

A REQUEST FOR PROPOSAL (RFP)

FOR:

Solicitation Number: NE RFP 01

TESTING, ANALYSIS & EVALUATION OF STRUCTURAL CABLE COMPONENTS

WisDOT Project ID 1220-20-30

City of Green Bay, Leo Frigo Bridge

IH 43

Brown County

Issued by:

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

Division of Transportation System Development

Northeast Region

Proposals must be submitted no later than

12:00 PM Central Standard Time

January 29, 2015

LATE PROPOSALS WILL BE REJECTED

Issued:

December 23, 2014

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I. GENERAL INFORMATION

A. Introduction

The purpose of this document is to provide interested parties with information to enable them to prepare and submit a proposal for testing, analysis and evaluation of structure cable components for the Leo Frigo Bridge in the City of Green Bay.

This Request for Proposal is open to consultants who are **not** on WisDOT's Roster of Eligible Consultants as well as to those who are.

B. Scope/Project Description

Also known as the Leo Frigo Memorial Bridge, the IH-43 Bridge in Green Bay, Wisconsin carries two lanes of traffic in each direction over the Fox River. The WisDOT identification number for this structure is B-5-158. The IH-43 Bridge consists of 27 approach spans to the east, 24 approach spans to the west, and one main span over the Fox River, resulting in a total length of 7,983 ft. The typical roadway section measures 40 feet wide between barriers (in each direction) and carries two 12-ft lanes of traffic, a 6-ft shoulder adjacent to the left lane, and a 10-ft shoulder adjacent to the right lane. The approach spans vary in length between 117 feet to approximately 225 feet, and are constructed with either multiple precast prestressed concrete girders or multiple steel girders supported on reinforced concrete piers and abutments. The main span over the Fox River (Span 28) measures 450 feet long between bearings and consists of a steel tied-arch superstructure. This superstructure comprises two tied arch assemblies spaced at 93 feet center-to-center, which are connected with built-up welded steel floor beams in the plane of the tie, and struts and cross-bracing between the arched ribs.

In February of 2014 an inspection report evaluating the condition and future maintenance recommendations for the vertical suspender cables for the main span of the structure was released. Included in this report were recommendations for an in-depth cable evaluation. As a result of this report, the Department is pursuing the evaluation of all structure cables.

The scope of the project includes development of a formal testing program, non-destructive evaluation of all 36 cables; removal and replacement of two cables, full scale tensile testing of samples from the removed cables, laboratory evaluation of individual wire samples, and a summary report. The following objectives would be included in the scope of work:

- Design and install temporary suspender (shoring) system, including materials and fabrication.
- Identify two cables to be removed for in-depth testing
- For the two cables that are removed, scan the length from the rib/tie flange to the anchor.
- Utilize Magnetic Main Flux Method (MMFM) testing for all 36 cables between the arch rib and tie girder
- Remove and replace two cables with like kind. Replace to new construction standards.
- Evaluate zinc condition and corrosion of interior wires
- Determine chemical make-up of cables
- Identify microscopic cracking or broken wires
- Estimate remaining strength through tensile testing

Prepare a summary report discussing the results of the non-destructive testing, laboratory evaluation and analysis, and full-scale tensile tests. Include any recommended maintenance repairs along with recommended time frames.

C. Procuring and Contracting Agency

- This RFP is issued by the Wisconsin Department of Transportation which is the sole point of contact for the State of Wisconsin during the selection process. The person responsible for managing the procurement process is Julie Fezatte, Consultant Unit Supervisor.

- The contract resulting from this RFP will be administered by the Wisconsin Department of Transportation, Northeast Region. The contract administrator will be Kurt Wranovsky, Northeast Region Maintenance and Structure Supervisor.

D. Definitions

The following definitions are used throughout the RFP

- **DOT** means Department of Transportation
- **Agency** means the Wisconsin Department of Transportation
- **Proposer/vendor** means a firm submitting a proposal in response to this RFP
- **State** means State of Wisconsin
- **Contractor** means proposer awarded the contract

E. Clarification of the Specifications and Requirements

- Submit questions about this project to [Becky Manske](#) by 8:00 a.m. Tuesday, January 6, 2015. Failure to include the project ID may prevent the question from being answered. No phone calls about the project will be accepted. Answers to project questions will be published on the WisDOT Internet site on or before Wednesday, January 14, 2015. The source person or firm will not be identified in the publication.

F. Site Visit of Project Location

- Prospective proposers should contact [Becky Manske](#) to make arrangements for a site visit to determine all requirements associated with the contract. Failure to do so will in no way relieve the consultant from the necessity of providing, without additional cost to the State, all necessary services which may be required to carry out the intent of the resulting contract.

II. PREPARING AND SUBMITTING A PROPOSAL

A. General Instructions

- The evaluation and selection of a consultant will be based on the information submitted in the proposal plus references. Proposers should respond clearly and completely to all requirements. Failure to respond completely may be the basis for rejecting a proposal.

B. Incurring Costs

- The State of Wisconsin is not liable for any cost incurred by proposers in responding to this RFP.

C. Submitting the Proposal

- Proposers must submit an original and *three* copies of all materials required for acceptance of their proposal on or before noon on January 29, 2015:

Becky Manske
Consultant Services Unit, WisDOT
944 Vanderperren Way
Green Bay, WI 54304

- Proposals must be received in the above office. Proposals may not be sent in by facsimile machine, email or any other manner.

III. PROPOSAL SELECTION AND AWARD PROCESS

A. Evaluation Team

- The State's evaluation team will consist of members who have been selected because of their special expertise in procurement of the product(s) and/or service(s) which are the subject of this RFP, and because of their knowledge of the State's requirements for these product(s) and/or service(s). Proposers may not contact members of the evaluation team except at the State's request.

B. Preliminary Evaluation

- The proposals will first be reviewed to determine if all requirements are met. Failure to meet all requirements may result in the proposal being rejected.

C. Proposal Scoring

- Accepted proposals will be reviewed by the evaluation committee and scored against the stated criteria. The committee will review references. The evaluation committee's scoring will be tabulated and proposals ranked based on the numerical scores received.

D. Evaluation Criteria

- The criteria to be used for evaluating the Request for Proposals are stated below.
- Criterion Points

1. General requirements	
a. Organization Capabilities	50
b. Staff Qualifications	50
2. Technical requirements	
a. Structures	100
b. Metallurgy	100
c. Assessments	100
3. Performance requirements	200
4. Support requirements	100
5. Contract Pricing	<u>300</u>
Total:	1000

E. Final Evaluation

- Upon completion of reference checks, the State's evaluation team will review the preliminary evaluations and make adjustments to the requirements scores based on the information obtained.

F. Right to Reject Proposals and Negotiate Contract Terms

- The agency reserves the right to reject any and all proposals. The agency reserves the right to negotiate the terms of the contract with the selected proposer prior to entering into a contract. If contract negotiations cannot be concluded successfully with the highest scoring proposer, the agency may negotiate a contract with the next highest scoring proposer.

IV. GENERAL PROPOSAL REQUIREMENTS

A. Organization Capabilities

- Describe the firm's experience and capabilities in providing similar services.
- Be specific and identify projects, for whom and dates.

B. Staff Qualifications

- Provide resumes describing the education and work experiences for each of the **key** staff who would be assigned to the project.

C. Proposer References

- Proposers must include in their RFPs a list of organizations, including contact name, address, and telephone number, which can be used as references for work performed in the area of service required. Selected organizations may be contacted to determine the quality of work performed and personnel assigned to the project. The results of the reference check will be provided to evaluators and used in scoring the written proposal.

D. FDM 8-10-25 Provision Waived For This Contract

- When a prime consultant is authorized to sublet or assign a portion of the work or services under a contract with WisDOT, the prime consultant must perform the greatest amount of work or

services on the total contract amount. Typically the prime should perform more than 50% of the contract, but teaming arrangements may prevent this. In no cases should the prime consultant perform less than 30% of the work.

V. TECHNICAL REQUIREMENTS

A. General Technical Requirements

- Testing, analysis and evaluation of structure cable components for the Leo Frigo Bridge in the City of Green Bay.
- Describe previous experience you have had in providing similar services. Include in your response a description of location(s), for which similar projects were completed.

B. Standard Specification

- Work under this project shall be performed in accordance with DOT's Facilities Development Manual, Bridge Manual, and Standard Specifications for Highway and Structure Construction.

VI. PERFORMANCE REQUIREMENTS

A. General Performance Requirements

- Current workloads and availability
- Describe the availability and capability of your firm to meet projected completion date. Include scheduled workloads which may present a conflict during this project.

VII. CONTRACT PRICING

Contract pricing will be reviewed and a standard quantitative calculation will be used.

Prepare and submit with the RFP a contract bid price. Bidder will provide hourly rates, estimated hours and total computed cost for each major component of the testing and evaluation of the structural cables on the Leo Frigo Bridge. Those major components consist of:

- Project Management and Summary Report
 1. Develop objectives and outcomes of cable testing.
 2. Determine the two most appropriate cables to be removed for in-depth testing.
 3. Prepare report summarizing testing program. Include any recommended maintenance repairs along with recommended time frames and any future testing along with time frame. Also include estimated cable life (cable replacement needed).
- Magnetic Main Flux Method (MMFM) Testing
 1. Utilize MMFM testing for all 36 cables.
 2. Provide a summary report on loss of cross-sectional area due to corrosion.
- Cable Removal and Replacement
 1. Design and install temporary cable shoring system.
 2. Remove and replace two cables. Replace cables to new construction standards.
- Non-Destructive Testing
 1. Evaluate Zinc condition and corrosion of interior wires on sections of the two removed cables.
 2. Determine chemical composition of cables.
 3. Examine and identify microscopic cracking of individual wires.
- Destructive Testing
 1. Conduct tensile tests on sections of the two removed cables.

The hourly rates will become the contract pricing and will be used as a basis of payment for all work done by that resource.

A contract will be made and entered into by and between the Department and consultant for those services described in this proposal using the WisDOT Shortform Contract for Nonfederally Funded contract, including the standard contract provisions.

Invoices shall be submitted for payments not more than once per month during the progress of the services.