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Civil Engineering Construction Sample Proposal

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Justina Crowley
Manager
Pennsylvania Department of Transportation
900 Government Plaza
Suite 100
Philadelphia, PA 19109

Dear Ms. Crowley,

XJM Engineering Ltd. is pleased to submit this proposal in response to your RFP for the Tolliver Bridge Replacement infrastructure renewal project.

XJM Engineering Ltd. is uniquely qualified to oversee this project and complete it on time and within budget.

We strongly believe our proposal has been thoroughly outlined and will meet or exceed all of your expectations and requirements. We will call you to schedule a meeting on December 1. Thank you for your consideration and for putting your trust in XJM Engineering Ltd.

Sincerely,

Marcus Herrera
Senior Project Manager
XJM Engineering Ltd.
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PROJECT

Tolliver Bridge Replacement Plan

Prepared for: Justina Crowley
Manager, Pennsylvania Department of Transportation

Prepared by: Marcus Herrera
Senior Project Manager



TABLE OF CONTENTS

Statement of Work	2
Project Plan	4
Impact Statement	8
Site Preparation	10
Infrastructure	11
Scheduling	12
Environmental	13
Project Budget	14
Recommendations	15
Company History	16
Qualifications	17





STATEMENT OF WORK

The State of PA Department of Transportation has requested a bid for the replacement of the antiquated Tolliver Bridge.

Summary of Work Requested

Replace the current obsolete two-lane Tolliver Bridge with a dual-span structure of four traffic lanes (two in each direction) and one northbound auxiliary lane and one southbound auxiliary lane for merging/exiting traffic.

Improve/expand drainage and approach-roadway exit/entry transitions to bridge.

Construct a pedestrian/bicycle walkway on the north side of the new bridge, connecting to existing paths on either side.

Mitigate environmental impacts from construction to protect the Tolliver River.

Company Background

XJM Engineering Ltd. has forty years of experience in civil engineering projects ranging from building major highway interchanges to constructing double-decker bridges. See our website for catalog of the projects we have achieved. 85% of our projects come from repeat customers.

Personnel

Margaret Madsen, Senior Project Manager
Jagger Smith, Senior Engineer
David Davenport, Senior Engineer
William Oliver, Senior Construction Supervisor
Finn Babinski, Senior Construction Supervisor



Benefits

The current bridge was constructed in 1962. It is obsolete and has been declared at risk of failure due to heavy use well beyond its original projected lifespan of fifty years. The new bridge will expand the current route from two lanes to four, increasing traffic capacity and safety for vehicles, and will add a safe, separate path for bicyclists and pedestrians, encouraging more commuting by bicycle and walking within our city.

Milestones

Plan Complete and Public Notified of Bridge Closure	September 19, 2021
Site Barriers and Detour Signs in Place	October 3, 2021
Site Preparation Begins	October 6, 2021
Removal of Old Bridge Begins	March 13, 2022
Construction of New Bridge Begins	July 5, 2022
New Bridge Span in Place	May 15, 2023
New Bridge Opens to Traffic	November 1, 2023

Management

XJM Engineering Ltd. will oversee the work of multiple contractors during the course of this three-year project.

Expected Results

The new bridge will alleviate traffic congestion, allow larger trucks to pass over it instead of detouring through nearby towns, and create a new safe route for pedestrians and bike riders.





PROJECT PLAN

A. General Information

XJM Engineering Ltd. will act as general contractor for this project, overseeing all aspects of subcontractor work for the Tolliver Bridge Replacement Project.

Subcontractors and responsibilities are listed below.

B. Subcontractors

The following expert subcontractors will work on this project.

Name	Work Contract	Phone	Website
AAA Road Engineers	All earthmoving and road building work, including final asphalt and striping tasks	555-972-4300	AAARoadEngineers.com
Penn Deconstruction Services	Removal and recycling of old bridge structure	555-972-9282	PennDeconstruct.com
Bascom Bridge Technology	Construction and installation of new bridge	555-303-1110	BascomBridgeTech.com
Williams Wiring	Electrical cables over bridge, electric signs and solar power box	555-932-3322	WilliamsWiring.com
EverPenn Earthworks	Landscaping and planting in final phase	555-452-9412	EverPennEarthworks.com
BigWorld Architects	Project blueprints and specifications	555-303-3195	BigWorldArchitects.com



C. Plan Summary

I. Plan Description

Plan and provide signage for detour, deconstruct and remove old Tolliver Bridge, replace it with new 4-lane+ pedestrian/bicycle path bridge, widen PA-160 to bridge, build access ramps, landscape site and install signage.

2. Plan Goals

Project Objective	Plan Methodology
Remove bottleneck of narrow bridge from highway	Replace antiquated two-lane bridge with new four-lane bridge and widen access accordingly
Create safe route for pedestrians and bicycles	Add protected pedestrian/bike walkway to each side of bridge, construct path in adjacent areas to connect to existing foot/bicycle paths
Replace outdated, unsafe structures with ones that will work for the future	The new bridge's predicted lifespan is 150 years
Take advantage of current federal grants for infrastructure funding	The state has already secured the grant and XJM Engineering Ltd. will begin this project as soon as we receive final approval from PA DOT and other parties



3. Milestone Summary

Milestone	Expected Dates
Plan Complete and Public Notified of Bridge Closure	September 19, 2021
Site Barriers and Detour Signs in Place	October 3, 2021
Site Preparation Begins	October 6, 2021
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4. Resources

Resource	Purpose
PKM Equipment Rentals	Supplier of heavy equipment to be leased as needed
PennCo Asphalt	Supplier of asphalt
Sureway Cement and Gravel	Supplier of cement and gravel products
Variety of state inspectors	Inspectors from various departments will be needed to approve work so we can pass from one stage to the next



5. Plan Risks

	Risk	Backup Plan
1	Work slowdown or stoppage due to extreme weather such as thunderstorms, flooding, and blizzards	Unfortunately, the weather cannot be controlled, but if it happens, we will work more hours to make up as best we can for lost time.
2	Work slowdown or stoppage due to lack of vital materials such as cement and steel	We have experienced problems in the past due to worldwide shortages of certain materials. When we can, we will purchase materials well in advance of need and identify several suppliers instead of only one
3	Stoppage due to major accident on site.	XJM Engineering Ltd. has a stellar safety record and will insist that subcontractors meet our standards in all areas to protect workers and equipment.





IMPACT STATEMENT

The Tolliver Bridge lies in a rural section of PA-160, a state highway. The highway is four lanes wide in this section but must narrow to two lanes to pass over the old two-lane bridge. The load limit of the bridge makes it unsafe for large trucks, and pedestrians and bike riders must share the traffic lanes with vehicles.

This Impact Statement deals with transportation impacts. For environmental impacts on the Franklin River, see the Environmental page.

Description of Impact

The replacement of the Tolliver Bridge will necessitate a detour from PA-160 through the nearby town of Johnstown for a period of approximately 30 months. This may cause considerable congestion in and around that city, but the project is necessary to update the state highway and prepare for the future.

Methods for Determination of Impact

As this is a rural bridge, the only method we used to determine impact was to calculate daily traffic over the existing bridge. To do this, traffic counter strips were laid across the road at the eastern side of the bridge and attached to recording boxes. Traffic was counted for two months, July 20xx, which is considered the highest for vehicular traffic, and October 20xx, which is considered a low-travel month. The average daily vehicle traffic was 971, making a monthly average of approximately 29,616 vehicles per month or 355,386 per year. It should be noted that of these vehicles, approximately 40% are commercial trucks weighing two tons or more.

In comparison, traffic was counted on the Main Street of Johnstown during the same months. Average daily traffic there was 699 vehicles, which were 80% passenger cars and trucks, 20% commercial vehicles weighing two tons or more.



Impact Comparison

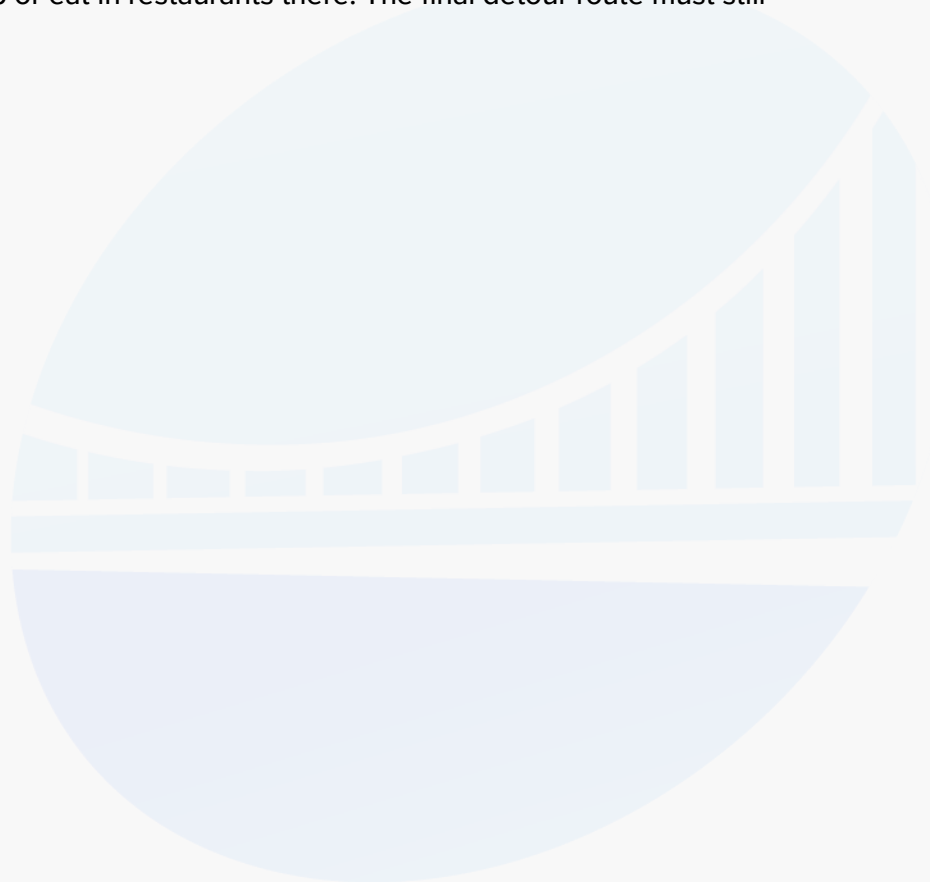
As this bridge is in a rural section of PA on a modestly used highway, the impact to the state as a whole can be judged to be minimal. However, the city of Johnstown may find the impact of increased traffic, especially large trucks, to be quite substantial.

Remediation of Impact

There is no remedy for re-routing traffic during the bridge replacement project. However, the traffic from PA-160 need not be routed down Main Street in Johnstown. Instead, we should consider routing it down in a bypass down Oak Leaf Road, Bender Lane, and Road 122, all rural routes. This would impact far fewer people and commercial properties.

Next Steps

Some local merchants in Johnstown have expressed an interest in keeping the detour route through the heart of their city, in hopes that drivers and passengers may choose to stop and shop or eat in restaurants there. The final detour route must still be determined.





SITE PREPARATION

To prepare the site for removal of the old bridge and installation of the new span, the following steps must be taken:

- **Removal of utilities from current bridge site**

Electric cables and water lines are connected to the old bridge and must be removed with service remaining intact for customers.

- **Current bridge span removed**

An additional temporary access road will need to be constructed to allow removal of bridge sections.

- **Removal of trees and rocks from banks to prepare ground surface for new bridge**

With two more lanes and a separate pedestrian/bike path, the new bridge is thirty feet wider than the old bridge.

- **Preparation of wider highway lanes and two access routes to new bridge**

PA-160 narrows from four lanes to two approximately 300 feet on either side of the bridge. The existing four lanes must now be extended to join up with the new four-lane bridge. This will necessitate some earth moving and removal of vegetation.

- **Preparation for pedestrian/bike path to bridge**

On the north side of the bridge, a new pedestrian/bike path must be cleared to connect to the existing path along PA-160.



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