

CM/GC QUESTION REQUEST FORM QR

PROJECT: BH-I-40(86), CM/GC CONTRACT No.:CM1401

DATE:08-21-14

RFP Section ID	Question	Reserved for Agency Response
Q&A 08-13-14, page QR-9	Based on your response to the subject question, it is our understanding that the Contractor has design liability responsibility for all temporary falsework materials, shoring etc. Further, it is our understanding that the Engineer of record will be responsible for all design liability associated with the final structure during construction and post construction.	The Contractor shall have design liability responsibility for all temporary falsework materials, shoring, demolition, erection/installation of precast units (undamaged), structure stability, etc. Further, the Engineer of record shall be responsible for the design liability associated with the final structural plans.
RFP Section 1.27, page 16	Is the Contractor required to provide Builders Risk Insurance for the approximate value of the existing structures or some other specified value? Is the cost of Builders Risk Insurance reimbursable or must it be included in the CM/GC fee?	The Department does not require Builders Risk Insurance or proof of the Insurance should the Prime Contractor elect to have it. The cost would <u>not</u> be included in the CM/GC fee.

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RFP Section 1.26, page 16	The Contractor will provide Performance and Payment Bonds as part of the Contract. Will subcontractor furnished bonds and/or Contractor programs such as Subguard® be reimbursable or must it be included in the CM/GC fee?	The subcontractors' bond costs are incorporated into the bids they submit to the prime, and therefore become part of the cost of the work. The Prime is responsible for any Subcontractor bonds and however the prime elects to handle any bonding issues with the subs will be the responsibility of the Prime. Any cost will <u>not</u> be included in the CM/GC fee.
Road User Cost Calculation, Sample Contract Article 5.5	The Contract Administration cost in the calculation is based on 26 calendar days. However, the Contract is for 371 calendar days, and the construction time is 230 calendar days. Will an adjustment be made?	<p>The 26 calendar days are for the 13 working weekends when I-40 is closed, it will be corrected to 32.5 days for the calendar working days allowed during the weekends. The 230 calendar days are for construction duration starting from February to October; these days will be considered in order to calculate the administration cost.</p> <p>LDs will be determined during the pre-construction/design phase. See the revised sample contract on the website.</p> <p>These numbers are subject to change during the pre-construction/design phase according to the final construction schedule.</p>

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Road User Cost Calculation, Sample Contract Article 5.5	The Liquidated Damages Article includes \$950,000 per additional weekend closure. The Road User Cost Calculation does not show how this was determined. Can you provide the calculation?	Liquidated Damages (LDs) amount will be determined during the pre-construction/design phase, and after the final construction schedule will be collaboratively developed with TDOT and will be part of the construction contract. See the revised sample contract on the website. The calculation is the Road User Cost per working day x 60hr/24. See the Revised Example Road User Cost Calculations on the website.
RFP Section 3.4.1, page 33 Sample Contract Article 5.5	<p>The RFP states, “The CM/GC Fee shall exclude all Proposer costs for risk related to performance of the construction work. Risk will be priced into subcontracted amounts and negotiated into self-performed work, as part of the overall direct “Cost of the Work.””</p> <p>However, the Liquidated Damages of \$380,000 per day and \$950,000 per weekend closure are a considerable risk for the Contractor. Unless Liquidated Damages will be carried in the contingency risk-sharing pool, a responsible Contractor must consider this LD risk in the CM/GC Fee. Please consider adjustment of the Liquidated Damages Article.</p>	<p>The Liquidated Damages will not be carried in the risk sharing pool or the CM/GC fee.</p> <p>13 weekends is the maximum amount of time currently planned for construction and will be enforced in the construction contract unless scope/methods change during preconstruction/design. The final construction schedule will be collaboratively developed with TDOT and be part of the construction contract. Addendum will be issued to revise the RFP.</p>

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RFP Section 3.4i, Page 31	<p>The RFP States: Use the table below to create a Risk Mitigation Matrix to identify key risks that affect project costs and schedule. Explain risk mitigation with probable cost and schedule savings.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Identified Risk</th> <th style="text-align: center;">Probable Cost</th> <th style="text-align: center;">Risk Mitigation Plan</th> <th style="text-align: center;">Cost Savings to Project</th> <th style="text-align: center;">Scheduled Imp to Project (Day</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p>Listing potential key risks is achievable; however, without a complete set of drawings and specifications it is unrealistic to quantify cost and schedule impacts at this time given that there are numerous variables and scenarios that can play into development of the impacts.</p> <p>We suggest identifying risks with mitigation strategies only in this section and not probable cost or cost savings with schedule impacts.</p>	Identified Risk	Probable Cost	Risk Mitigation Plan	Cost Savings to Project	Scheduled Imp to Project (Day						<p>These key risks are just for your anticipation on this project and for your approach to mitigating these risks. For the probable cost, cost saving and schedule impact, these are just estimated calculations using risk analysis.</p>
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