



Carkeek Park Railroad Overpass Pedestrian Bridge Replacement: Consultant Questions

Question: What is included in the 20-page limit for the submittal?

Answer: The 20-page limit includes all mandatory response items. This includes the Consultant Questionnaire, Proof of Legal Business Name, Minimum Qualifications Sheet, Consultant Inclusion Plan, and Proposal Response. Anything beyond that is not guaranteed to be read and will not be considered as part of the review.

Question: What time is the RFQ response due on November 2nd?

Answer: The RFQ is due by EOD November 2nd. If the complete submittal is in my inbox(colin.campbell@seattle.gov) before November 3rd it will be reviewed.

Question: Do both Prime and Subconsultants need to provide the proof of Legal Business Name?

Answer: No, the proof of legal business name should only be necessary for the Prime.

Question: Will SPR be providing survey services?

Answer: Yes, the survey and base mapping will be provided by SPR.

Question: Is there a required order for materials in the submission?

Answer: No, there is not required order for materials in the submission.

Question: Is the team that did the preliminary study invited to submit for this project, or are they staying on in an advisory role to the owner?

Answer: No, the team that worked on the preliminary feasibility study is no longer under contract with SPR and they are welcome to submit for this project.

Question: Does SPR prefer an architect led team?

Answer: Yes, we are requesting either an architect or landscape architect led team with engineering and other roles in the subconsultant role.

Question: What sources of funding have been identified for this project so far?

Answer: There is currently \$2,214,000 in appropriated funds provided by REET. There is an additional \$1.8 million in Washington State RCO grants that are anticipated.

Question: Do you expect that the interviews for the top 3 ranked firms will be virtual or in-person?

Answer: The interviews are planned to be virtual with 30 minutes allotted for each interview.

Question: I have in my notes yesterday about the soils challenges and not drilling. I didn't catch it all. Can you go over what you said about the soils?

Answer: The feasibility study did not include drilling at the project site for Geotech analysis, but existing record of older drillings done nearby were used so there are still some unknowns. The drillings we do have, show the soil on the beachfront to be very soft down to 25 feet and not ideal for the bridge supports. This report is included in the feasibility study in the "current projects" section here: <https://www.seattle.gov/parks/find/parks/carkeek-park>. The proposed siting for the recommended

bridge option also cuts very close to the shoreline so careful consideration will be needed for anything going into the ground especially on the west side of the tracks.

Question: Is the Minimum Qualifications section looking for the qualifications of the Prime only or does this also need to incorporate subconsultant qualifications?

Answer: The minimum qualifications apply to the relevant qualifications of all team members who will be working as part of the design team. The prime does not necessarily need to hold all of those skill sets in-house, they just need to demonstrate it exists within their team. Ideally, the response would identify who is bringing this to the project.

Question: Would SPR reconsider the minimum qualification of five (5) years of continuous experience. We have been in business for over four years, but our engineers have been designing bridges for almost two decades.

Answer: Experience of the engineers/staff on your team prior to working at the current firm can absolutely count towards this requirement. This requirement is to ensure that the person with this role on this project has enough relevant experience. Highlighting experience or projects worked on by staff that would be involved in this project but that occurred before the firm was established is acceptable.

Question: Would SPR consider adding Structural Engineering as a core function for this scope of work and reconsider the approach to the following task: Structural Analysis and Design: Develop the structural components to validate the feasibility of the architectural vision.

Answer: While we know that engineering will be a critical component, we want to keep the prime scope with the listed fields to ensure an end product that meets functional and aesthetic goals. This is not something we are able to change for this project.

Question: Would SPR relax the requirement for having designed a bridge over BNSF railway within the past 5 years to *personnel having experience designing a pedestrian bridge over an active freight railway*.

Answer: To clarify, the requirement listed here is not specifically for experience working over BNSF railway, but Class I (the RFQ says Class A, but this is a typo). While we are seeking a consultant through a separate process to aid in the negotiation process with BNSF, it is critical that the design team includes experience with these requirements. The other consultant team will not be reviewing the designs, but rather to confirm that needed items are included, and to aid in the easement negotiation and permitting process. We will not change this requirement.