



City of Quincy, Massachusetts  
Purchasing Department  
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Quincy, MA 02169

Phone: 376-1060  
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## **ADDENDUM NUMBER 2**

**TITLE: RFQ for Engineering Design Services – MBTA Intermodal Facility**

**PREVIOUSLY DUE: JULY 11, 2013 at 11:00 A.M.**

***PLEASE NOTE: THE DUE DATE FOR RFQ HAS BEEN EXTENDED UNTIL JULY 26, 2013 AT 11:00 A.M. – Questions will be accepted until July 19, 2013 until noon.***

***The following are the responses to questions received by the Purchasing Department.***

***Question 1:***

The design scope includes “transit oriented development” located above the station. In order to develop such a design, does the City expect that a financially feasible plan be developed and calculation of the associated density and mix of uses required to make such a plan feasible?

***Answer 1.***

No, the City has already determined feasibility.

***Question 2:***

For the transit oriented development plan, is a market and feasibility assessment be included as part of the scope?

***Answer 2.***

No, the City has already determined feasibility.

***Question 3:***

Are we correct in assuming that if all disciplines and registrations outlined are covered by the consultant team as a whole (including subconsultants), the proposal will be considered responsive?

***Answer 3.***

Yes

***Question 4:***

Is there a discipline that would be preferred to be Prime on this team?

***Answer 4.***

No

**Question 5:**

What is the physical boundary limit of the project to be developed as described in this solicitation; and who are the owners of the subject property involved within that boundary limit? Do the project limits include the surface parking area and bus turnaround located to the east of the existing parking garage? Do the project limits include the adjacent railroad right-of-way adjacent to the parking garage? Has the building program been previously evaluated with respect to the location and footprint of each of the major components?

***Answer 5.***

A map depicting the boundaries for the limit of work for this project is being developed and will be included as an addendum.

**Question 6:**

For clarification, while not mentioned in either of the “Scope” related paragraphs earlier in your solicitation, and particularly important as it relates to the development of a scope for “Design/Build/Finance/Operate/Maintain project delivery” in accordance with *MGL Part I, Title II, Chapter 6C, Section 63*, is one to assume that both the 250,000 SF courthouse facility as well as the 100,000 SF office facility are to be considered as the Transit Oriented Development?

***Answer 6.***

Yes

**Question 7:**

Is there a preferred location for the retail/office/courthouse facility either above and/or adjacent to the station (e.g., air rights above the railroad right-of-way) or is the determination of the siting part of this Scope of Work?

***Answer 7.***

The location will be on the ground floor.

**Question 8:**

The RFQ indicates the development of 25% plans and specifications for the “new station and parking facility.” Scope of Services Tasks 2.A, 3.A, 4.A-4.B, and 5.B-5.D all refer to “conceptual” design elements. Please clarify the level of design and determination of space requirements associated with the proposed retail/office/courthouse facility. Is the work associated with the retail/office/courthouse limited to estimating dimensions, area, and volumes and conceptual illustrations or is the intent that the design of the retail/office/courthouse facility to be brought to the same 25% level as the new station and parking facility?

***Answer 8.***

Work associated with the retail/office/courthouse is limited to estimating dimensions, area, and volumes and conceptual illustrations.

**Question 9:**

Does the DBFOM include provisions for the procurement of the retail/office/courthouse facility components of the project or only the new station and parking facility? If the retail/office/courthouse facility components are to be included, what level of design is being requested to allow for the procurement of these components (retail/office/courthouse facility) through a DBFOM procurement? For example, will the DBFOM be limited to the

procurement of “Shell and Core” for the courthouse facility or a complete finished courthouse facility?

*Answer 9.*

The procurement will be for a complete facility.

**Question 10:**

Is there an existing or will there be an advisory committee that the selected designer would work with?

*Answer 10.*

Yes

**Question 11:**

Is there intent to maintain bus access from Hancock Street (and gain access to the Burgin Parkway “side” of the facility) or are buses to access the new facility from Burgin Parkway itself?

*Answer 11.*

All future bus access will be from the Burgin Parkway side of the new facility. The Hancock Street side can be used as an interim condition.

**Question 12:**

The project background identifies the conditions of the existing Quincy Center MBTA parking garage. How is the demolition of the existing garage to be addressed? Is the MBTA planning on the demolition or will the demolition be addressed as part of the proposed work under consideration?

*Answer 12.*

Demolition is included in this work.

**Question 13:**

The RFQ states the selected designer will coordinate with a number of stakeholders including consultants working on other aspects of Quincy’s downtown redevelopment, as well as DCAM, NPS, and the Massachusetts Judicial Offices. Will the selected designer be leading the stakeholder engagement or working through and supporting Quincy in such efforts?

*Answer 13.*

Supporting the City of Quincy

**Question 14:**

The Scope of Services requests development of conceptual building plans for foundation systems. What, if any, existing condition information is available relative to subsurface soil conditions?

*Answer 14.*

It will be the consultant team’s responsibility to do this work.

**Question 15:**

The Scope of Services request civil engineering / site circulation services. Please clarify whether traffic engineering services are to be included as part of the scope of work.

*Answer 15.*

Yes they will be.

**Question 16:**

Please identify the term for the requested life cycle cost analysis (RFQ page 4). Is this analysis limited to the station and parking facility components, or to include the retail/office/courthouse program also?

**Answer 16.**

The analysis will include everything.

**Question 17:**

The qualifications section requires the demonstration of a team with the experience and depth to complete the work within the “City’s Schedule” (RFQ page 7, Selection Criteria 2, Description Ratings) and the evaluation criteria requires the inclusion of a “schedule and benchmarks for the various design deliverables.” (RFQ, page 7, 3: Demonstrated Understanding of Scope of Work). Does the City or MBTA have proposed /requested schedule requirements for the performance of the solicited work?

**Answer 17.**

No we will rely on the proposals submitted.

**Question 18:**

The funding sources identify the work under consideration to be contingent upon award of the TCSP by FHWA. Is this anticipated funding source solely for the development of the intermodal facility to 25% or are other parts of the Quincy redevelopment also anticipated to be funded through this? Are any other funding sources related to the work under consideration?

**Answer 18.**

Yes, we will look to the consultants for recommendations such as TIFIA.

**Question 19:**

Are the criteria 1-6 (RFQ pages 6-8) the sole criteria in evaluating the qualifications submissions? How will the Fee Proposal Form be used as part of the selection process?

**Answer 19.**

Yes, this request is qualifications based. A Fee will be negotiated; however, the available dollars have been identified. Also, we ask for hourly rates for principle employees should we need to extend contract as a result of change of scope.

**Question 20:**

Please clarify whether the present request is for qualifications only as indicated within the title of the request, or if the City is requesting price proposals (RFQ page 5 and Fee Proposal Form, page 10)? If a price proposal is requested at this time, should these be provided in a separate, sealed envelope at time of submission?

**Answer 20.**

Yes. Price proposals of the #1 ranked firm will be opened after the #1 ranked firm is identified. If a contract cannot be mutually agreed upon, negotiations with the number #2 ranked firm will begin.

**Question 21:**

Please clarify the language “reciprocity design agreement with MassDOT” (RFQ page 2). Is this an agreement between the City and MassDOT, or is the selected consultant to be involved in this agreement?

***Answer 21.***

This is an agreement between the City of Quincy and MassDOT/MBTA

**Question 22:**

The Fee Proposal Form requests costs for the completion of the tasks outlined in pages 3 and 4 of the RFQ. Tasks 2-5 request that “conceptual” designs be prepared. Please clarify the requirements of these tasks with respect to “conceptual” design vs “25% plans and specifications” for each of the major components of the Intermodal Facility and TOD Development.

***Answer 22.***

Interpret “Conceptual” at 25%.

**Question 23:**

Are design drawings for the garage and station to be brought to 25% completion level? Please confirm that by “Design Development” level you also mean 25%.

***Answer 23.***

Yes, the transportation infrastructure is to be brought to the 25% design level. We interpret design development level to mean 25% level

**Question 24:**

Clarify what level of design and programming is required for the Courthouse and NPS offices? What role will DCAMMM, Justice Dept., and NPS play in design review? Who will approve the “illustration”? By “Justice Dept.”, we assume you mean the MA State Courts

***Answer 24.***

Design work associated with the future retail/office/courthouse/NPS facility is limited to estimating dimensions, area, and volumes and conceptual illustrations. DCAMM and NPS will play a role at some point in reviewing the conceptual illustrations, as they will have more specific design requirements. And yes, by the Justice Department we mean MA State Courts.

**Question 25:**

Is there a specific DBE, MBE or Small Business requirement or goal for the study?

***Answer 25.***

Because the project will be federally funded the DBE will be 10 %.

**Question 26:**

What is the projected construction budget for each of the project elements-i.e. garage, station, bus way, TOD development, etc.?

***Answer 26.***

The construction budget is unknown at this time. As part of this design process, we hope the consultant team will be able to assist in determining the magnitude.

**Question 27:**

Are the proposed Courthouse and office buildings required to be separate structures? Is it assumed that they will be constructed at the same time as the garage and station?

**Answer 27.**

Yes the Courthouse and office buildings are required to be separate structures. Yes, both the courthouse and office buildings will be constructed at the same time as the garage and the station.

**Question 28:**

The fee proposal section on Page 5 mentions providing a project fee for five (5) phases of work, yet six (6) tasks are listed in the "Fee Proposal Form". Please clarify.

**Answer 28.**

This is a typo. There are in fact six (6) phases.

**Question 29:**

Is there a page limit to the proposal?

**Answer 29.**

No there is not.

**Question 30:**

Proposal Requirements 1.d. requests "work samples..." If the relevant projects are clearly described in Project Summary Sheets, is that considered work samples? Submitting actual work products or samples would likely entail submitting voluminous urban design studies and/or construction documents.

**Answer 30.**

Yes, but we don't expect to receive voluminous documents. Succinct project descriptions and executive summary reports are most preferable.

**Question 31:**

Does the fee proposal / cost information requested in the RFQ need to be submitted in a separately sealed envelope?

**Answer 31.**

Yes.

**PLEASE ACKNOWLEDGE ADDENDA ON YOUR BID FORM PAGE**

Date:

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Kathryn R. Hobin  
Purchasing Agent

# Quincy Center Intermodal Facility Development Project



## Legend

-  Stations
-  Quincy Center MBTA Station
-  Commuter Rail
-  Red Line
-  United First Parish Church
-  New City Hall/Old Town Hall
-  MBTA Project Limit of Work
-  Adams Green Park Limit of Work

## Map Notes

- \* Map is for planning purposes only
- \* Limits of work displayed are approximate and are for illustrative purposes only.

City of Quincy, Massachusetts



Mayor Thomas P. Koch

