potential property acquisition or easement negotiations.

A. Yes, there will likely be valuation needed, including but not limited to the acquisition of an access easement for the walkway to the Rail Platform.