

**PROJECT NO. 0301-0176**  
**WALK BRIDGE, NORWALK CT**  
**CM/GC RESPONSES TO QUESTIONS**  
**February 11, 2015**

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**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.

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**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.

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**Question #3:**

In reference to the procurement guidance document published on the captioned project, we 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 RFP. 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.

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#### **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](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>

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#### **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.

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### **Question #6**

We are reviewing the SOQ requirements and one of the items is a prequalification in ConnDOT's Group 22 -Railroad Construction Electrical. We are exploring ways to meet this requirement including a JV with a prequalified contractor. Please identify the contractors holding a current prequalification in Group 22 – Railroad Construction Electrical.

### **Answer #6**

The list below represents the current database. ConnDOT does not warrant whether any issues exist regarding the ability of these firms to meet the Walk Bridge prequalification requirement or whether any other firms are "in process". It remains the responsibility of the Proposer to meet the SOQ requirements.

Company	Grpoup 21 Railroad	Group No. 22 RR Electrical	Expire Date
Arborio Corp.	X		4/30/2015
Baier Construction	X		12/31/2015
Banton Construction	X		4/30/2015
Blakeslee Arpaia	X		4/30/2015
Cardi Corporation	X		1/31/2015
Cashman, Jay	X		7/31/2015
Cianbro Corp.	X	X	4/30/2015
Conti Enterprises, Inc.	X	X	4/30/2012
Ducci Electrical		X	1/31/2016
ECCO III	X		1/31/2015
Flatiron Constructors, Inc.	X		4/30/2011
Granite Construction Co.	x		4/30/2014
Guerrera Construction	X		4/30/2015
Halmar	X		4/30/2015
George Harms Construction Co., Inc.	X	X	4/30/2014
Herzog Contracting	X		8/31/2015
J-Track	X		4/30/2015
Judlau Contracting	X	X	4/30/2015
Kiewit Infrastructure	X		4/30/2015
Lane Construction	X		4/30/2015
LM Heavy	X		4/30/2015
Lynch, J.H.	X		4/30/2015
Manafort Brothers, Inc	X		4/30/2015
Mass Electric Construction Co.		X	4/30/2015
McPhee Electric LTD		X	4/30/2014

Middlesex Corp.	X		4/30/2015
Mohawk Northeast	X		4/30/2015
NY CONN		X	4/30/2015
O & G Industries	X		11/30/2015
Posillico Civil	X		4/30/2013
Railroad Construction	X		11/30/2015
Railroad Constructors	X		11/30/2015
Railworks Track Services Inc.	X		4/30/2013
Reid, J. H., General Contractor	X		3/31/2012
Rizzo, A.M., Electrical Contractors	X	X	4/30/2015
Rotha Contracting	X		4/30/2015
Schiavone Construction	X		4/30/2015
Skanska USA Civil Northeast	X		4/30/2015
SPS New England, Inc.	X		4/30/2014
Tabacco & Son Builders Inc.	X		7/31/2011
Tetra Tech	X		1/31/2015
Traylor Brothers, Inc.	X		4/30/2014
Tully Construction Co.	X		4/30/2015
Tutor Perini	X		4/30/2015
Walsh Construction Company	X		4/30/2014
Walsh Construction II	X		4/30/2015
Waters Construction	X		4/30/2015
White, J.F.	X	X	1/31/2015
Yonkers Contracting	X		4/30/2015

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**Question #7**

Please confirm it is acceptable to use 11"x17" paper for the Organizational Chart and Relevant Experience project information; and that one side of the 11"x17" sheet will count as one page.

**Answer #7**

It is acceptable to use 11"x 17" paper for the Organizational Chart and Relevant Experience Project Information. Also, for these purposes, each side of the 11" x 17" sheet will count as one page.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #8**

Would the ConnDOT please confirm that the documentation referred to in section 2.5 is not a requirement for this qualification evaluation phase but included as informational purposes only?

**Answer #8**

The documentation referred to in section 2.5 is not required to be submitted as part of the SOQ, as it will not be used in the qualification evaluation. This section was included to inform Proposers of contractual requirements, should they be selected.

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**Question #9**

The formatting instructions do not allow or disallow the use of 11x17 pages. We request that the use of 11x17 paper be allowed for use in the following applications: executive summary, organizational chart, informational tables

**Answer #9**

It is acceptable for 11 x 17 paper to be used for the organizational chart and informational tables. It is not acceptable for the Executive Summary.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #10**

We further request that font sizes smaller than 11 point be allowed for figure labels, figure captions, and table text

**Answer #10**

It is acceptable that font sizes smaller than 11 point be used for this purpose; however the Proposer shall note that submittals that are difficult to read will be difficult for the Selection Committee to evaluate.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #11**

The last sub-bullet included with the ABC experience requirements does not seem to coincide with the other information requested. If this is not a formatting error, would the ConnDOT please clarify if the ABC projects featured in this section are required to be transit projects?

**Answer #11**

Thank you for bringing this to ConnDOT's attention. That sub-bullet is incorrect. Please delete the sub-bullet under RELEVANT EXPERIENCE ACCELERATED BRIDGE CONSTRUCTION TECHNIQUES that reads "Describe your entity's past experience working with on similar transit projects and your role in system start-up and commissioning."

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #12**

Would the ConnDOT please provide a form that specifically itemizes the information requested in this section, or provide a citation to the guidelines for this response?

**Answer #12**

Since all corporate AA/EEO forms might be different, ConnDOT will not provide a specific format. This submittal is intended to be an off-the-shelf corporate document, not something developed for this project. If the information is burdensome or too voluminous, it is acceptable for the Proposer to include a reference to a website where this information may be viewed.

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**Question #13**

Reference page 10 of the RFQ under the definition of Guaranteed Maximum Price which states: "It is also noted that the CM/GC shall competitively bid subcontracted work in a transparent manner as the basis for the cost proposal for that subcontracted work. Unless otherwise agreed, The ConnDOT expects the work to be performed by the low-bid subcontractor."

The RFQ also states that Key Subcontractor's will be exclusive to the CM/GC. It is anticipated that the Key Subcontractor's will participate in the Preconstruction Services and will be instrumental in achieving the best value design. Please clarify whether or not the Key Subcontractors will be able to participate in an open book review of their estimate, similar to the CM/GC, and will be able to perform the subcontracted scope without subjecting that work to competitive bidding.

**Answer #13**

Work by a Key Subcontractor (who are exclusive to the team for prequalification purposes) shall NOT be subject to competitive bidding, and that work will be part of the work reviewed via the open book process.

In addition, regarding exclusivity, please see Q&A #22.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #14**

Please confirm that Key Subcontractor personnel participating in the Preconstruction Services will be reimbursed in a similar manner as the CM/GC with the 50% multiplier.

**Answer #14**

Key Subcontractor personnel participating in the preconstruction services will be reimbursed in a similar manner as the CM/GC, with the 50% multiplier. As with CM/GC personnel, Key Subcontractor preconstruction services are subject to negotiation and agreement with the ConnDOT.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #15**

Reimbursement for relocation and travel expenses is allowed for Key Personnel only. Other support staff including experienced engineers, superintendents, and administration personnel will also need to travel and/or be relocated and provided temporary adjustments that do not appear to be covered. Will the ConnDOT consider expanding the language to reimburse for the living expenses of all personnel required in the Preconstruction Phase?

**Answer #15**

At this time, the ConnDOT does not intend to revise the language regarding these types of reimbursements. It should be noted that the ConnDOT does not consider "per diem" costs such as meals eligible for reimbursement for relocated staff. Any reimbursement shall be considered for approval on a case by case basis. Other travel expenses, such as occasional visits from off-site engineers for specific assignments (such as participation in Value Engineering workshop) are eligible for reimbursement as direct costs.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #16**

Would the ConnDOT please verify that the submittal of the Statement of Qualifications is not considered a bid and therefore does not require pre-approval of a joint venture prior to submission of the SOQ.

**Answer #16**

The upcoming Addendum shall include a new requirement (similar to the ConnDOT Bid and Award Manual) for Joint Venture Proposers to submit a letter that includes information such as "each participant in a joint venture must submit a letter with the venture's bid proposal request, stating the participants' agreement to bid as a joint venture..." This letter shall be submitted with the SOQ.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #17**

Can the required Key Personnel references be provided in the resumes rather than within the body of the document subject to the 40-page limit?

**Answer #17**

In section 5.3 SOQ Submission Required Contents - SOQ Section B: Team Experience (p.28), it is acceptable for the required Key Personnel references be provided in the resumes rather than within the body of the document subject to the 40-page limit.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #18**

For personnel references can email addresses be included in lieu of fax numbers.

**Answer #18**

In section 5.3 SOQ Submission Required Contents - SOQ Section B: Team Experience (p.29), it is acceptable for the required Key Personnel references to include email addresses in lieu of fax numbers.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #19**

Can a single project serve as one of the minimum two projects for more than one category?



### **Answer #19**

In section 5.3 SOQ Submission Required Contents - SOQ Section C: Construction Experience (p.29), it is acceptable for a single project to serve as one of the minimum two projects for more than one category.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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### **Question #20**

Each experience category requires "at least two comparable projects..." Can you please clarify if submitting as a Joint venture does EACH equity member of the joint venture need to submit at least two projects or can the two-project minimum be met by a combination of projects from each entity?

### **Answer #20**

In section 5.3 SOQ Submission Required Contents - SOQ Section C: Construction Experience (p.29), the requirement for "at least two comparable projects" applies to the Proposer entity, whether a single company or a joint venture. Therefore, the two-project minimum can be met by a combination of projects from each Joint Venture entity.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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### **Question #21**

Under "Relevant Experience Accelerated Bridge Construction Techniques" there are two items that vary from the information required "Identify whether the systems and signal projects were on new construction or on an operating system" and "describe your entity's past experience working on similar transit projects and your role in system start-up and commissioning" - please confirm these two items actually apply to "Relevant Experience Railroad and Railroad Electrical" and are not required where they are currently requested.

### **Answer #21**

In section 5.3 SOQ Submission Required Contents - SOQ Section C: Construction Experience (p.31), under "Relevant Experience Accelerated Bridge Construction Techniques" please delete the items "Identify whether the systems and signal projects were on new construction or on an operating system" and "describe your entity's past experience working on similar transit projects and your role in system start-up and commissioning".

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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### **Question #22**

Key Subcontractors, as defined on Page 11 of the RFQ, are to be exclusive to a single proposer team. As there are a limited number of highly experienced, prequalified specialty subcontractors, specifically in the area of railroad electrical, we request that ConnDOT consider removing the exclusivity requirement for the SOQ process, so that the most qualified specialty subcontractors are not excluded from the shortlist process.

### **Answer #22**

The ConnDOT concurs with this suggestion. The requirement for exclusivity of Key Subcontractors being used for Class 22 (Railroad Electrical) prequalification purposes is hereby deleted.

The Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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### **Question #23**

Page 5 of the RFQ lists the experience and areas of expertise that will be required of the successful proposer. Is the list in order of priority? Which experience is considered more important? Experience in CMGC is not included on the list. Should it be included?

### **Answer #23**

In section 1.1 Summary of CMGC Procurement Process (p.5), the list of experience and areas of expertise that will be required of the successful proposer is provided for information only. In addition, the Proposers shall note the stated goals of the ConnDOT (Section 1.5) in developing their SOQ's. The Proposer shall note the specific evaluation criteria and process in Chapters 5 and 6 of the RFQ for specific information.

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### **Question #24**

The bidding and award manual states that in order to bid as a joint venture "each participant in a joint venture must submit a letter with the venture's bid proposal request, stating the participants' agreement to bid as a joint venture..." Is this letter intended to be submitted with the SOQ or does it need to be submitted in advance? If it needs to be submitted in advance, please confirm the appropriate contact/address the letters should be sent to.

### **Answer #24**

The upcoming Addendum shall include a new requirement (similar to the ConnDOT Bid and Award Manual) for Joint Venture Proposers to submit a letter that includes information such as "each participant in a joint venture must submit a letter with the venture's bid proposal request, stating the participants' agreement to bid as a joint venture..." This letter shall be submitted with the SOQ. Please review the upcoming Addendum for specific requirements.

Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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### **Question #25**

We are concerned with the prequalification requirement for Class 22. This prequalification typically requires most CMGC teams to name a key subcontractor as a part of the Proposer's team. If a key subcontractor is named to meet the Class 22 (Railroad Construction Electrical) prequalification, that subcontractor is exclusive to that one Proposer and will proceed into the procurement process as the sole source. This will significantly limit the access to the rest of the industry and the competitive bidding process for this work.

We recommend that ConnDOT remove the requirement to be prequalified in Class 22 for the SOQ and instead make this a part of the preconstruction process and subcontracting plan. Our CM experience has shown that the CMGC team will be able to access multiple subcontractors during the design development to broaden the overall industry input. This will provide the CMGC

team more flexibility in project development, increased competitive bidding and provide a more fair subcontracting opportunity to the pre-qualified subcontractors.

**Answer #25**

The Prequalification requirements for this project shall NOT be revised. However, the requirement for exclusivity of Key Subcontractors being used for Class 22 (Railroad Electrical) prequalification purposes is hereby deleted.

Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #26**

Please explain the intended role of the Construction Manager and how they will differ from the Project Manager and the Site General Superintendent's roles and responsibilities?

**Answer #26**

In Section 5.3 B Key Personnel (page 28) – the listed titles should be considered a guide for the Proposers. It is acceptable to the ConnDOT for a Proposer, based on their corporate organization and experience, to consider different titles for positions of Key Personnel. The Proposer should identify their proposed Key Personnel in their SOQ, and where titles are different, should include appropriate information requested in this section for their proposed Key Personnel. The Proposer should provide their proposed organizational chart and define the roles and responsibilities of the Key Personnel as the Proposer envisions delivering the CM/GC services.

Proposers should review the upcoming Addendum for all RFQ changes regarding this.

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**Question #27**

When will the Addendum to the RFQ be issued by the ConnDOT?

**Answer #27**

It is expected that the Addendum will be issued before the end of the week of February 2, 2015. The current target date is Thursday February 5.

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**Question #28**

Will the ConnDOT consider revising (extending) the deadline date for the submittal of SOQ's?

**Answer #28**

At this time the ConnDOT does not plan to extend the deadline date for the submittal of SOQ's.

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**Question #29**

If we have an Electrical subcontractor with Classification No. 22-Railroad Construction Electric, "excluding catenary", will this contractor qualify for this project?

**Answer #29**

This contractor's prequalification status is not acceptable for this project. The contractor must be prequalified in Group 22 - Railroad Construction Electrical (with no limitations or exclusions), or submit a request to revise their prequalification to meet the requirement, by the time the SOQ is submitted. The Proposer is reminded that it is their responsibility to be properly prequalified in order to be considered for the Short List.

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**Question #30**

Can ConnDOT please confirm if the 40-page count limitation stated in the RFQ includes or excludes tab sheets and divider pages, if used for organizing the SOQ?

**Answer #30**

The 40-page count limitation does not include tab sheets and divider pages.