ADDENDUM No. 1
RFP No. 21-20

E. Medical Center Drive Bridge Rehabilitation and Widening Project

Due: July 6, 2021 at 2:00 P.M. (local time)

The information contained herein shall take precedence over the original documents and all previous addenda (if any) and is appended thereto. This Addendum includes three (3) pages and nineteen (19) plan sheets.

The Proposer is to acknowledge receipt of this Addendum No. 1, including all attachments in its Proposal by so indicating in the proposal that the addendum has been received. Proposals submitted without acknowledgement of receipt of this addendum may be considered non-conforming.

The following forms provided within the RFP Document should be included in submitted proposal:

- Attachment C – City of Ann Arbor Non-Discrimination Declaration of Compliance
- Attachment D - City of Ann Arbor Living Wage Declaration of Compliance
- Attachment E - Vendor Conflict of Interest Disclosure Form of the RFP Document

Proposals that fail to provide these completed forms listed above upon proposal opening may be rejected as non-responsive and may not be considered for award.

I. CORRECTIONS/ADDITIONS/DELETIONS

Changes to the RFP documents which are outlined below are referenced to a page or Section in which they appear conspicuously. Offerors are to take note in its review of the documents and include these changes as they may affect work or details in other areas not specifically referenced here.

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<td>As provided in RFP No. 21-20 Document: Proposal Due Date: July 6, 2021 at 2:00 p.m. Proposal Due Date remains <strong>July 6, 2021 at 2:00 p.m.</strong></td>
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Comment: The Due Date and Time for responses to this RFP has NOT BEEN revised. Also, all other dates within the RFP remain unchanged.

Attachment A  
We are providing a set of the record drawings (18 sheets) that exist for the E. Medical Center Drive Bridge over the Wolverine Line to assist prospective proposers better understand the existing configuration of the bridge. These plans represent the best available information for this structure.
We are providing a drawing (1 sheet) that represents the currently envisioned layout of the Non-motorized Path Network surrounding the E. Medical Center Drive Bridge over the Wolverine Line. Note, the design of these paths is not being requested at this time. The City only desires to widen the existing, non-motorized, path area to 14’ wide under the E. Medical Center Drive bridge as part of this project’s work. Finally, although the concept drawing depicts a roundabout at the Fuller Road/Maiden Lane/E. Medical Center Drive intersection, the installation of a roundabout is no longer being actively considered at this intersection. The roundabout was a previously considered option.

II. QUESTIONS AND ANSWERS

The following Questions have been received by the City. Responses are being provided in accordance with the terms of the RFP. Respondents are directed to take note in its review of the documents of the following questions and City responses as they affect work or details in other areas not specifically referenced here.

Question 1: Can we get a copy of the existing bridge plans?

Answer 1: A set of the currently available record drawings for the E. Medical Center Drive Bridge over the Wolverine Line are being provided as part of this Addendum No. 1 and are attached thereto.

Question 2: Are there any geotechnical reports available to share?

Answer 2: No. The City does not have any other dedicated geotechnical reports associated with the E. Medical Center Drive Bridge. The selected Consultant will be responsible to develop all geotechnical information needed for this project.

Question 3: Does the City have a budget for this project?

Answer 3: The preliminary budget for this project is estimated to be about $9.5M dollars based on values developed in the T, S, and L Study that is contained within the RFP document. An important component of the design process will be to develop reliable cost estimates based on the developed plans and input from Engineering Professionals and reputable Contractors.

Question 4: Are there any definite/set plans (e.g., which side of the bridge) for widening the bridge, or would it be determined during the design?

Answer 4: It is desired to widen the bridge as conceptualized within the T, S, and L Study. This is the basis on which the current project and budget is based. Currently, it is believed that widening the west side of the bridge will be the most practicable from a constructability standpoint. It also it believed that there are fewer fiber optic communications cables to manage on the west side of the bridge. However, current measurements indicate that the under clearance over the existing railroad tracks are slightly less on the west side of the bridge (due to the combination of skew, curvature, and vertical profile.) Consequently, these assumptions need to be studied in further detail and a recommendation made as to the widening that will be most appropriate over the life time of the structure. The effects of widening E. Medical Center Drive to a five-lane cross-section within the University Medical Campus needs to be considered as part of the overall bridge widening strategy as well.
Question 5: Can we get a copy of the preliminary plan layout of the path network (border to border) referenced in the RFP?

Answer 5: Attached as part of this addendum is a preliminary layout of the Non-motorized Path network that is currently envisioned for the area under, and around, the E. Medical Center Drive, Maiden Lane, and Fuller Road bridges. As stated in the RFP, the design of those paths is not a component of this project but is being provided to help to inform the selected Consultant of the future conditions of the area surrounding the bridge. Additionally, although the concept drawing depicts a roundabout at the Fuller Road/Maiden Lane/E. Medical Center Drive intersection, the installation of a roundabout is no longer being actively considered at this intersection. The roundabout was a previously considered option.

Offerors are responsible for any conclusions that they may draw from the information contained in the Addendum.
### Steel Reinforcement Details

**Description**

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**Dimensions**

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**CITY OF ANN ARBOR**

**Bridge Carrying Nichols Street Over the Conrail Railroad in Ann Arbor**

**Steel Reinforcement Details**

**Structure**

- Designed by G.J. Malawy & Sons, Inc., Consulting Engineers
- Approved by: [Signature]
- [Project Name and Relevant Information]

**Revision**

- 10% of 1:1-19

**NOT AS-BUILT, BEST AVAILABLE INFO.**

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**NOTE:**

Data contained in this page are provided from the records made on file or by sources or completeness.