

**As needed Construction Services for the Chicago-Detroit/Pontiac High Speed Rail  
Corridor QA1  
Requisition #839  
2/14/2012**

Question #1: Will the vendor selected under this RFP perform construction work? If yes, are plans and specifications available?

Answer #1: No. The vendor selected will not be responsible for building infrastructure. This RFP is for construction management, construction inspection, and construction oversight.

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Question #2: Will firms with current Rail contracts with MDOT be conflicted out of being selected for either the As-needed construction services and (or) the As-needed management and engineering services.

Answer #2: Firms with current rail contracts with MDOT are not conflicted out of consideration from the as-needed contracts.

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Question #3: Will the firms selected for the As-needed contracts be conflicted out of any future rail work along the Detroit/Pontiac – Chicago HSR Corridor.

Answer #3: The firms that are selected for the as-needed contracts are not conflicted out of future work for MDOT on the HSR corridor.

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Question #4: On page 2 of 14 of the RFP it states that the prime is expected to have railroad construction experience. Is it acceptable to propose a team where the prime has experience with MDOT's construction procedures and the subconsultants cover the requirement for railroad construction experience?

Answer #4: The RFP does not preclude vendors from submitting a proposal where the prime consultant has construction oversight/management experience and have subconsultants that have railroad experience. As indicated by RFP, MDOT prefers that the prime consultant have railroad construction oversight/management experience.

Question #5: How will the Program Manager and Construction Manager interact with each other and with the NEPA consultant on the program?

Answer #5: MDOT will issue individual authorizations for various as-needed tasks. When there is a need for interaction between MDOT and various consultants this time will be included in an individual authorization. Due to the complex nature of the work on the corridor MDOT expects that this interaction will be required.

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Question #6: Regarding the prequalification requirements. Can a prime consultant have extensive national rail experience and many MDOT prequalification categories, but not the ones listed under the secondary classifications since the primary classification is N/A?

Answer #6: A prime without the necessary secondary prequalification classifications can submit a proposal but would need to have subconsultants on their team that satisfied the secondary prequalification requirements. If their team does not meet the secondary pre-qualification requirements they would not be considered a responsive proposer.

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Question #7: Can the deadline for submitting questions be extended?

Answer #7: Yes, MDOT will accept and respond to questions that are asked by 1:00PM on Friday February 17, 2011.

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Question #8: Will MDOT allow joint ventures on this contract?

Answer #8: MDOT does not allow joint ventures on consultant contracts. The team must have a single prime consultant and may have additional sub-consultants.