

**CITY OF FEDERAL WAY
REQUEST FOR STATEMENT OF QUALIFICATIONS
BRIDGE LOAD RATINGS**

I. PURPOSE OF REQUEST

The City of Federal Way (“City”) is soliciting statements of qualifications and performance data from engineers in connection with performing services for the City pursuant to Chapter 39.80 RCW. The City’s needs are outlined in the following Request for Statements (“Request”).

II. TIME SCHEDULE

The City will follow the following timetable:

Issue Request for Statements	April 1, 2022
Deadline for Submittal of Responses to Request	April 22, 2022, 3:00 PM
Selection of Firms to Interview	April 29, 2022
Interview Firms	May 6, 2022
Notify Firm Selected	May 13, 2022

III. INSTRUCTIONS TO PROPOSERS

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

Desireé Winkler, P.E., Deputy Public Works Director
City of Federal Way
PW_Bids@cityoffederalway.com
(253) 835- 2711

B. All Statement of Qualifications (“SOQ”) shall be submitted electronically in PDF format to PW_Bids@cityoffederalway.com with the subject: “Statement of Qualification for Bridge Load Rating Services.” No faxed or telephone statements will be accepted.

C. All SOQs must be received by 3:00 PM, April 22, 2022, at which time they will be opened.

D. SOQs should be prepared simply and economically, providing a straight forward, concise description of provider capabilities to satisfy the requirements of the request. Promotional materials, etc. are not desired. Emphasis should be on completeness and clarity of content.

E. Desireé Winkler, P.E. or representative will notify the firm selected by May 13, 2022.

F. Any questions concerning the City’s specifications or Request process shall be directed to Desireé Winkler, P.E., Deputy Public Works Director via email: desiree.winkler@cityoffederalway.com

G. All SOQs must include the following information:

- The names of individuals from those firms who will be working on the project and their areas of responsibility.
- Specific experience of individuals relative to the proposed project.
- A proposed outline of tasks, products and project schedule.
- References.

IV. SELECTION CRITERIA

The following factors will be used to evaluate your SOQ and determine whether your firm will be selected to commence negotiations with the City regarding any contract:

<u>Factor</u>	<u>Weight Given</u>
1. Responsiveness of the SOQ to the purpose and scope of services.	40%
2. Ability and history of successfully completing contracts of this type, meeting projected deadlines, experience in similar work.	50%
3. References, key personnel.	<u>10%</u>
Total Criteria Weight	100%

Each SOQ will be independently evaluated on factors 1 through 3.

V. 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 contractor.
- C. The City reserves the right to award any contract to the next most qualified contractor, if the successful contractor does not execute a contract within thirty (30) days after the selection of the contractor.

- D. Any SOQ may be withdrawn up until the date and time set above for opening of the SOQ's. 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 SOQ's have been approved by the City administration, whichever occurs first.
- E. The contract 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 contract is available for review, and shall include requirements to comply with ADA, Civil Rights Act, and EEO requirements. The City reserves the right to reject any proposed agreement or contract that does not conform to the specifications contained in this Request, and which is not approved by the City Attorney's office.
- 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, 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.

VI. SCOPE OF SERVICES

Structural bridge load ratings for all legal vehicles, including Specialized Hauling Vehicles (SHVs) in compliance with the National Bridge Inspection Standards (NBIS) and as outlined in WA State Department of Transportation (WSDOT) letter to agencies (July 23, 2021) (attached) and Federal Highway Administration (FHWA) Memorandum HIBT-10 (November 15, 2013) (attached).

The city has two, single span bridges that are currently listed in the Washington State Bridge Inventory System (WSBIS) that fall under the city's jurisdiction.

VII. COMPENSATION

- A. Upon selection of the most qualified firm on the basis of demonstrated competence and qualifications for the type of professional services required, the City will negotiate a price which it determines is fair and reasonable. If the City is unable to

negotiate a satisfactory contract with the firm selected, negotiations with that firm will terminate and the City may select another firm.

B. Payment by the City for the services will only be made after the services have been performed, an itemized billing statement is submitted in the form specified by the City and approved by the appropriate City representative, which shall specifically set forth the services performed, the name of the person performing such services, and the hourly labor charge rate for such person. Payment shall be made on a monthly basis, thirty (30) days after receipt of such billing statement.

VIII. PUBLICATION

This Request shall be published as follows:

Name of Publication:	Dates:
Federal Way Mirror	April 1, 2022; April 8, 2022
Daily Journal of Commerce	April 1, 2022; April 8, 2022

G:\lawforms\rfqualif
Rev. 11/15

July 23, 2021

Re: Bridge Load Rating Compliance

To all Washington State Bridge Owners:

In November 2013, the Federal Highway Administration (FHWA) provided requirements to load rate bridges contained in the National Bridge Inventory (NBI) for the Specialized Hauling Vehicles (SHV). This work was prioritized into two groups, Group 1 and Group 2. See the attached memorandum and flowchart for details.

Based on the current data in the Washington State Bridge Inventory System (WSBIS), your agency has structures remaining to be load rated for Group 2. To comply with the requirements, as well as the National Bridge Inspection Standards (NBIS), Group 2 structures must be evaluated by December 31, 2022.

If this work has been completed, the data can be entered into WSBIS for all legal vehicles, including the Notional Rating Load (NRL) and SHVs (when applicable, as described on the attached flowchart), and this letter can be disregarded.

WSDOT Local Programs understands the challenges of meeting this regulation and is committed to assist in any way to ensure full compliance with FHWA.

If you have any questions, please contact the Local Programs Bridge Engineer, Sonia Lowry, by phone at (360) 705-7870 or by email at lowrys@wsdot.wa.gov.

Sincerely,



Kyle McKeon
Engineering Services Manager
on behalf of Jay Drye, PE
Director
Local Programs

JD:km:sas

cc: Regional Local Programs Engineers
Sonia Lowry, State Local Programs Bridge Engineer



U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

Subject: **ACTION:** Load Rating of Specialized Hauling
Vehicles
/s/ ***Original Signed by***

Date: November 15, 2013

From: Joseph S. Krolak
Acting Director, Office of Bridge Technology

In Reply Refer To:
HIBT-10

To: Federal Lands Highway Division Engineers
Division Administrators

The purpose of this memorandum is to clarify FHWA's position on the analysis of *Specialized Hauling Vehicles* (SHVs) as defined in the AASHTO Manual for Bridge Evaluation (MBE) during bridge load rating and posting to comply with the requirements of the *National Bridge Inspection Standards* (NBIS). The intent of the load rating and posting provisions of the NBIS is to insure that all bridges are appropriately evaluated to determine their safe live load carrying capacity considering all unrestricted legal loads, including State routine permits, and that bridges are appropriately posted if required, in accordance with the MBE.

The SHVs are closely-spaced multi-axle single unit trucks introduced by the trucking industry in the last decade. Examples include dump trucks, construction vehicles, solid waste trucks and other hauling trucks. SHVs generally comply with Bridge Formula B and are for this reason considered legal in all States, if a States' laws do not explicitly exclude the use of such vehicles.

NCHRP Project 12-63 (Report 575, 2007) studied the developments in truck configurations and State legal loads and found that AASHTO Type 3, 3-S2 and 3-3 legal vehicles are not representative of all legal loads, specifically SHVs. As a result, legal load models for SHVs were developed and adopted by AASHTO in 2005, recognizing that there is an immediate need to incorporate SHVs into a State's load rating process, if SHVs operate within a State. The SHV load models in the MBE include SU4, SU5, SU6 and SU7 representing four- to seven-axle SHVs respectively, and a Notional Rating Load (NRL) model that envelopes the four single unit load models and serves as a screening load. If the load rating factor for the NRL model is 1.0 or greater, then there is no need to rate for the single-unit SU4, SU5, SU6 and SU7 loads. However, if the load rating factor for the NRL is less than 1.0, then the single-unit SU4, SU5, SU6 and SU7 loads need to be considered during load rating and posting.

The SHVs create higher force effects, and thus result in lower load ratings for certain bridges, especially those with a shorter span or shorter loading length such as transverse floor beams, when compared to AASHTO Type 3, 3-S2 and 3-3 legal loads and HS20 design load. Therefore, SHVs, i.e., SU4, SU5, SU6 and SU7 or NRL, are to be included in rating and posting analyses in accordance with Article 6A.2.3 and Article 6B.9.2 of the 1st Edition of the MBE (Article 6B.7.2 of the 2nd Edition of the MBE), unless one of the following two conditions is met:

Condition A: The State verifies that State laws preclude SHV use; or

Condition B: The State has its own rating vehicle models for legal loads and verifies that the State legal load models envelope the *applicable* AASHTO SHV loading models specified in Appendix D6A and Figure 6B.9.2-2 of the 1st Edition of the MBE (Figure 6B.7.2-2 of the 2nd Edition of the MBE), and the State legal load models have been included in rating/posting analyses of all bridges. The SHV types, e.g. six- or seven-axle SHVs, precluded by State laws need not be considered.

The SHV load models apply to Allowable Stress Rating, Load Factor Rating, and Load and Resistance Factor Rating in accordance with Section 6A and 6B of the MBE.

The FHWA recognizes that there are bridges in the inventory that have not been rated for SHVs and that it is not feasible to include SHVs in the ratings for the entire inventory at once. FHWA is establishing the following timelines for rating bridges for SHVs, if neither Condition A or B is met:

Group 1: Bridges with the shortest span not greater than 200 feet should be re-rated after their next NBIS inspection, but no later than December 31, 2017, that were last rated by:

- a) either Allowable Stress Rating (ASR) or Load Factor Rating (LFR) method and have an operating rating for the AASHTO Routine Commercial Vehicle either Type 3, Type 3S2, or Type 3-3 less than 33 tons (English), 47 tons (English), or 52 tons (English) respectively; or
- b) Load and Resistance Factor Rating (LRFR) method and have a legal load rating factor for the AASHTO Routine Commercial Vehicle, either Type 3, Type 3S2 or Type 3-3, less than 1.3.

Group 2: Rate those bridges not in Group 1 no later than December 31, 2022.

For either group, if a re-rating is warranted due to changes of structural condition, loadings, or configuration, or other requirements, the re-rating should include SHVs.

The selection of load rating method should comply with FHWA's Policy Memorandum *Bridge Load Ratings for the National Bridge Inventory*, dated October 30, 2006.

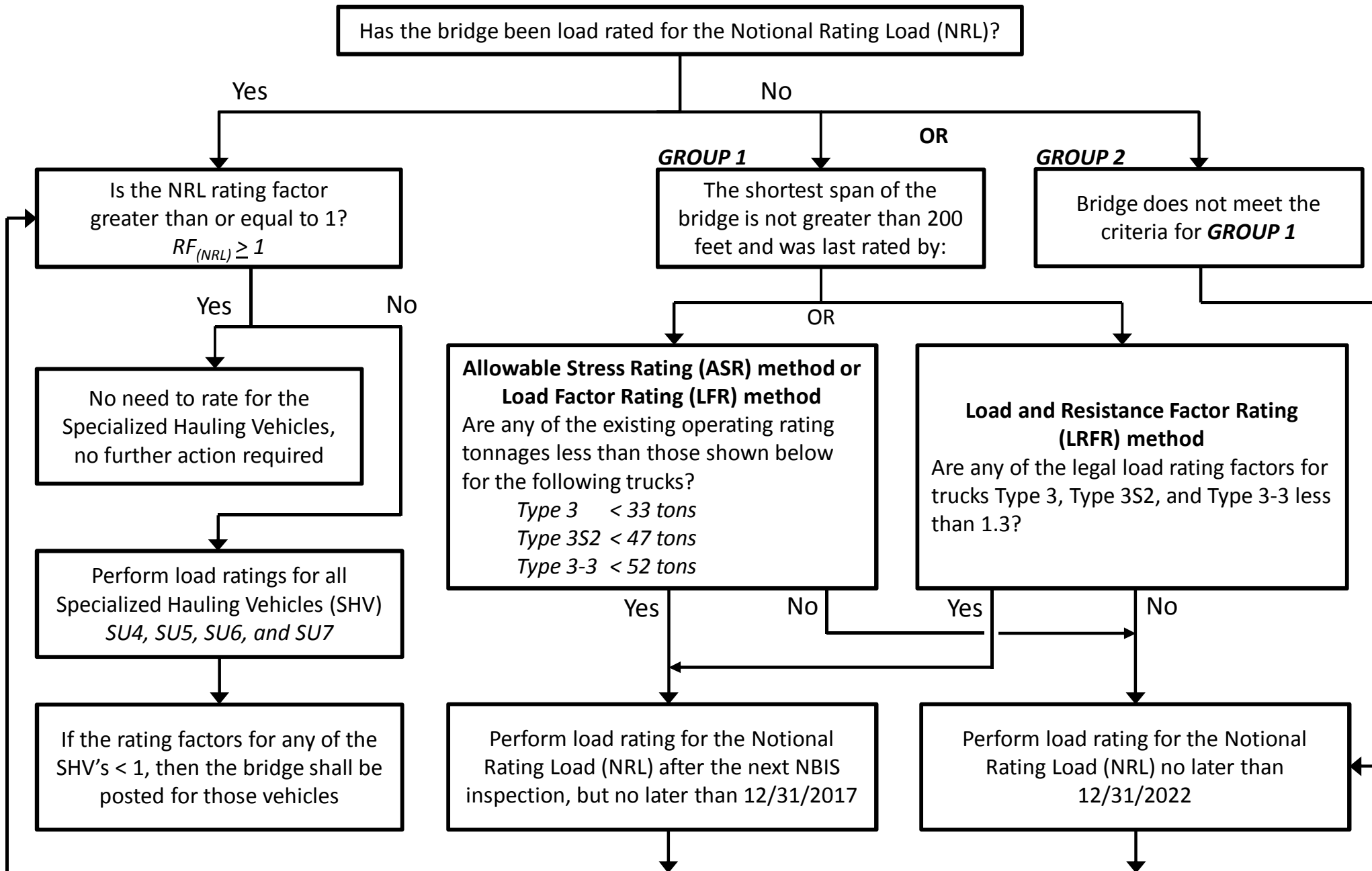
A State may utilize an alternative approach in lieu of the above to address the load rating for SHVs for bridges in their inventory; however, the approach must be reviewed and formally accepted by FHWA.

The timeline presented above will be incorporated into the review of Metric 13 under the National Bridge Inspection Program (NBIP); specifically, it is expected that all bridges meeting Group 1 criteria be load rated for SHVs by the end of 2017. Please work with your State to assist them in developing appropriate actions to meet those timelines. If your State is currently developing or implementing a Plan of Corrective Actions (PCA) for load rating bridges, the PCA should be reviewed and modified as necessary to take into account the rating of SHVs for those bridges and these timelines.

We request that you share this memorandum with your State or Federal agency partner. All questions that cannot be resolved at the Division Office level should be directed to Lubin Gao at lubin.gao@dot.gov or at 202-366-4604.

Load Rating Flowchart for Specialized Hauling Vehicles (SHV)

Based on the November 15, 2013, FHWA Memorandum – *Load Rating of Specialized Hauling Vehicles*



February 2014

Note: For either group, if a re-rating is warranted due to changes of structural condition, loadings, or configuration, or other requirements, the re-rating should include the SHV's.