

The Public Parking Authority of Pittsburgh is soliciting Proposals from qualified professional structural engineering firms to perform in-depth structural condition assessments and provide recommendations for structural remediation plans at the Smithfield-Liberty, Fort Duquesne & Sixth, Ninth & Penn and Third Avenue Parking Garages.

RFP Packets will be available Wednesday March 2, 2010 after 3:00pm on the Authority website at www.pittsburghparking.com and also at the Authority main office located at 232 Boulevard of the Allies, Pittsburgh, PA 15222.

Prospective bidders are required to submit three (3) copies of the proposal in a clearly marked and sealed envelope 5:00 P.M. E.S.T. on March 18, 2011.

Request for Proposal for Condition Assessments At Four (4) Parking Authority Garages

The Public Parking Authority of Pittsburgh is soliciting Proposals from qualified professional structural engineering firms to perform in-depth structural condition assessments and provide recommendations for structural rehabilitation at the Smithfield-Liberty, Fort Duquesne & Sixth, Ninth & Penn and Third Avenue Parking Garages.

Background Information

In compliance with the requirements of the Parking Authority's trust indenture the Parking Authority prepares annual garage maintenance reports. These reports are used as the basis to form prospective capital improvements as well as ongoing maintenance of the existing facilities.

The Smithfield-Liberty Garage, constructed in 1965, has approximately 596 parking spaces on eight (8) supported tiered levels. The structural system consists of cast-in-place, conventionally reinforced floor slabs supported by concrete encased steel beams and columns. There is a helix exit ramp which consists of cast-in-place, post-tensioned slabs supported by a circular concrete wall. There are expansion joints between the single-helix ramps and parking garage on each level, between the helix ramp and exit ramp on Level 1, and between the exit ramp and parking garage on Level 1. A traffic bearing waterproof membrane system is located on the roof level and helix exit ramp.

The Fort Duquesne & Sixth Garage, originally constructed in 1959 with an addition built in 1966, has approximately 920 parking spaces on six (6) supported tiered levels. There is an interior circular helix exit ramp that is incorporated into the original parking garage. The garage addition has single-threaded ramp bays that integrate into the circular helix exit ramp. The structural system for the original garage and helix ramp consists of cast-in-place, conventionally reinforced slabs, beams and columns. The structural system for the garage addition consists of cast-in-place, post-tensioned floor slabs, precast pre-stressed single tee beams, and concrete-encased structural steel columns. Expansion joints are located between the original garage and the expansion garage as well as between the flat level parking on the eastern portion of the original garage and the ramped garage. A traffic bearing waterproof membrane system is located on the entire roof level of both original and garage addition, as well as all parking levels of the garage addition.

The Ninth & Penn Garage, constructed in 1958, has approximately 586 parking spaces on five (5) supported tiered levels. The structural system consists of cast-in-place, conventionally reinforced two-way waffle slabs supported by cast-in-place concrete columns with drop panels. There are no expansion joints in the garage and a traffic bearing waterproof membrane system has been previously applied on all supported parking levels.

The Third Avenue Garage, constructed in 1952, has approximately 570 parking spaces on five (5) supported levels. The structural system consists of cast-in-place; conventionally reinforced one-way concrete flat slabs supported by cast-in-place, conventionally reinforced concrete beams and columns. There are no expansion joint locations within the garage layout. A traffic bearing waterproof membrane system was previously applied on the first and second levels at the ramps as well as the entire second parking level. A protected waterproofing membrane system with asphaltic topping is used on the remaining areas of the parking deck at other supported levels.

Existing drawings/documents for each parking garage are available for review at the offices of the Parking Authority.

Scope of Services

The scope of services for each parking garage shall include the following:

- Perform an on-site visual survey of the interior and exterior of the garage, including the taking of digital photographs of representative deteriorated structural conditions. The approximate extent of structural deterioration observed during the visual survey shall be documented on survey drawings prepared by the professional structural engineering firm from existing drawings provided by the Parking Authority. The survey drawings shall include both garage plans and exterior elevations.
- Perform an on-site top surface delamination survey of all elevated floors of the parking garage. The sounding/chain drag delamination survey shall be performed over approximately 100 percent of the top surface of the floor slabs area as required to establish the extent of delamination throughout the parking garage. A limited sounding delamination survey should be performed to floor slab soffits and beam and column surfaces as well.
- Engage a qualified concrete corrosion specialist to perform material and corrosion testing/evaluation of the parking garage and to prepare a written report summarizing the same. The scope of testing shall be established by the corrosion specialist through consultation with the professional structural engineering firm as required to develop recommendations for parking garage structural rehabilitation considering alternative service life expectations. The alternative service life expectations for the rehabilitation of the parking garage shall be as follows:
 1. Short-term rehabilitation service life: 5 years (minimum).
 2. Intermediate-term rehabilitation service life: 15 years (minimum).
 3. Long-term rehabilitation service life: 25 years (minimum).

As stated above, the scope of testing shall be as established by the corrosion specialist through consultation with the professional engineering firm. However, it is the expectation of the Parking Authority that such testing may include the following:

1. Taking cores for chloride ion testing at different depths. Test samples at different depths would then be used for rehabilitation service life modeling.
 2. Electrical continuity testing, as applicable.
 3. Half-cell potential testing, as applicable.
 4. Taking cores for petrographic analysis.
 5. Taking cores for compressive strength testing (three cores per compressive strength test).
- Evaluate the findings of the visual survey, delamination survey, and testing and categorize the overall condition of the parking garage structure based on those findings.

- Develop recommendations for structural rehabilitation based on the evaluation for each of the alternative service life expectations stated above (short-term, intermediate-term and long-term).
- Prepare an opinion of probable construction cost for each of the rehabilitation recommendations offered based on short-term, intermediate-term and long-term service life expectations.
- Prepare a condition assessment report that provides a written summary of the visual survey, delamination survey, material and corrosion testing, evaluation of the survey and testing findings, recommendations for structural rehabilitation, and opinion of probable construction cost. Include photographs of representative conditions within the report where appropriate to supplement the written description of the findings. As attachments to the written report, include copies of the survey drawings for reference purposes. Three (3) hard copies of the written report shall be furnished to the Parking Authority, along with a Media CD containing an electronic copy of the report that can be opened by Microsoft Word 2003 or greater. The corrosion testing/evaluation report and survey drawings shall also be furnished on the Media CD in PDF format.

Proposal Requirements

Proposals should include the following:

- General description of the professional structural engineering firm and corrosion specialist. Include in the description whether there will be participation by Minority/Women businesses.
- An organizational chart that identifies professional structural engineering firm, corrosion specialist, and key personnel.
- Qualifications and experience of the professional structural engineer firm and corrosion specialist.
- Resumes of key personnel.
- List of relevant condition assessment projects with reference contacts and phone numbers for three (3) projects.
- A statement of availability to undertake the condition assessments with a preliminary schedule from notice-to-proceed to completion for each parking garage..

Selection Process

Qualified firms may be selected for interviews (if required) with the Parking Authority based on and evaluation of the following:

- Professional qualifications.

- References.
- Previous relevant experience
- Staff availability for this project.
- Capacity to meet the project requirements.
- Minority/Women Business Participation either as subconsultants or in employment. The Authority has established a goal of 25% for Minority Business and 10% for Women Business.
- Previous work experience with the Parking Authority.

The firms selected for interviews will be asked to furnish fee proposals prior to the interview for the consideration of the Parking Authority during the selection process. While the selection of the firm to perform the condition assessments will be based primarily on qualifications, the proposed fee for professional services shall be given some weight. The final selection will be made after the interviews. In addition, the Parking Authority will reserve the right to award the garage condition surveys to separate firms based on a review of all of the documentation submitted by the firms and information gathered by the Parking Authority during the interview process.

Proposed Schedule

RFP Mailing	March 2, 2011
Proposal Due	March 18, 2011
Review and Evaluate Proposals	Week of March 21, 2011
Select Firms for Interviews	Week of 28, 2011
Interviews	Week of April 11, 2011
Final Selection	Week of April 18, 2011
Notice-to-Proceed	May 2, 2011

Submission

Submit three (3) copies of the proposal in a clearly marked envelope by 5:00 PM E.S.T. on March 18, 2011. Please direct proposals to:

Christopher Holt, Director of Project Management
 Pittsburgh Parking Authority
 232 Boulevard of the Allies
 Pittsburgh, PA 15222-1616

Inquiries regarding the RFP and all requests for written modification or clarification of the RFP must be directed to:

Christopher Holt at cholt@pittsburghparking.com

Administrative Matters

- The Authority reserves the right to reject any or all proposals, waive any proposal informality, and modify or postpone or terminate the proposed project in its entirety or with respect to any respondent, at any time, for any reason or no reason.
- All costs and expenses incurred by a respondent in the preparation and delivery of a proposal will be the sole responsibility of the respondent. The Authority will not be liable for any amounts to any respondent in any manner, under any circumstances, including without limitations, as a result of the termination of the RFP process.
- This RFP may be updated, supplemented or amended at any time by the Authority. The Authority will distribute such updates, supplements or amendments to all respondents.
- The receipt of proposals or other documents by respondents during any stage of the process will in no way obligate the Authority to enter into any agreement with any respondent or make the Authority liable for any respondent costs.
- The Authority will evaluate all proposals based on a number of factors; bid price is not the sole or dispositive factor in evaluating proposals.
- The Authority reserves the right to negotiate with any consultant at any time, irrespective of whether such consultant participates in this RFP process.
- No respondent, team member, employee, servant, agent, advisor, consultant or representative of that respondent may communicate with any other respondent, team member, employee, servant, agent, advisor, consultant or representative of any other respondent about the preparation of proposals. Each proposal shall be prepared without any connection, knowledge, comparison of information, or arrangement with any respondent, team member, employee, servant, agent, advisor, consultant, or representative of any other respondent. Each respondent is responsible to ensure that its participation in this RFP process is conducted fairly and without collusion or fraud.
- Any responses by the Authority to any inquiries regarding the RFP or requests for modification or clarification of the RFP will be included in written addenda to the FRP. Addenda will be sent via e-mail and regular, first class U.S. mail to the last known business address of each person/entity listed with the Authority as having received a copy of the RFP for proposal purposes. The Authority will make reasonable efforts to notify respondents in a timely manner of modifications to the RFP. Notwithstanding this provision, each respondent shall be responsible for ensuring that its proposal reflects any and all addenda issued by the Authority prior to the proposal due date regardless of the proposal is submitted.