

Notes/Instructions:

1. This document is the Master file; as responses are completed, IR team will copy RFC and response to separate document for posting
2. Team Question # = Team.Submittal# - Quest# for Submittal A= , B= , C=
3. Quest # = Sequential number for posting responses.
4. Resp. Made = Responder enters initials when response has been made and is ready for review
5. Resp. Review = Reviewer enters initials when response has been reviewed and is ready for release
6. Show interim or pending responses in **yellow**
7. Shade cells light grey when response has been posted
8. Copy grey cells and questions received (but not answered yet) into response file for posting

Resp. Made	Quest #	Reference	Clarification Request	CDOT Response	Date of Response	Add #
AG 8/13/18	1	1.1 General	Are you going to have a construction management and inspection services for this project?	A construction management and inspection services RFP will be issued in the late Summer/Fall 2018 time so the winning proposer team will be brought onboard in November/December.	8/14/18	
AG 8/13/18	2	1.1 General	Have you got an Independent cost estimator agency yet?	An ICE services RFP will be issued in the late Summer/Fall 2018 time so the winning proposer will be brought onboard in November/December. The ICE will be engaged throughout the project duration and play a strong part in the team.	8/14/18	
AG 8/13/18	3	1.1 General	What are the objectives of the Project Scoping Workshop?	The Project Scoping Workshop sets the foundation for the project and identifies the team's roles and responsibilities, preliminary schedule, project elements, and scope. More information related to this workshop can be found in the CDOT CM/GC Manual at: https://www.codot.gov/business/designsupport/innovative/documents/cm-gc-manual	8/14/18	
AG 8/13/18	4	1.1 General	If all the ballot measures pass, would you do the 3+1 configuration vs the 2+1 configuration?	The 2+1 configuration will be built if the ballot does or does not pass, although a Corridor Goal is to minimize waste when the 3+1 configuration is built in the future.	8/14/18	
AG 8/13/18	5	1.1 General	Is there a preference between the optimized and EIS design?	The available funding, optimized cost savings, and traffic phasing will likely be three leading factors on how we fundamentally approach the interstate design and construction, as well as the typical sections. CDOT acknowledges that optimizations can be made from the EIS.	8/14/18	
AG 8/13/18	6	1.1 General	What is the difference in funding, \$225/\$250 Million, \$650 Million, and 1.8 billion? If the ballot passes will this project be a 1.8 Billion dollar project?	The project has a guaranteed \$225M program funding. A \$25 million BUILD grant was submitted that could possibly be added to available funding (should know by December). This is a Tier I project, meaning it will be fully funded at \$650M program cost if the sales tax initiative passes on the ballot in November. The \$1.8B mentioned in the mandatory pre-proposal meeting refers to the total North I-25 corridor cost based on the EIS improvements. The Fixed Limit of Construction associated with this RFP is \$420M and will not increase regardless if the ballot measure(s) passes or not.	8/14/18	
AG 8/13/18	7	1.1 General	Are there any contractors that are precluded for submitting a proposal?	All contractors that were present at the mandatory pre-proposal meeting are eligible to propose on the project.	8/14/18	
AG 8/13/18	8	1.1 General	Are we able to get information from segments 7 and 8 in terms of configuration and alignment?	Segment 7 and 8 information will not be provided as the timing of their construction areas may change and should not be used for the purposes of the RFP.	8/14/18	
AG 8/13/18	9	1.4	Are we able to get the LCCA for other projects in the corridor?	A LCCA is currently being completed for Segment 5 and 6 and will be available when the successful proposer is brought on the team in November. No other project LCCA's will be given.	8/14/18	

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AG 8/13/18	10	1.4	Is the preference concrete over asphalt?	The language provided in the RFP adequately addresses this question: "Provide a 30-year pavement design life for two general purpose lanes, one express lane, painted buffer and shoulders each direction. Based on historical LCCA and pavement selection reports in North I-25 corridor, it is anticipated that the recommended pavement type for this work will be concrete. CDOT acknowledges that the Contractor will provide valuable feedback on traffic phasing, material availability, and pricing climate that may guide material selection and innovation."	8/14/18	
AG 8/13/18	11	1.4	Are we able to deviate from the EIS?	ROD 1 and 4 have been completed. As design changes, a re-evaluation (minor ROD changes) and/or revision (major ROD changes) will need to be completed before construction can commence. In order to deviate from the RODs, proper justification will need to be given to support the design change.	8/14/18	
AG 8/13/18	12	1.4	What is your vision for the Park-n-Ride at SH 56?	The Division of Transit and Rail has a strong preference for a center-loading bus stop located in the median of I-25. Minimizing distances that passengers have to walk is a priority. The location is flexible but should be situated at or between SH 56 and SH 60 interchanges.	8/14/18	
AG 8/13/18	13	1.4.B	What kind of help are you looking for in ROW services?	The contractor may need to provide acquisition services pending internal CDOT workloads. Additionally, the contractor will have input on phasing and packaging to strategically identify when to acquire specific ROW parcels.	8/14/18	
AG 8/13/18	14	1.4.B	Can we get a ROW map that shows the EIS alignment and optimized design alignment ROW?	A map showing parcel information and property lines is now on the Sharefile site.	8/14/18	
AG 8/13/18	15	1.8.D	What is your vision for the Co-location	The language provided in the RFP adequately addresses this question.	8/14/18	
AG 8/13/18	16	1.10	What is the 2025 end construction date for?	The BUILD grant prescribes that the \$25M grant money shall be expended by 2025. No other funding constraints exist. Additionally, FHWA has stated as long as the project has funding, the contract can stay active.	8/14/18	
AG 8/13/18	17	1.10	Is a CLOMR required and have you started that process?	CDOT has had meetings with Berthoud (the certified floodplain manager) and FEMA to discuss the Little Thompson floodplain. At this time, a CLOMR is not needed for the Little Thompson bridges and "Early Out" Package due to the no rise condition (a LOMR is required). The North Creek floodplain in Segment 5 has not been evaluated at this time and may require a CLOMR.	8/14/18	
AG 8/13/18	18	2.2.B	Why is the bonding capacity \$250 million if the construction of the priority section is \$140 million?	With the scalability of the project reaching as high as \$650M, it is important to be able to bond for the \$250M amount due to the possibility of multiple packages simultaneously being in construction.	8/14/18	
AG 8/13/18	19	2.8.B.7	The page count for the appendix is 10 pages, but some of the documents are more than 10, such as surety letters and evidence of insurance. How can we put everything that you are asking for in just 10 pages of appendix?	CDOT acknowledges that the surety letters and evidence of insurance are much larger than what the page limits allows. To conform to the page limit, please count the surety letter as one page and the evidence of insurance as one page but provide the documents in their entirety, regardless of how many pages they make up.	8/14/18	
AG 8/13/18	20	3.2.1.ii.b.2	What is meant by OSHA reportable frequency? Please clarify that the OSHA Reportable Incident Statistics CDOT is requesting is the Lost Time Rate and the Recordable Incident Rate.	Please provide the Total Recordable Incident Rate for your company or companies (if Joint Venture).	8/14/18	

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AG 8/13/18	21	3.2.A	Explain more about Key Personnel	The RFP's main objectives when setting up the Key Personnel section was 1) make the team scalable to allow for various funding, 2) flexible to accommodate various contractors' team members, and 3) maintain consistency between packages and through preconstruction and construction phases. The Tier I person should be one identifiable individual. Multiple Tier II skills can be covered by one person or multiple people can be identified to cover Tier II and III skills as long as one person is identified as the person in charge for that skill. The Construction Manager shall not be included in any other Tier I and II responsibilities because they will be committed to building the package and no longer part of the core project-level team when the package goes to construction. The Construction Manager should be involved in key pre-construction meetings related to their package to ensure consistency between pre-construction and construction phases.	8/14/18	
AG 8/13/18	22	3.2.A.3	Sub-contractors and major project items	CDOT does not expect the contractor to commit to any contractor in the proposal because competitive pricing is important and DBE goals need to be met. CDOT acknowledges that subcontractors play a large role in the success of the project and the CM/GC process encourages best value with subcontractors. CDOT is interested in the proposers' philosophical views on how subcontractors are chosen, when they're used instead of self-performing work, and established relationships with subcontractors. CDOT encourages the proposer to list subcontractors they've had an experience working with on successful projects.	8/14/18	
AG 8/13/18	23	3.2.A.4	What is the project history behind the SH 56 and LCR 16 flip?	The EIS detailed flipping both interchanges due to the safety benefits of smoothing out the vertical grade on I-25. Although, the EIS analysis didn't overwhelmingly dictate the flip and other site specific factors were not analyzed during the analysis. If any EIS deviations take place, adequate justification will have to be given to FHWA to support the change. Additionally, a horizontal sweeping curve alignment was discussed during the Value Engineering study and was not well supported.	8/14/18	
AG 8/13/18	24	3.2.A.5	Can we reference anything that we said before to save on page length for the major salient features?	The RFP encourages cross referencing whenever appropriate. Additionally, if information applies to both salient features that can be addressed one time (just ensure it's easy to decipher that).	8/14/18	
AG 8/13/18	25	B-1.1 Appendix B	We ask that CDOT provide evaluation criteria in Section 3.2 Evaluation Criteria for Team Building and Collaboration under 1. Project Management Team/Capability of the Contractor, Project Management Team.	The proposer will be scored based on how experience, skill sets, working on similar projects, resumes, and team organizational chart correlate to the project goals.	8/14/18	
AG 8/13/18	26	3.2.A.4	Can multiple innovations be included in the one innovation provided by proposer	CDOT would like to hear as many innovations that the contractor can supply, although only one innovation can be scored under the proposer's unique innovation. However, CDOT encourages the proposer to include as many innovative ideas as part of the approach to the SH 56 interchange flip and SH 16 configuration.	8/14/18	
AG 8/13/18	27	2.8.1	The "Optional Section" is not scored, but will reference to material in this section be considered "scorable" if used in support of narrative responses the RFQ?	The "Option Section" is not specifically scored but allows the proposer to provide additional supporting documentation that can supplement other scored sections.	8/14/18	
AG 8/13/18	28	2.2.D	Can you please clarify if Joint Ventures need to get qualified if they are both CDOT pre-qualified separately? If yes, the RFP mentions 14 days, please clarify if that is 14 calendar or work days.	Yes, Joint Ventures need to be pre-qualified by CDOT up to 14 days after proposal submittal. Please coordinate with Marci Gray in CDOT's contracting department with questions. Subcontractors do not need to be pre-qualified during the proposal process, just before the construction phase.	8/14/18	
AG 8/13/18	29	N/A	Will the new 811 Utility requirements need to be followed	Yes, it should be assumed that the new utility requirements will need to be followed on this project. The preconstruction phase and plans are heavily impacted by these requirements.	8/14/18	