
Question #1:

Our company is interested in the Norwalk Bridge Replacement project and will likely pursue the project in joint venture with another firm. The CM/GC manual states that the Qualification phase requires respondents to be prequalified in certain ConnDOT prequalification categories. Although our company is prequalified our preferred partner is not currently prequalified with ConnDOT in those categories. These prequalifications are in turn a prerequisite for joint venture prequalification. The process of prequalification can take several weeks, and we are concerned that it would not be done in time for a SOQ submission on 2/4. If someone from ConnDOT would contact me about this it would be greatly appreciated.

Answer #1:

As referenced in the Guidance document, the Prime Contractor must be prequalified in Class 10 (Major Bridges) and the overall team must also be prequalified in Class 21 (Railroad Construction) and Class 22 (Railroad Construction Electrical).

It's possible for a single Contractor to be prequalified in all three categories and therefore satisfy the expertise requirement. As an alternative, a Contractor may only be prequalified in Class 10 (must be the prime), and other members of your team will satisfy the requirement for Class 21 and Class 22.

If a Contractor is prequalified in all of the required categories (10, 21, and 22) and you are proposing as a Joint Venture, your Joint Venture partner must also be prequalified by the Department in Class 10. If your Joint Venture partner isn't prequalified in Class 10, then they should submit the required paperwork to get prequalified. As noted in the Bidding and Award manual, all members of a joint venture must be prequalified.

For the purposes of this project, the Department will check to verify that the prequalification application is submitted to the Department by the due date of the SOQ (not by the date of the Issuance of the RFQ). We will then verify that the Prequalification application is approved in the necessary categories prior to shortlisting.

Question #2:

This question is in regard to the deadlines for prequalification for contractors to bid ConnDOT projects. I would like to confirm how I am interpreting the verbiage published by ConnDOT both in project related documents and the standard Construction Contract Bidding and Award Manual since the RFQ for this project is about to be released.

I work for a subcontractor that is evaluating available documents related to the upcoming Walk Bridge Project. Since we are not currently prequalified with ConnDOT or the State of Connecticut, I wanted to clarify the language I found regarding the prequalification process and relevant deadlines as outlined in the CM/GC Procurement Guidance Document for the Walk Bridge Project, Project No. 0301-0092 issued December 23, 2014.

In Section 2.01, paragraph 3, located on document page 20 and PDF page 24, there is verbiage stating that the contractor must submit prequalification documents prior to the issuance of the RFQ, and the proposer must be prequalified prior to shortlisting. I have copied and pasted this directly below in the text of my email. Could you please confirm how literal this language should be taken?

As an example, if the RFQ is released today 01/20/2015, and I submit the prequalification paperwork on 01/22/2015, does that already exclude our company from participation? Or would that scenario be acceptable as long as the prequalification is approved before or on the SOQ

due date of 02/04/15? Or would the paperwork need to be approved before a shortlisting date that is after 02/04/15 but before the RFP is released?

I would appreciate some guidance related to deadlines for submitting prequalification paperwork for this particular project.

Answer #2:

Thank you for your interest in the Walk Bridge Project.

It is the intent of the CM/GC prequalification process that companies must be prequalified or must have submitted a request for qualifications by the date of the submittal of the SOQs by the Proposers (not by the date of the issuance of the RFQ). ConnDOT will process any requests received by that date, but it is the responsibility of the contractor to be successfully prequalified. The prequalification process must be successfully completed by the time the Short List is developed, in order to be considered for the short list. Notwithstanding the above, ConnDOT encourages all interested parties to submit their prequalification package as soon as possible.

The Proposers are reminded that the RFQ requirements will take precedence over information provided in response to questions.

Question #3:

In reference to the procurement guidance document published on the captioned project, American Bridge Company (AB) would like to forward a comment for consideration. These points were raised in the Q&A segment of the meeting by another firm, and we desire to communicate our agreement.

The procurement guidance document advises that pre-construction services will be compensated on a reimbursable cost basis. It was communicated in the meeting today that the intent was that pre-construction phase activity should not be a profit center for the CM/GC entity. However, the multiplier suggested in the procurement guidance document (50% of direct labor cost) is insufficient to cover costs for most contractors specializing in this type of project. We would respectfully request your consideration in raising the multiplier to something between 60% and 70% of direct labor cost. While we understand the ConnDOT position that the pre-construction phase should not be a profit center, we would advocate that it should not be undertaken at a financial loss.

On a similar topic, the procurement guidance document advises that, generally, travel expenses will not be considered a reimbursable cost. ConnDOT has communicated a desire to field a highly qualified team to support this project. In order to support fielding the most highly qualified team, we would respectfully request that other direct costs customary in the industry for persons in these roles be considered reimbursable. This would include costs such as travel, living allowance, vehicle allowances, etc.

Answer #3

Thank you for your interest in the Walk Bridge project. In any discussion about the value of the preconstruction multiplier, it should be noted that the intent of the predetermined multiplier is to simplify the negotiations and payments for preconstruction services. It should also be noted that the preconstruction services are expected to be a relatively small portion of the overall project value, and that the selected CM/GC contractor has an exclusive right to bid (i.e., negotiate a GMP) on the overall project. Based on extensive research with other owners, ConnDOT has elected to maintain its position of 50%.

However, ConnDOT is receptive to the points made regarding other direct costs. The current policy stated in the manual is that other direct costs such as travel away from the co-located project office would be allowable. ConnDOT is also receptive to reimbursing the contractor for extraordinary housing and transmittal costs for key employees, as the contractor is committing

them - potentially from a distance. The proposers should review the RFQ for any other costs to be potentially reimbursed as direct costs. Regarding travel and housing, ConnDOT will reimburse these costs as direct costs subject to the following:

- The costs must be reasonable; costs and payment must be subject to negotiation and agreement with ConnDOT.
- The costs will be considered for Key Personnel only as identified in the SOQ.
- The SOQ must include a statement by the Proposer outlining their proposal for this reimbursement, identifying which staff, and why, this reimbursement will be sought.
- The reimbursement will be limited to an overall not to exceed value, to be defined in the RFQ. Beyond that value, reimbursements for these costs shall be considered to be included in the 50% multiplier.

The Proposers are reminded that the RFQ requirements will take precedence over information provided in response to questions.

Question #4

According to the presentation, it was stated that the RFQ would be issued on the week of 1/19/15.

Could you let me know where and how I can get the information? Also, please let me know where I can get the presentation material of the industry briefing, which is expected to be open to the public.

Answer #4

Thank you for your interest in the Walk Bridge project. As an update, ConnDOT expects to issue the RFQ on January 26, 2015 and can be found on the State of Connecticut Contracting Portal at the following link:

http://www.biznet.ct.gov/scp_search/BidResults.aspx?groupid=64

The presentation material is posted at the information website. The link to the site is as follows:

<http://www.ct.gov/dot/cwp/view.asp?a=4453&q=534786>

Question #5

In reference to the SOQ Section C, Construction Experience, Relevant Experience – Movable Bridge Construction (page 29): Is the value of the initial construction cost of the two comparable projects within the past ten years to be in the 300 to 400 million dollar range?

Answer #5

The RFQ does not require the Proposers to provide specific, or minimum, values of projects. It is up to the Proposer to provide relevant experience that they feel best demonstrates their ability to perform the required CM/GC services for the Walk Bridge replacement project. The Selection Committee will take the value of the relevant projects (among many elements) into consideration in their evaluation of the SOQ.