



CITY OF YELM REQUEST FOR STATEMENT OF QUALIFICATIONS PROFESSIONAL SERVICES Prairie Line Trail Phase 2B

I. PURPOSE OF REQUEST

The City of Yelm ("City") is soliciting statements of qualifications and performance data from qualified professionals to produce complete plans, specifications, and estimates for the Yelm Prairie Line Trail Phase 2B project. The firm selected to perform this work will enter into a Professional Services Agreement (PSA) with the City.

II. PROJECT DESCRIPTION AND BACKGROUND

The City of Yelm Prairie Line Trail Phase 2B project is a capital improvement project that will extend our current shared-use trail over the Nisqually River. Currently, the City is beginning the construction phase of the Prairie Line Trail Phase 2 that will bring the trail to a point approximately 500 feet southwest of the bridge that crosses the Nisqually. A key element to this project will be the mitigation of potential contaminants entering the river.

The City has acquired a grant from the Recreation Conservation Office (RCO) for this project that totals \$1,615,000.00 including a 20% match to complete design, permitting, cultural survey, and construction of phase 2B.

In 2020 a structural inspection with recommendations was performed by Sargent Engineers Inc. that will be attached to this RFQ for your reference.

The rail line is now owned by the City of Yelm and is available for any consultant that wishes to walk out to the site to gather more information.

III. TIME SCHEDULE

Estimated timetable is as follows:

Advertise Nisqually Valley News, Seattle Daily Journal of Commerce, and
https://www.ci.yelm.wa.us/connect/admin finance/public notices/index.php#outer-2074December 21 & 28, 2023January 18, 2024Deadline for Submittal of SOQs (5:00 PM)January 18, 2024Evaluate and Choose (Interview if desired by city
Notify Firm SelectedJanuary 25,- February 1 2024Finalize Negotiation of Consultant Fee
Finalize Council Memo and Contract dueFebruary 12, 2024Council Meeting for Awards for Professional ServicesFebruary 27, or March 12 2024

IV. INSTRUCTIONS TO PROPOSERS

For the full RFQ with instructions and attachments please go to <u>https://www.ci.yelm.wa.us/connect/admin_finance/public_notices/index.php#outer-2074</u>

Alternatively, reach out to Brad Chatwood directly through contact information below.

A. All Responses to Request for Statements shall be sent to:

Brad Chatwood Public Services Projects & Programs Manager City of Yelm 901 Rhoton Rd NW Yelm, WA 98597 <u>bradc@yelmwa.gov</u> (360) 890-0904

- B. Please email your SOQ to the email address indicated above. No faxed or telephone statements will be accepted.
- C. All SOQs must be received by 5:00 PM on January 18, 2024.
- D. SOQs should be prepared simply and economically, providing a straightforward, concise description of provider capabilities to satisfy the requirements of the request. Emphasis should be on completeness and clarity of content. A minimum of 10-point font shall be used..
- E. Any questions concerning the City's specifications or request process shall be directed to Brad Chatwood, Public Services Projects & Programs Manager.
- F. All SOQs must include the following information:
 - The names of individuals from those firms who will be working on the project or discipline(s) of the project and their area(s) of responsibility.
 - Specific experience of individuals relative to the proposed project or discipline(s) of the project.
 - List of similar projects or discipline specific areas of the project on which the firm or the individuals have worked.
 - References.

V. SELECTION CRITERIA

Firms will be evaluated and ranked based on the following criteria:

- A. Experience of specific individuals assigned to perform the proposed work.
- B. Firm experience with City of Yelm or other municipalities plans, specifications, and estimates ("PS&E").

- C. Past performance in successfully completing projects of this type, and meeting projected deadlines and budget.
- D. Familiarity with relevant codes and standards.
- E. References

VI. TERMS AND CONDITIONS

- A. The City reserves the right to reject any and all SOQs, and to waive minor irregularities in any SOQ.
- B. The City reserves the right to request clarification of information submitted, and to request additional information from any firm.
- C. The City reserves the right to award any contract to the next most qualified firm, if the successful firm does not execute a PSA within thirty (30) days after the selection of the firm.
- D. Any SOQ may be withdrawn up until the date and time set above for the deadline for submittal of the SOQs. Any SOQ not so timely withdrawn shall constitute an irrevocable offer, for a period of ninety (90) days to provide to the City the services described in the attached specifications, or until one or more of the SOQs have been approved by the City administration, whichever occurs first.
- E. The PSA resulting from acceptance of a SOQ by the City shall be in a form supplied or approved by the City, and shall reflect the specifications in this Request. A copy of the City's standard PSA is available for review upon request.
- F. The City shall not be responsible for any costs incurred by the firm in preparing, submitting or presenting its response to the Request.
- G. The City of Yelm, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, Part 21, nondiscrimination in federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises as defined at 49 CFR Part 26 will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, or sex in consideration for an award.

VII. SCOPE OF SERVICES

- A. The following presents a general outline of the services required:
 - Plans 30, 60, and 90% (60% to be determined if necessary)
 - Contract Bidding Documents
 - Technical Specifications
 - Construction Cost Estimates
 - Bid Support
 - Cultural Survey Assistance

- Permitting Assistance
- B. Upon selection of the most qualified firm, the City will negotiate scope of services and fee that it determines is fair and reasonable.

VIII. Attachments

- A. Structural Inspection from Sargent Engineers Inc.
- B. Photo & Project Number
- C. Photo of Bridge
- D. Photo of Bridge
- E. Aerial View of Project Area

IX. PUBLICATION

This Request shall be published as follows:

Name of Publication

<u>Dates</u>

Daily Journal of Commerce	December 21 & 27, 2023
Nisqually Valley News	December 21 & 27, 2023



Sargent Engineers, Inc. 320 Ronlee Lane NW Olympia, Washington 98502-9241 Tel 360 867-9284 Fax 360 867-9318 www.sargentengineers.com

July 27, 2020

Mr. Hans Shepherd SCJ Alliance Via email: hans.shepherd@scjalliance.com

RE: Nisqually Trestle - Structural Inspection and Report Project No.: A20100.00

Dear Mr. Shepherd:

INTRODUCTION

The Nisqually Trestle is a former railroad grade over the Nisqually River located within the City of Yelm. The city's plans are to convert the grade to a non-motorized multimodal trail. The trestle is old 4 span railroad trestle comprised of two steel girder approach spans, two steel thru-truss main spans, two interior concrete pier walls, and two concrete abutments. The two thru-truss spans have a steel floor system comprised of steel floor beams and steel stringers. The deck consists of transverse railroad ties full length. The two steel thru-trusses span over the Nisqually River.

SCOPE OF WORK

SCJ Alliance contracted with Sargent Engineers to perform a structural observation of the Nisqually Trestle. The observation includes the following scope of work:

- Site visit to perform a visual observation of structural members.
- Prepare a written report that will include:
 - Our opinion of the overall condition of the structure with photo documentation
 - Recommendations for repairs
 - o Rough order of magnitude estimates for repair costs

STRUCTURAL OBSERVATIONS

On July 24th, 2020 Sargent Engineers observed the general condition of the trestle. The trestle members within reach from the ground and deck were visually inspected. Two truss panel points of the steel trusses were climbed, and two pier walls were accessed for a closer sample inspection. For the purpose of this report, assume the bridge orientation to be generally south to north, with Span 1 being on the south end (nearest Yelm). Below is a summary of our findings by member type.

TIMBER DECK TIES

There are transverse timber railroad ties along the entire length of the trestle. The timber deck ties range from good to poor condition. Many of the deck ties have visible decay. See attached images 01 & 02.



STEEL GIRDERS

There are two painted steel girders in each approach span. The steel girders are in good to fair condition. Much of the paint along the girders is dull, chalky and peeling off. The worst areas for exposed steel are along the bottom and top flanges. The steel is surface rusting where the paint has failed. However, there are no indications of section loss in the rusted areas. See attached image 03 & 04.

STEEL TRUSSES

There are two painted steel thru-truss main spans. The paint along all the truss members is dry, chalky and peeling off. The steel is surface rusting where the paint has failed. However, there are no indications of section loss in the rusted areas. Dirt and debris are collecting at the lower panel points where horizontal wind plates are present. See attached images 05 & 06.

STEEL FLOOR BEAMS

There are painted steel floor beams at each truss panel point along the main spans. The steel floor beams are in good to fair condition. Much of the remaining paint along the girders is dull, chalky and peeling off. The worst areas for exposed steel are along the bottom and top flanges. The steel is surface rusting where the paint has failed. However, there are no indications of section loss in the rusted areas. See attached image 07.

STEEL STRINGERS

There are painted steel stringers spanning between floor beams. The steel stringers are in good to fair condition. Much of the remaining paint along the girders is dull, chalky and peeling off. The worst areas for exposed steel are along the bottom and top flanges. The steel is surface rusting where the paint has failed. However, there are no indications of section loss in the rusted areas. See attached image 08.

STEEL BEARINGS

There are fixed or moveable bearings below girders and trusses. The steel bearings at the interior piers are surface rusting. The roller nests at the movable truss bearings are relatively clean of debris, but it could not be determined if they remain functional. The concrete pedestals supporting the truss bearings are heavily cracked and delaminating. Soundings indicated that the delamination's are deep. Concrete pedestal repairs may be warranted. See attached images 09 & 10.

CONCRETE PIER WALLS

The interior substructure elements consist of concrete pier walls. The concrete pier walls are in fair to poor condition. The concrete is heavily cracked with moderate leaching efflorescence. Rust staining efflorescence is scattered throughout, but worst along the top sections of the wall. Decorative cap details at the top of the pier walls are heavily delaminated with large sections spalling off. Removing loose concrete along the upper sections of the pier walls may be warranted. See attached images 11 & 12.

The center pier wall supporting both main spans is in the river channel. A coffer dam is visible along the north and downstream sides. Aggradation around the pier indicates that there is not a scour concern. However, access to the base of the wall was not possible at the time of inspection, and all observations were made from the trestle deck and channel banks.

CONCRETE ABUTMENTS

The abutments at the trestle ends consist of concrete walls. The concrete abutments and wing walls are in fair condition. The wingwalls and abutment sections below the bearing seats are heavily cracked with moderate leaching efflorescence. See attached imagers 13 & 14



SUMMARY

The failing paint system on the bridge has led to surface rusting over much of the steel members. However, the condition of the steel is relatively good based on the minimal amount of section loss due to corrosion. The bridge likely has a large amount of reserve capacity for use as a pedestrian bridge even if section loss occurs. However, the deterioration of the concrete pedestals below the truss supports should be repaired to improve bearing, as well as lateral and longitudinal restraint. Additionally, the remaining loose concrete on the interior piers should be removed for public safety. Based on the amount of delaminated concrete removed, repairs may be warranted.

RECOMMENDATIONS

- Remove loose delaminated concrete at the top of the pier walls.
- Remove and recast loose and/or delaminated concrete bearing pedestals.
- Replace timber tie deck with precast concrete panels.
- Install pedestrian fencing along the bridge, and along both trail approaches leading up to the bridge.

Attached is a rough order of magnitude estimate to assist in planning for the completions of the above recommendations. Thank you for this opportunity to assist you with this project, if you should have any questions, please do not hesitate to call.

Respectfully, **Sargent Engineers, Inc.**

Craig A. Mallow, PE Senior Project Engineer

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SARGENT

Mr. Hans Shepherd Page 4 August 3, 2020



Image 01 – General Timber Deck



Image 02 - Severely Decayed Deck Timber



Image 03 – General Steel Girder



Image 04 - Typ. Girder Paint



Image 05 – General Steel Truss



Image 06 - Typ. Truss Paint



Mr. Hans Shepherd Page 5 August 3, 2020





Image 09 – Typ. Steel Bearing



Image 10 – Typ. Concrete Pedestal



Image 11 – Typ. Top of Pier Wall



Image 12 – Typ. Pier Wall



Mr. Hans Shepherd Page 6 August 3, 2020



Image 13 – Typ. Concrete Abutment





		COST ESTIMATE					
For: SCJ Alliance and the City of Yelm							
Date Prepared: 7/31/2020							
Item Description	Qnty	Units		Unit Cost	Item Cost		
Renslow Trestle							
Mobilization	1	LS		10%	\$	48,700	
Temporary Erosion and Sediment Control	1	LS	\$	5,000	\$	5,000	
Concrete Repairs	1	LS	\$	10,000	\$	10,000	
Pedestrian Railing	1	LS	\$	158,000	\$	158,000	
Trestle Decking	1	LS	\$	264,000	\$	264,000	
Containment and Falsework	1	LS	\$	50,000	\$	50,000	
				Subtotal =	\$	535,700	
		Contingencies (30%) =		\$	160,710		
				Total =	\$	696,410	







