

2016

# Ocean Parkway & Clubhouse Drive Bridge Repair Project

RFP Analysis

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## A. Request for Proposal (RFP) Background

Davis, Bowen & Friedel, Inc. (DBF) was selected as the OPA design engineering company for the Ocean Parkway and Clubhouse bridges in July 2015. DBF was tasked to develop the requisite design drawings and specifications to guide the repairs of the Ocean Parkway and Clubhouse Drive bridges as described in Worcester County Bridge Inspection Reports dated November 11, 2014. Repairs were limited to superstructure repairs (those above the ground) to save cost and time. It is expected that this limited repair will improve the Bridge Sustainment Ratio (BSR) which is the measure by which a bridge qualifies to participate in Maryland's and the Federal Replacement Program if the ratio is below 50. Once in the project is accepted in this state/federal program 80% of the bridges replacement costs will be reimbursed to OPA. Current BSR ratings for these bridges are 47.2 and 41.3 respectively. Repairs to the substructure of these bridges can be considered next that will further improve the BSR.

DBF initial work included a sidewalk loading analysis, a new sidewalk/railing layout, a steel railing assessment that were incorporated into a preliminary design package that accompanied the permit application for the project to the Maryland Department of Environment (MDE) and the Army Corp of Engineers (ACE). DBF then prepared complete specifications and drawings for the project while the permit application was reviewed. Permits were approved and RFP was released February 26, 2016. Contractor walkthrough was hosted on site March 16, 2016. Proposals were received March 30, 2016.

## B. RFP Scope of Work

1. Plans and specifications developed by DBF describe the improvement to the subject bridges required to complete the project for both bridges (Ocean Parkway & Clubhouse Drive). Detail included the following critical areas:
  - a. Steel railings, posts, anchors, and sidewalk details;
  - b. Concrete surface repairs to include reinforcing steel, repair spall areas, and areas to be coated;
  - c. Epoxy crack injection to include surface preparation, installing of the epoxy and finishing the area;
2. All materials, design and construction will comply with all pertinent codes and regulations, material and installation procedures to include but not limited to the following:
  - a. American Association of State Highway Transportation Officials (AASHTO) specifications;
  - b. American Institute of Timber Construction;
  - c. Maryland Department of Transportation State Highway Administration "Standard Specifications for Construction and Materials".
3. Contractors required an affidavit of qualification to bid and a 5% bid bond.
4. A 100% construction bond will be required for the winning proposal.

C. RFP Responses

Scope of Work	Amount	J.J.I.D. Inc.	Murtech, Inc.
Base Bid		\$450,000	\$352,417
Total Bid plus Utility Allowance		\$475,000	\$377,417
Unit Prices			
Concrete Spall Repair	800 S.F./inch	\$60	\$4.50
Crack Repair	100 L.F.	\$80	\$45.25
Weld No.7 Rebar	40 L.F	\$50	\$12.50

D. Discussion

DBF reviewed both proposals and determined them to be in order. Base bids reflect all the work described in the contract documents for repairs to both bridges. Base bid plus a utility allowance of additional \$25,000 was included as a contingency in the event support to relocate the existing utilities on the bridges implicates the cost of the contract. Those costs would have to be identified and negotiated as an increase to the contract price (if deemed appropriate) and are not to exceed a total additional cost of \$25,000. The purpose of quoting unit prices for concrete spall repair, crack repair and weld No.7 rebar is also a contingency measure. DBF has estimated the approximate amount of work required in each of these areas as noted in the above table. However, the actual extent of these repairs may be more than estimated based the extent of deterioration of the concrete and/or rebar for each bridge. Unfortunately this cannot be exactly determined until the repair work is started. These unit prices will be used to negotiate any additional costs incurred in this process or if actual costs are less then estimated.

The low bid from Murtech, Inc. included a qualifying statement that the bid was based on a start date after Sept. 5<sup>th</sup> 2016 or a mutually agreed upon date before Labor Day 2016. Further discussions between Murtech, Inc. and DBF indicated that a start date as early as July 2016 was feasible.

- E. Recommendation: DBF is familiar with Murtech, Inc. and has had an effective working relationship with them for many years. DBF has recommended an award be made to Murtech, Inc. for a lump sum amount of \$377,417.