

Updated June 1, 2009

Disclaimer: The contractor inquiries and questions and answers posted for this project are being provided by the Michigan Department of Transportation (hereinafter referred to as MDOT) as a courtesy service to contractors. In preparation of this publication, MDOT has endeavored to offer current, correct and clearly expressed information. The information is not a part of the contract documents for the project and has no contractual standing. The information provided will NOT be accepted as documentation as a basis to file a claim or as evidential use in the claims process.

Question: What are the proposed consultant prequalification requirements?

Answer:

Primary -

Roadway Rehabilitation & Rural Freeways (Primary)

Secondary -

Short & Medium Span Bridges

Hydraulics

Road Design Surveys

Structure Surveys

Right-of-Way Surveys

Geotechnical Engineering Services

Intelligent Transportation Systems (for temporary work zone ITS)

Maintaining Traffic Plans and Provisions

Permanent Freeway Traffic Signing Plans

Permanent Non-Freeway Traffic Signing Plans

Pavement Markings Plans

Traffic Signal Design

Municipal Utilities

Question: What are the proposed construction contractor prequalifications?

Answer: 46380 B, or Comb/Jt 46380 Ea, Fa

The identified subs would need to be "B", "Fa" and "Ea" (if prime does not have these prequalifications)

Question: Will there be any DBE requirements on the I-96 design build project?

Answer: MDOT anticipates a DBE percentage to be included in the I-96 design build contract. At this time, MDOT expects that the prime contractor will determine distribution of the DBE work, and there would not be a required percentage to apply to design, and another required percentage to be applied to construction.

The following are Questions/Answers/information from May 20th Industry meeting:

**Note to All: Subbase removal and replacement is for issues with gradation only. This does not apply to issues with depth as incorrectly stated in the presentation.*

1. With regards to the I-96 crossover work, what if any are the anticipated impacts on the wetlands?

No wetland impacts are anticipated at Maintenance of Traffic (MOT) crossover plans, which will have gone through MDOT review. Wetland issues are anticipated to only apply at the culverts.

2. Has MDOT started a set of preliminary bridge plans?

No bridge plans have been started (with the exception of title sheets and borders). Bridge scoping documents will be included in the Request for Proposal (RFP).

3. How will MDOT determine the schedule of values and the appropriate payments?

The Contractor will provide a price loaded schedule of values for review by MDOT post-award. Payments will be determined based on agreement between Contractor and MDOT on this schedule of values and completion of work at each invoice. An example schedule of values will be provided in the RFP.

4. Is the interchange at M-43 being reconfigured?

Entrance loop ramps in NW and SE quadrants are being removed. Alignments are provided in pictorial format within the presentation.

5. Does MDOT anticipate any Design Exceptions?

Known Design Exceptions are being completed by MDOT. Currently there are few Design Exceptions. The Contractor can propose more, however, the Design Exception may not be accepted. Also, the acceptance or denials on Design Exceptions may take longer than desired and the Contractor must be aware of this if a Design Exception is proposed.

6. Have any utility owners notified or provided any intent to upgrade, add, or change utilities in the project limits?

There is one potential upgrade. The Contractor will be responsible for coordinating with the Utility companies post-award.

The gas main at M-43 may be required to be moved in the fall of 2009 for bridge work. MDOT is coordinating with this Utility owner to expedite the process, although Contractor will ultimately need to accept proposed location.

7. Does each proposer contact the utility companies? What sort of Utility information is provided in the RFP?

Coordination with Utilities will occur post-award.

8. With M-43 being constructed in 2011 and I-96 being constructed in 2010, when are the interchange ramps to be constructed?

The Design-Build Team will need to look at and decide how/when to do the Ramps. There are no requirements for construction of the ramps during 2010 or 2011.

9. Does the Transportation Management Plan (TMP) for crossover work in the fall of 2009 need to be completed ahead of time?

This issue will be addressed in the Contract Documents.

10. What is the limit on Alternative Technical Concepts (ATCs)?

Five (5)

11. Is there any info available prior to the June RFP date?

Only as-builts of roads and bridges. No proposed plans will be available until the RFP.

12. Are there any driveway closures West of I-96 on M-43?

No driveway closures are anticipated.

13. Is there widening or reconstruction at Canal Road?

Canal Road is just a widening to provide dual left turns at M-43. M-43 itself is a full reconstruct.

14. Does liquidated damages mean that it is not a lane rental job?

Correct, this is NOT a lane rental job.

15. Have the preliminary drawings been through MDOT base plan review?

Yes, the plans went through base plan review prior to being changed to a Design-Build project. The FHWA have seen the plans.

16. Is the length and configuration of I-96 to remain the same?

Yes

17. How soon will the presentation be uploaded to the website?

The presentation is available on the same website as these questions.

18. Have the culverts under the maintenance crossovers been sized?

Crossover plans include an acceptable drainage system.

19. Will LRFD or LFD be required for the design of I-96 over M-43 bridge widening?

LRFD will be required for the widening portion. For the Deep Overlay, LFD will be acceptable using the HS-20 design truck. This will be explained in Book 2 – Section 13 of the RFP.