

**GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF GENERAL SERVICES**



**RFP  
DESIGN BUILD SERVICE  
FOR EASTERN MARKET METRO PARK**

**Solicitation No: DCAM-18-CS-0059**

**Addendum No. 6**

**Issued: April 18, 2018**

This Addendum No. 6 is issued and hereby published on the DGS website on **April 18, 2018**. Except as modified hereby, the Request for Proposals (“RFP”) remains unmodified.

**Item #1: Proposal Due is being modified as follows:**

- Proposals Submission Due date: 5/1/18 at 2:00 PM
- Notice of intent to award approximately 5/24/18
- Notice to Proceed / Letter Contract (if any) approximately 5/31/18

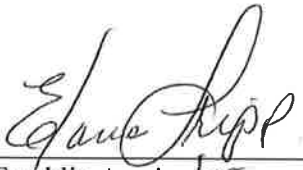
**Item #2: Responses to Questions received:**

Questions	Answers
DB Services for Eastern Market Metro Park, the first preproposal meeting was rescheduled. The second date was cancelled due to snow, but I am not aware of a makeup date. Has one been set?	The preproposal meeting took place on March 28th.
It is our understanding that the Library construction is by others and excluded from this bid. Please confirm or advise.	Yes, that is correct.
What level of ENVISION certification is required?	We have not specified the particular level of certification required; however we will require no less than the minimum certification level of Envision, which is "bronze".
Is the Value Engineering to be managed, organize by the Owner or the design-build team?	The value-engineering is to be managed by the Design/Build team with approval by the Department (DGS).
If the Value Engineering process is required to be run by the D-B team, what if any VE certification is required.	No value engineering certification requirements have been identified.
It appears to us that the project requires engineering and landscape architecture design services only, but no architecture is required. Please confirm or advise.	No buildings are required. Use your judgment regarding any expertise you believe may enhance the project, over and above that which is required.

<p>Identification Criteria 3.0-c) required "Relevant Experience &amp; Capabilities of the Architect." Please confirm that this should be Engineer, as there is no architect required for this project.</p>	<p>Your proposal can propose for an Engineer to lead the project, although we have anticipated the project led by either an Architect/Urban Designer or Urban Designer/Landscape Architect.</p>
<p>Will aerial topography be allowed? If so, will DC provide the required fly waiver for aerial topography for this project?</p>	<p>If the bidder wishes to include aerial topography, feel free. However, filing for and acquiring any required fly waivers will be the responsibility of the bidder. To the extent that consent of the District is required in the application process, the District can consent, but it will not 'run interference' with the federal approval process for this purpose.</p>
<p>The Master Plan includes recommendation for DDOT to mock up traffic circulation plans for D Street circulation changes. (page 30). Has this been completed, and is the alternative circulation (signs, MOT, parking) part of the design assumptions for this RFP?</p>	<p>Yes, this alternative circulation is part of the design assumptions for this RFP as it is currently reflected in the Master Park Plan. DDOT is currently conducting analysis of the D street recommendations.</p>
<p>For options for Parcel 4 priority, is removal of D Street in the Parcel 3 (SE) and Parcel 6 areas (NW) to be included?</p>	<p>Yes, but D street is only closed at the southern end, on the northern end D street is shown as changing to bi-directional.</p>
<p>The Master Plan included traffic counts in July 2013 with Congress in session. Does the RFP requirement 2.2.1.9 include new traffic counts?</p>	<p>Yes, the RFP requires new traffic counts.</p>
<p>What Traffic and Parking survey /analysis is expected for 2.2.1.9 as the Master Plan (pages 13—18) assessment did not provide a parking inventory or the recommendations (pages 23-32) addressing any parking changes. What parking and or roadway improvements are expected for design and construction effort?</p>	<p>A traffic and parking survey is expected as part of the new Master Plan. DDOT has several completed traffic and parking studies for the Eastern Market area that can be found at: <a href="http://comp.ddot.dc.gov/SitePages/Curbside%20Management%20Study.aspx">http://comp.ddot.dc.gov/SitePages/Curbside%20Management%20Study.aspx</a>. Parking and street design will need to be reviewed and updated as necessary. Roadway improvements are considered an important element of the new and existing Master Park Plan and will be made in relation to park accessibility.</p>
<p>Can the government provide a "Resource ID" for the site prepared by the District Archaeologist prior to submission date?</p>	<p>At present there is no "Resource ID" for the site prepared by the District Archaeologist. However, some level of archeological investigation will be required to be performed by the proposer. A Resource ID will be available to the successful proposer at the time of award.</p>
<p>Section 2.2.2.5 Additional Preconstruction Services requests inclusion of various services including archeological studies and monitoring of historic assets. As the scope and need for such services is unknown prior to completion of an archeological assessment and potential additional archeological investigations it is not possible to accurately estimate costs, can bidders exclude or include as contingencies certain services (e.g. archeological investigations and historic asset monitoring) described in this section?</p>	<p>For bidding purpose, Offeror should exclude archeological investigation and monitoring of historic assets. If these services are need, they will be handled via change order.</p>

<p>Section 1.2 of the RFP states that Eastern Market Metro Park’s design elements will include CEPTED Design, Park Safety and Security; and in Section 3.4.3 - Relevant A/E experience is to include CEPTED design. Please clarify what CEPTED stands for, and what specific CEPTED design elements and experience are requested.</p>	<p>Crime Prevention Through Environmental Design. Please review the CEPTED design manual and explain how designing with public safety in mind has influenced your past design work.</p>
<p>Please clarify what type and how many community engagement methods and/or community charrette meetings are to be included in the bid.</p>	<p>We are anticipating six community meetings and no charrette. We're open to a charrette if you would like to propose one as part of your community engagement proposal.</p>
<p>Has there been a source of power identified for the site. If so where and what size.</p>	<p>No; this will need to be part of the proposer's investigation, depending on the needs required.</p>
<p>One of the most important issues addressed in the questions is the need for a significant extension to the due date for proposals given the number of uncertainties surrounding the project and the delay in providing answers to respondent’s questions.</p>	<p>We are extending the due date to April 24th.</p>
<p>Paragraph 2.1 of the RFP refers to ensuring that “the design is developed in a manner consistent with the Department’s goals for the Project.” What department sets the goals? Are all the goals stated in the RFP? If not, when can we expect to receive a comprehensive list of the goals?</p>	<p>Yes the goals are stated in the RFP in section 1.2 Project Background, and the Master Plan in the Community Concerns section.</p>
<p>Is it presumed that the design and construction of subsequent phases will be a continuation of the Phase 1 process or will they be procured by an entirely separate process?</p>	<p>The entire design will be established in Phase 1. Subsequent construction phases will be procured separately.</p>
<p>Paragraph 2.2.2.7.1 refers to consultations with CFA to “re-introduce the design to CFA and to update CFA on the design’s evolution.” How much evolution is permitted or expected? How much design freedom with the design-build team have?</p>	<p>There is no limit to the evolution per say, only that it shares broad community and departmental support. The design/build team is expected to have great design freedom as the entire Master Park plan is reintroduced and vetted in each of the community meetings and iterative phases.</p>
<p>Is this project intended to be a “design-to-budget” project?</p>	<p>Yes.</p>
<p>Does the Department anticipate forming a short-list and then conducting interviews of the finalists?</p>	<p>We do not anticipate interviews at this time.</p>
<p>As there will be extensive consultations with multiple stakeholders who were not formally part of the production of the Community-Led Design, what would be the procedure if other stakeholders’ desires or requirements conflict with the Community-Led Design?</p>	<p>With this many stakeholders, conflicts are bound to arise. On a case by case basis, conflicting comments will be discussed with the District's core team in concert with the consultant and the various stakeholders to make final determinations.</p>

<p>Since a Community-Led Design is in place, would you please explain the Department's goals in requiring an additional six public input sessions?</p>	<p>The new Master Park Plan will need to be officially vetted with all of the Federal and District Agencies. Changes are bound to occur and these changes will need to go through the community engagement process and feedback loop. Additionally, best practices in transportation planning and urban design have continued to evolve and any new design elements will need to be part of a holistic community evaluation process. Further, there are currently additional goals represented in the District's Comprehensive Plan, including issues of Resilience and Sustainability that any District funded initiative needs to include. Lastly, other considerations, such as integration with changes in Circulator routes, and intended interactions with new bike routes and upgraded inter-modal objectives, are intended to update the community design, which is being utilized as a "basis of design".</p>
<p>In the RFP, there was a period of 26 days between the pre-proposal conference and the proposal due date and 21 days between the end of the question/answer period and the due date. Those periods have been reduced to 20 days and 13 days, respectively. If the original periods were called for, the proposal due date would be April 24 or 25. Will DGS consider a submission date of April 24 or 25??</p>	<p>Refer to Item 1 of Addendum # 6.</p>
<p>At the pre-proposal presentation, Steven Campbell mentioned the requirement for six public engagement sessions. Is that requirement in the RFP?</p>	<p>Yes, six community meetings are anticipated and reflected in Section 1.6 of the RFP as the Eastern Market Metro Park Preliminary Schedule. Please include six community meetings in your cost proposals. The final number of meetings may be less or more but we would like to have a minimum of six community meetings covered in your scope of work.</p>
<p>Does the proposing team have to be led by an SBE? If so, must the SBE be an Architect or an Engineer?</p>	<p>Yes, the proposing team must be led by an SBE. No, the SBE lead need not be an Architect or an Engineer, although the appropriate professional expertise must somehow be on the team. Design-Builders are generally "General Contractors".</p>

By:   
 Franklin Austin  
 Contracting Officer

Date: 