

Contractor questions and answers

Voluntary Submitters Meeting – July 1, 2009
One Union Square Boardroom, Seattle, WA

Q1: Will a draft request for proposals (RFP) be available before the statement of qualifications (SOQ) due date?

A1: We are not planning to release a draft RFP before the August 21 SOQ deadline.

Q2: When do you expect the preferred alternative site to be identified?

A2: WSDOT plans to announce the location of the preferred alternative before the RFP is issued on August 24, 2009.

Q3: How will selection of the minority firms occur within the 10 percent Disadvantaged Business Enterprise (DBE) requirement?

A3: The RFP contract will identify this information and list the requirements for Disadvantaged, Minority and Women-Owned Business Enterprises.

Q4: Will there be a maximum provision payment in the RFP?

A4: WSDOT does plan to have a maximum provision payment in the RFP. This limit has not yet been determined.

Q5: Can you expand on the conflict of interest provision in the request for qualifications (RFQ)?

A5: The project is in compliance with federal regulations and state policies regarding conflicts of interest. While WSDOT has previously implemented these policies in an informal manner, now they are formalized to improve consistency and control. WSDOT's policy has not changed, but it is now clearly documented with this policy. WSDOT's draft policy is available on our Web site: <http://www.wsdot.wa.gov/biz/contaa/DESIGNBUILDCONTRACTS/SR520BRIDGEREPLACEMENT/>.

The firms that are precluded from competing for this project are identified in the RFQ. They are:

- HDR Inc.
- Paramatrix Inc.
- Glostén Associates
- Cherry Creek Environmental Inc.
- EnviroIssues

WSDOT is committed to keeping a level playing field and avoid a situation where a firm can perform design activities and then claim the design for the building process.

Q6: Has WSDOT identified the preliminary engineering activities that the design-builder is expected to perform? How does this interact with issuing a notice to proceed (NTP) before the completion of the environmental process?

A6: The Federal Highway Administration (FHWA) has provisions that outline preliminary engineering activities which are allowed before the completion of the environmental process. These regulations were changed in 2007. The goal is to complete all allowable preliminary engineering activities so that the project will be ready to complete design and begin construction soon after the record of decision (ROD) is issued and permits are received. Preliminary Engineering for this project includes design for the pontoons, the casting basin facility and any required mitigation work that are needed to obtain permits and fully understand the environmental impacts. The environmental process can benefit from having the input of the contractor in developing preliminary design. The project team is working with the necessary agencies to ensure that WSDOT is following federal regulations and to increase agency understanding of allowable activities.

WSDOT may be able to provide information on the contracting Web site to describe these provisions and define preliminary engineering activities. WSDOT will reference the federal rule for preliminary engineering in the RFP.

Q7: The RFQ is unclear regarding contractor classes and joint venture prequalification.

A7: WSDOT will use the SOQ as the means of qualifying contractors for this project. The SOQ replaces the typical WSDOT prequalification process. WSDOT will review the RFQ to clarify this issue. (Note: WSDOT issued Addendum 2 on July 2 to clarify this issue.)

Q8: Will anything preclude the design-builder from advancing beyond the allowable preliminary design activities?

A8: The Design-Builder shall be responsible for complying with all laws and regulations as stated in the RFP. It is the intent of this project to allow the Design-Builder the flexibility to advance designs and planning activities to the extent possible while in compliance with the contract.

Q9: Could the contractor begin construction of pontoons at the Concrete Technology Corporation (CTC) facility in Tacoma before the completion of the environmental process? If so, could the contractor advance final design of CTC pontoons before the completion of the environmental process?

A9: It is our understanding that federal law prohibits any construction prior to the completion of the NEPA process. Therefore, construction of the pontoons at CTC would not be allowed until the ROD is issued.

Q10: What pontoon design will occur during the Advanced Construction Methods and Engineering (ACME) effort? Where will these activities take place?

A10: The ACME effort will construct a partial pontoon to inform design at Satsop Business Park. The mock-up pontoon will be 120 feet long x 38 feet wide x 28.5 feet high. This work will

involve designing a form system, testing various concrete mix designs and pouring methods, and designing the most effective lay down area for materials.

The ACME effort is a research and development project to inform design for the pontoon project. WSDOT's previous work building pontoons will inform this effort, however, this prototype is necessary because each floating bridge design is different and presents a unique set of challenges. The pontoons for the SR 520 bridge are the largest that WSDOT has ever designed.

There are two phases to the ACME effort:

1. The first phase is to lab test nine different concrete mix designs for a variety of factors, including strength, permeability, durability, repeatability, cost and heat tolerance. Heat has been the enemy of the high performance concrete that WSDOT has used in the past. Phase one is currently underway.
2. The second phase will build the prototype pontoon in Satsop. The contract for this work will go to ad on July 27 (a pre-ad notice will be published on July 13, 2009) as a conventional design-bid-build project. WSDOT will select the contractor in August and work will be completed by December, 2009. Pontoon project proposers will be invited to view this work.

The ACME team has been working together to develop a construction schedule and estimates, with the focus on the overall construction schedule and maintaining performance requirements. A certain amount of schedule analysis will be part of this project. We will evaluate line casting techniques, which are often used in tunnel forming. Formwork will affect the cost of the project. We will evaluate repeatability of the casting system and opportunities to expedite the formwork.

Competing for the ACME contract is not required to compete for the Pontoon Construction Project. The pontoon design-build may advance successful concepts tested in the ACME effort or create a separate mock-up program to test alternative concepts as part of the pontoon project.

Q11: Will the findings from the ACME project be published prior to the bid?

A11: Yes, the nine mix designs and the test results from the first phase of the ACME effort will be available on our Web site in late July. These results also will be referenced in the RFP for the Pontoon Construction Project. Additional test information from the ACME effort will be available as it is obtained, and incorporated through the RFP addendum process if necessary. Interested contractors will be allowed to access to the ACME Satsop site to view construction of the prototype pontoon.

Q12: Will a list of the ACME design subcontractors be made available to the public?

A12: Yes, this information is part of the public record. The contractor and the subcontractors who conduct the second phase of ACME also will be available.

Q13: Will the contractor need to be co-located with WSDOT for the pontoon project?

A13: Co-location is a component of successful design-build delivery. Specific details on co-location requirements for this project will be listed in the RFP. Accountability and communication are important to the success of this project, so WSDOT needs to consider the best options for co-location. Currently, the design and environmental teams are located in Seattle, but construction will occur in Grays Harbor. WSDOT does not want to slow down the environmental and design work, so we do not anticipate moving those teams to Grays Harbor.

Q14: Will co-location be dependent upon site selection?

A14: The site for co-location of construction staff will be determined by the Design-Builder.

Q15: Could the co-location project office be different before and after the Record of Decision (ROD)?

A15: Yes, the team may be co-located at different sites before and after the ROD to best support the design and construction phases of the project.

Q16: Who do I contact if I have space available for rent in Grays Harbor?

A16: The design-build contractor will be responsible for securing office space for the project.

Q17: What will happen to the mock-up ACME pontoon when it is finished?

A17: WSDOT plans to use the results. The mock-up pontoon may be left in place for a short period so that the critical parts can be inspected. In the long-term, the prototype pontoon will be demolished. How the concrete does under heat will be a key part of the results. Other important details will be joint stabilization, offset of the reinforcement from construction joints. The specifications in the RFP will be informed by lessons learned during the ACME project.

Q18: Will the ACME pontoon include many different concrete mixes?

A18: WSDOT plans to apply different variables to the one mix that proves to be the most promising in the lab tests. Consolidation techniques and how the mix cures (i.e., water to cement ratios) will be tested.

Q19: Will WSDOT provide design elements?

A19: WSDOT will provide the design specifications to ensure compatibility with the future bridge replacement project. Elements such as minimum reinforcements will be taken into consideration.