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# **CM/GC SERVICES MANDATORY PRE-PROPOSAL MEETING**

**I-70 MP 211 Structure Replacement Summit County**

**FBR 0702-385- 22712**

**October 21, 2019 – Mountain Residency 9:00 am**



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## **MEETING AGENDA**

**Introductions**

**Meeting Reminders**

**Project Overview**

Project Team

Project Background and Description

Project Status and Pictures

Project Goals

Project Constraints and Risks

Project Schedule

Why CMGC on this project?

**RFP Questions and Answers**





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## **INTRODUCTIONS**

- CDOT Mountain Resident Engineer: Grant Anderson
- CDOT Project Manager: Sarah Navarro
- CDOT Construction Manager: TBD
- Bridge Enterprise Oversight: Patrick Holinda
- Design Consultant Project Manager: TBD
- CDOT Contracting Officer: Roberta Lopez



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## MEETING REMINDERS

- Check the website!
- CDOT Highway and Bridge Construction Bidding Website (RFP, Q&A, reference documents):  
<https://www.codot.gov/business/designsupport/adp-db-cmgc/opportunities/cm-gc-solicitations-active/22712-i-70-dillon-structure-replacement-mp-211>
- **SIGN IN!** – This is a requirement for submitting a proposal.
- Questions submitted by October 25, 2019 5:00pm MST and will be publically posted
- **Proposals are due November 4, 2019 5:00 pm MST**





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## Project Overview



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## Project Team



Grant Anderson - RE

Sarah Navarro- PM

Design Consultant

TBD

CM/GC Contractor

TBD



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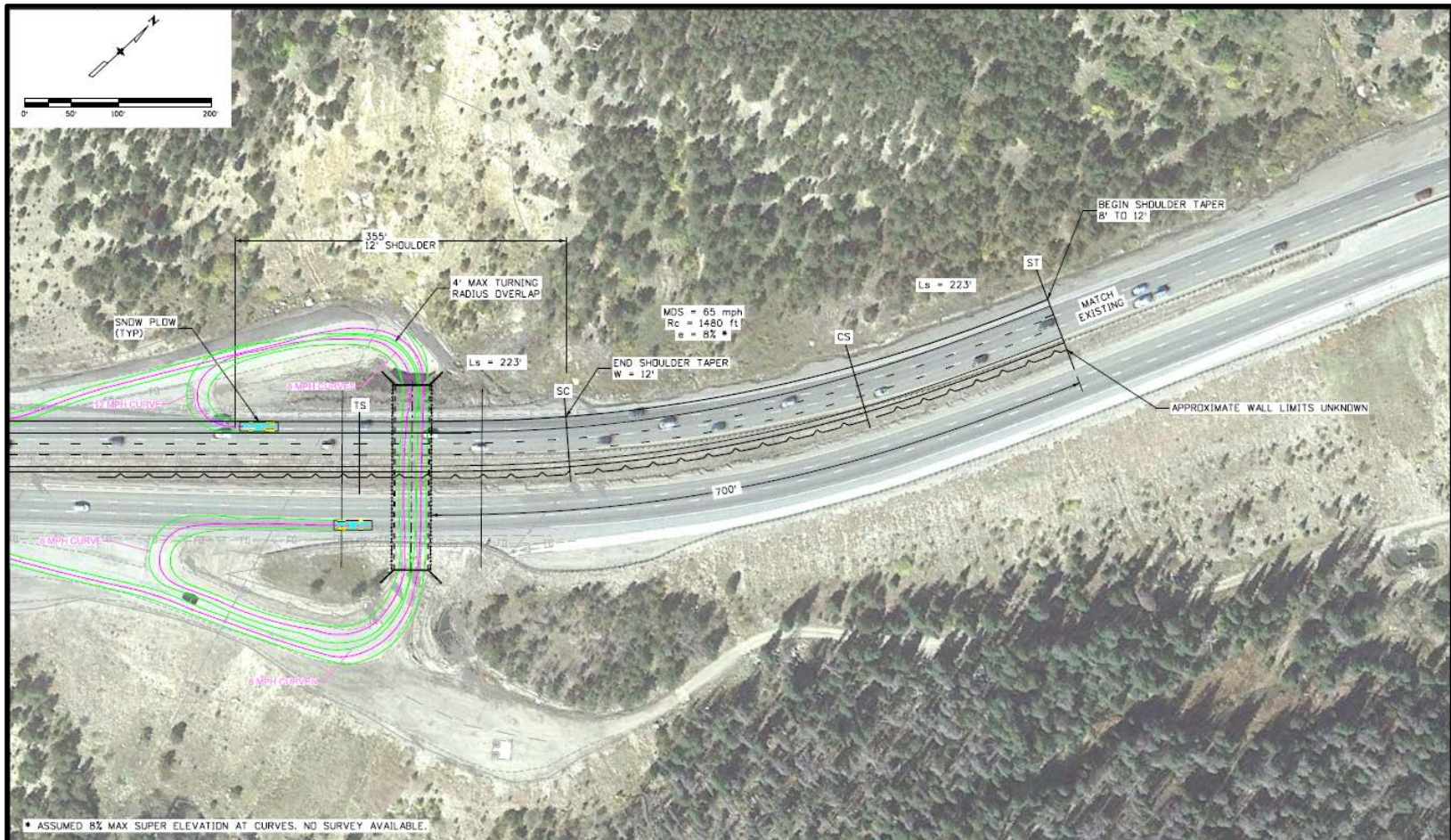
## Project Background and Description

- 1964 - Original construction, designed for maximum fill of 12-ft.
- Construction of I-70 triggered multiple landslides north of I-70.
- 1969 - Landslide mitigation shifted alignment south and profile.
  - Resulted in extending the CBC to the south and additional fill.
- Existing CBC Structure: 14-ft high x 20-ft wide x 194-ft long.
- Existing fill over the structure varies from 6-ft to 18-ft.
- 2017 - Structure became Structurally Deficient.
  - Classified as Functionally Obsolete due to insufficient vertical clearance prior to becoming Structurally Deficient.
- 2018 - Structure F-13-S\_Minor is eligible for replacement through Bridge Enterprise (BE), must meet BE guidelines for full funding.





## Project Description – Project Map







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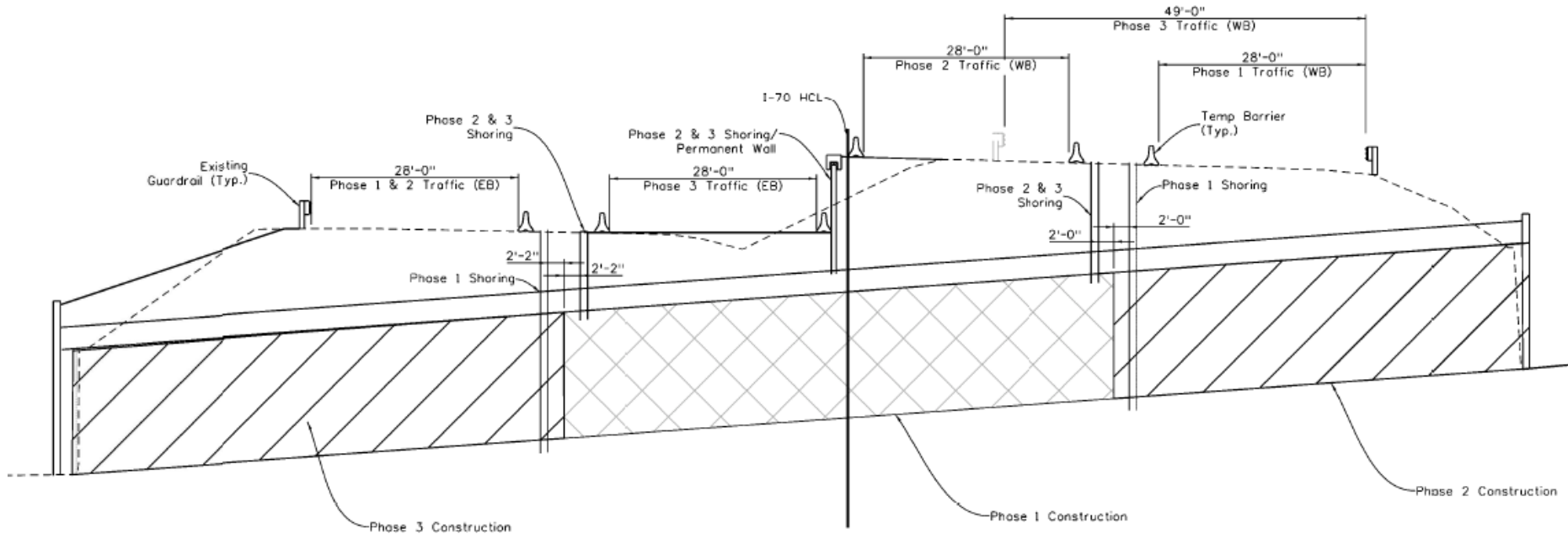
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## Project Design Status

- Conceptual design developed (10%) under 2019 Feasibility Study.
- Design Phase has not started and will accommodate contractor input throughout design through the CM/GC Project Delivery Phase.
- Design will include:
  - Structural design - buried bridge, wall, and temporary shoring.
  - Roadway design – I-70 and Forest Service Rd. alignment/profile.
  - Hydraulics design - address drainage impacts.
  - Geotechnical design - borings for wall, landslide mitigation.
  - Environmental - stormwater management plan (SWMP).
  - Survey – as required for extended portions of I-70.
  - Utilities – underground fiber option and electric to either be protected in place or relocated prior to construction.

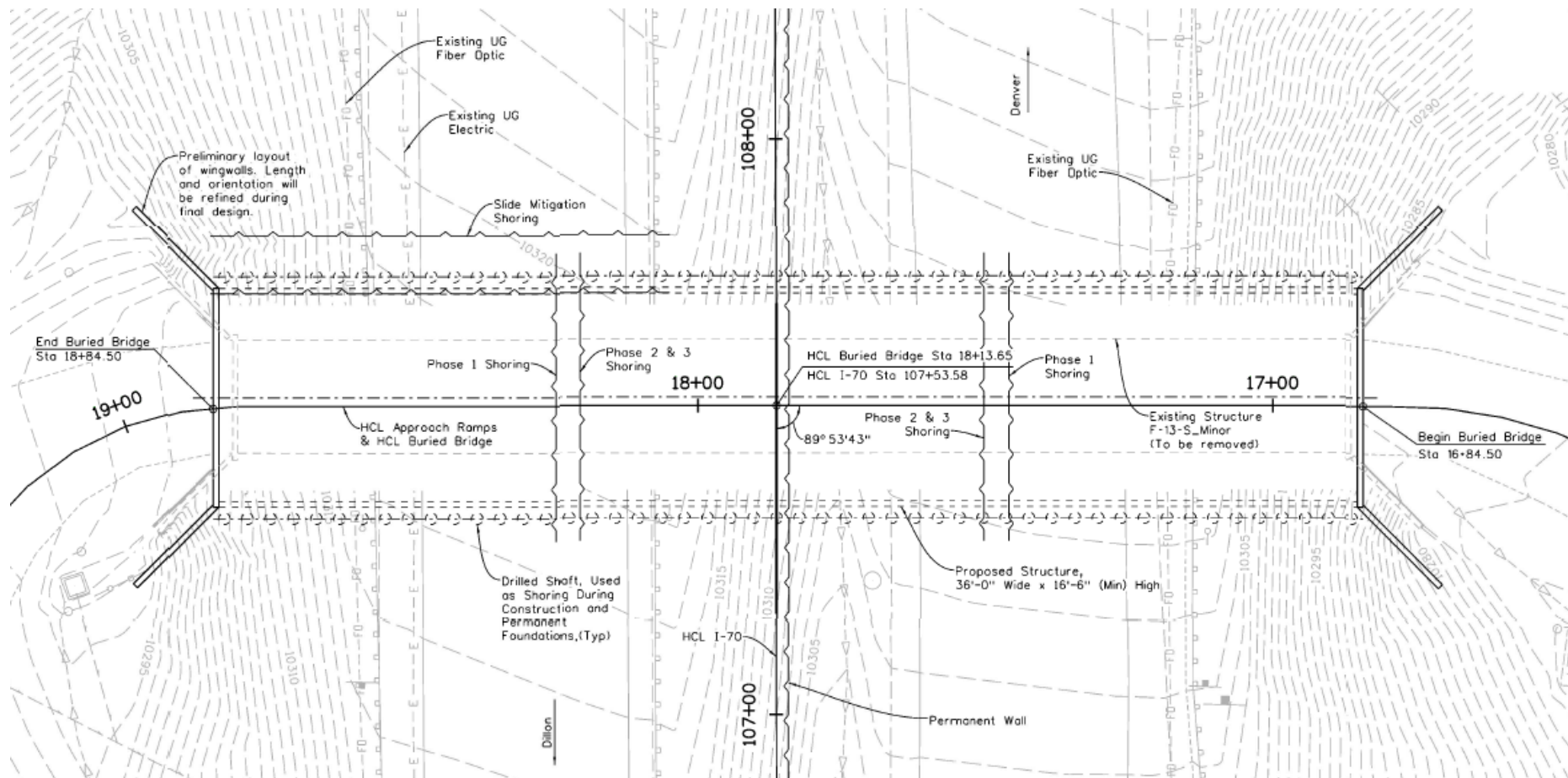


## Project Description – Phasing Concept





## Project Description – Phasing Concept





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## Project Pictures – Existing Structure



July 2017



July 2017





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## Project Pictures – Existing Structure



July 2017



July 2017



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## Project Pictures – Existing Structure



July 2017



July 2017





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## Project Pictures – Existing Structure



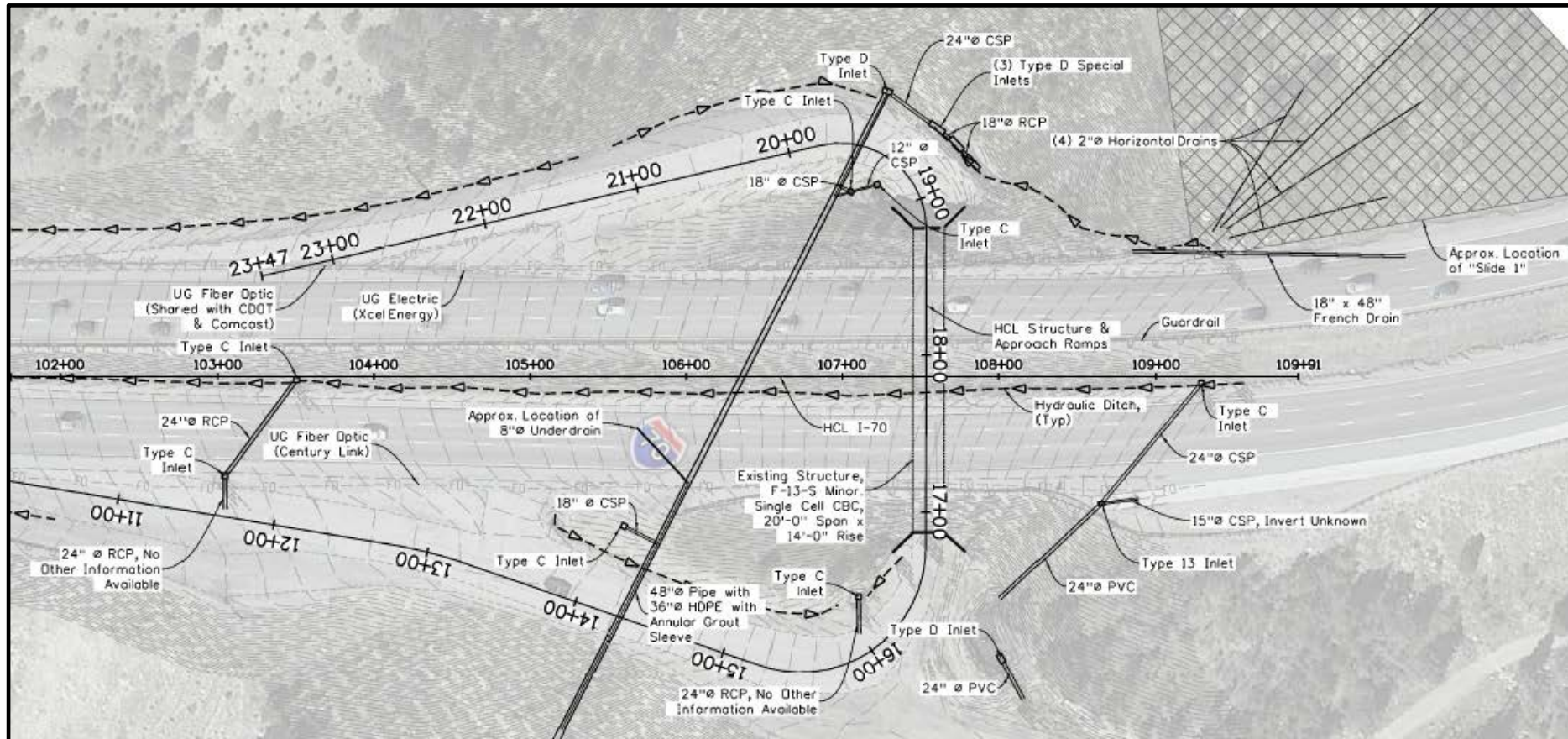
October 2018



June 2019



## Existing Conditions








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## **CM/GC Project Goals**

- **Replace Structure F-13-S\_Minor, new structure to meet 100-yr design life and qualify for full funding through Bridge Enterprise.**
  - **Accommodate two-way traffic in the new structure below I-70 and meet vertical clearance requirements.**
  - **Foster collaboration, effective communication, and partnerships among all members of the project team.**
  - **Minimize Interstate traffic impacts and maximize safety.**
  - **Target construction season between June and October, one construction season is preferred but not required.**
  - **Provide a structure that minimizes life cycle maintenance requirements.**
  - **Minimize disturbance and/or impacts to the adjacent active landslide.**
  - **Commit to the CM/GC process.**
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## **Project Constraints**

- **All work must be maintained within the existing CDOT Highway Easement ROW, limited phasing area.**
- **Access to Forest Service Road throughout construction.**
- **Access to the structure during the winter.**
- **Adjacent landslide will limit work east of the structure.**
- **Limited construction season.**



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## Project Risks

- **Schedule**
  - Prolonged construction durations due to season and environmental constraints.
- **Construction Phasing**
  - Interstate high traffic volumes, high profile project.
  - Must maintain 2-lanes of traffic in each direction on I-70.
  - Complex phasing.
- **Adjacent Landslide**
  - May require mitigation prior to excavating WB.
- **Utilities**
  - Fiber optic to be protected in place or relocated.
- **Materials**
  - Asphalt plants limited season.
  - May require non-traditional methods for materials due to elevation.



## Project Schedule

Task Mode ▾	Task Name ▾	2020				2021							
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
▶	CMGC Selection		█										
▶	Pre-Construction			█	█	█	█	█	█				
▶	Clearances								█				
▶	Construction									█	█	█	█





## Why CMGC on this project?

PROJECT DELIVERY METHOD OPPORTUNITY/OBSTACLE SUMMARY			
	DBB	DB	CMGC
<b>Primary Selection Factors</b>			
1. Project Complexity & Innovation	-	-	++
2. Project Delivery Schedule	+	+	+
3. Project Cost Considerations	+	++	-
4. Level of Design	-	+	++
5. Risk Assessment	-	+	++
<b>Secondary Selection Factors</b>			
6. Staff Experience/Availability (Agency)	+	-	+
7. Level of Oversight and Control	++	-	+
8. Competition and Contractor Experience	++	-	++
<b>Scores:</b>	<b>15</b>	<b>13</b>	<b>18</b>

Key:

- ++ Most appropriate delivery method
- + Appropriate delivery method
- Least appropriate delivery method

X  
NA

Fatal Flaw (discontinue evaluation of this method)  
Factor not applicable or not relevant to the selection of delivery



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## Why CMGC?

### Key Points:

- Contractor Input for design, phasing & constructability.
  - Minimize impacts to public.
  - Maximize contractor efficiency.
- Budget – Early cost input from contractor.
- Minimize and manage risks with early identification and input from contractor.
- Complexity and Innovation – Complex project with opportunities for innovation.
- Schedule – Contractor input will assist with design decisions at the start of design and will help ensure a feasible construction schedule.



## 2.3 Key Events Schedule

Final RFP Questions or Comments Due	10/25/2019	5:00 p.m.
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Short List Phase	Date	Time
Submittal of Proposal	11/4/2019	5:00 p.m.
Short Listing Selection Panel Meeting	11/20/2019	
Short List Approval	11/21/2019	
Notification of Short List Candidates	11/25/2019	

Selection Phase	Date	Time
Selection Panel Meetings (Interviews)	12/10/2019	
CMGC Management Price Percentage Proposals Submitted	12/10/2019	
Chief Engineer Selection Approval	12/18/2019	
Contractor Notification	12/19/2019	
Contract Execution/NTP	1/22/2020	



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## CMGC Selection

### Step 1

- Proposal 50 maximum points

### Phase 2

- Oral Interviews (Shortlist- Top 3 proposers)
  - Team Presentation 10 maximum points
  - Team Challenge 15 maximum points
  - Q&A 15 maximum points

### Phase 3

- CMGC Management Price Percentage 10 maximum points

**Total Possible Points**

**100 maximum points**





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## **RFP Questions and Answers (Publicly Posted)**

- Your Name
- Your Company
- Section of the RFP if applicable
- Your Question





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## **RFP Questions and Answers as of Oct 17, 2019**

Q: This project will contract both the CM/GC contractor and the designer simultaneously. Suppose an engineering consultant is listed as a sub on the contractor's proposal, and also shows up as a sub on the designer's proposal. Will using the same sub affect selection? Would CDOT allow the same consultant to serve on both the contractor's team and the designer's team?

A: For engineering consultants wishing to be consultants on both the CM/GC proposal and the Designer proposal, CDOT has historically followed the Guidelines of Policy Memo 23, where that particular consultant cannot perform more than 20% of the work for either the CM/GC contractor or the Design Consultant



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## **RFP Questions and Answers as of Oct 17, 2019**

Q: Why were the one-on-one informal project briefings offered and held prior to advertisement of the RFP? Other CM/GC projects have offered these one-on-one debriefing meetings after advertisement of the RFP.

A: It's a typical industry standard to close down the contract after the release of the RFP to avoid possible perceptions of certain proposers getting an advantage from unique interactions with the owner. Also, and since there is no SOQ shortlisting for CM/GC, CDOT does not know how many proposers need to be accommodated, and having an unlimited amount of one-on-one meetings could be time consuming. However, the CM/GC project delivery method is an ever-changing process, and CDOT will be open to allowing one-on-one meetings in the future if the industry pushes for the change, as long as these one-on-ones are well defined, and fairly provided to all proposers.



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## **RFP Questions and Answers as of Oct 17, 2019**

**Q:** Can CDOT offer one-on-one meetings with contractors after the pre-proposal meeting?

**A:** Not at this time. It's a typical industry standard to close down the contract after the release of the RFP to avoid possible perceptions of certain proposers getting an advantage from unique interactions with the owner. Also, and since there is no SOQ shortlisting for CM/GC, CDOT does not know how many proposers need to be accommodated, and having an unlimited amount of one-on-one meetings could be time consuming. However, the CM/GC project delivery method is an ever-changing process, and CDOT will be open to allowing one-on-one meetings in the future if the industry pushes for the change, as long as these one-on-ones are well defined, and fairly provided to all proposers.



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## **RFP Questions and Answers as of Oct 17, 2019**

Q: It would be beneficial to allow more time for contractors to submit questions/comments after the pre-proposal meeting

A: The due date for questions /comments was extended from 10/23 to 10/25, which will accommodate revisions to the RFP if needed since proposals are due 11/4



## Upcoming Revisions to RFP (Addendum 1: 10/22/19)

### E. Project Innovations (9 Points)

In conjunction with your team's Project Approach, your team may have some innovative ideas that may or may not meet the requirements of the RFP that could increase the likelihood for Project success. The Selection Team will consider how well your innovative ideas help balance the Project goals. Any innovations proposed need to be practical and implementable.

- Provide two innovative ideas and discuss both ideas as follows:
  - Describe the innovation, how it will be implemented and how it will aid in meeting the Project goals (2.5 Points). **4.5**
  - Describe impacts of the innovation(s) on time, cost, quality, and safety (2.5 Points). **4.5**
- All innovative ideas presented by the Proposer will be considered proprietary in accordance with Section 2.1.E of this RFP.





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## Reminders, Notes, Contact

- Don't forget to **sign in** today. Pre-Proposal Meeting Roster will be posted on the CDOT website.
- Questions and comments will not be accepted after **October 25, 2019 at 5:00pm**
- The CDOT PM is Sarah Navarro, (970)328-9936 or [sarah.navarro@state.co.us](mailto:sarah.navarro@state.co.us)
- **Proposals are due on November 4, 2019 at 5:00pm MST.**
- **Contact Roberta Lopez at (303)757-9398 or [roberta.lopez@state.co.us](mailto:roberta.lopez@state.co.us) for process, contract, or questions.**



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**CDOT thanks you for your time!**