



TENNESSEE DEPARTMENT OF TRANSPORTATION

REQUEST FOR PROPOSAL

Construction Manager/General Contractor
(CM/GC) Services

State Route 14

SR- 14/ US-61 (Third Street) Bridges over ICRR and Nonconnah Creek (L.M. 7.13)
Shelby County, Tennessee

Project Identification Number (PIN): 108883.00

State Project Number: 79022-1227-94

Federal Project Number: BR-NH-14(46)

Interstate 55 Exit Ramp Bridge to State Route 14 (L.M. 7.44)
State Route 14 (South 3rd Street) Bridge over Interstate 55 (L.M. 7.46)
Shelby County, Tennessee

Project Identification Number (PIN): 128674.00

State Project Number: 79005-1175-14

Federal Project Number: BR-I-55 -1(135)

Contract Number: **CMGCo7**

July 28, 2023

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Chapter 1

INTRODUCTION AND GENERAL INFORMATION

1.1 CM/GC INTRODUCTION

Construction Manager/General Contractor (CM/GC) is a contracting method that involves a Contractor in the design and construction phases of the project. The intent is to form an integrated project team with TDOT, the Design Consultant, and the Contractor.

The goals of this integrated project team are to mitigate risk, improve the construction schedule, streamline the design process, and develop a project that adheres to the budget. An important role of the Contractor is to evaluate the constructability of the design plans to reduce risk in all phases with innovative approaches to meet budget goals. We anticipate the involvement of the Contractor will help improve the design and the overall constructability of the project.

The Integrated Project Team (TDOT, Design Consultant, and the Contractor) collaborates to deliver the project in less time and at a lower total cost, while meeting the project goals. As a member of the Project Team, the Contractor offers the skills and knowledge to provide:

1. Information on constructability, phasing, and other design input;
2. Estimates of the quantities of materials, labor, and equipment needed for construction;
3. A description of the tasks (work breakdown structure) needed to complete the project and an estimate of the costs, the anticipated duration, and sequence of these tasks;
4. An understanding of the availability, cost, and capacities of materials, labor, and equipment;
5. Identification of the potential risks (including financial risks) and methods to mitigate them during the design process; and
6. A preliminary estimating model for estimating project costs. The accepted estimating model will serve as a basis for all Opinion of Probable Construction Cost (OPCC) estimates in the program and the development of the proposed Guaranteed Maximum Price (GMP) at agreed upon design milestones.

During the design process, the Contractor will work with the Design Consultant and the TDOT Project Management Team to:

7. Implement a risk management strategy, and develop and monitor the Risk Register;

8. Update, at regular intervals, the project estimate and construction Schedule;
9. Lead the development of a cost model for the TDOT Estimator and Independent Cost Estimator (ICE) so that assumptions, contingency, and approach to the estimate are similar;
10. Participate in up to three (3) formal reviews of the design at designated design milestones for each phase of the construction package;
11. Participate in risk assessment and mitigation workshops at agreed upon milestones;
12. Provide up to three progressively refined Opinion of Probable Construction Cost estimates (OPCC) at designated design milestones;
13. Provide continuing informal input on constructability, value engineering, and cost as requested;
14. Provide open-book examination of cost model by TDOT, the program manager, and the Design Consultant;
15. Prepare and submit Guaranteed Maximum Price (GMP) Proposals to TDOT with appropriate backup documentation for all construction, early work, and procurement Plans, Specifications, and Estimates (PS&E) packages; and
16. Develop, propose, and track innovations for project construction.

If the Contractor is awarded a construction contract, the Contractor's role will be to construct the project within the GMP and propose solutions that will help achieve the goal of staying within the budget. If the project cannot be delivered within the allocated budget, TDOT retains the option to cancel the project, reduce the scope, or deliver the project by other means.

Early procurement or construction work may be considered for acquisition of long lead items or to complete early construction tasks. Early utility or construction work may be considered with the understanding that early phases are not a guarantee of selection for final construction. Early phases must be independent and severable from the final construction package, with a well-defined end point. Final construction activities will not begin until a GMP has been accepted for a substantially complete PS&E package.

1.2 SCOPE OF THIS RFP FOR CM/GC SERVICES SELECTION

This RFP is a one-phase procurement that includes a Statement of Interest (SOI)/Proposal. TDOT is soliciting written Statements of Interest and Proposals from pre-qualified general contractors to provide CM/GC Services for the following:

SR- 14/ US-61 (Third Street) Bridges over ICRR and Nonconnah Creek (LM 7.13)

- The proposed bridge will have a similar horizontal alignment as the existing bridges. To maintain the required vertical clearance of 23' with the new span, the profile will be raised approximately 5 feet. The design speed will be 50 mph and the proposed structure will be designed to meet standard drawing RD11-TS-6.

There are utilities that may require relocation or protection including overhead power, gas, and petroleum lines.

Interstate 55 Exit Ramp Bridge to State Route 14 (7.44)

The I-55 Exit Ramp Bridge to SR-14 is anticipated to be designed and constructed utilizing Traditional Construction methods.

- The proposed bridge is to be a five (5) span steel girder bridge with an out-to-out width of 43'3" and total length of 691 feet. The clearance for the proposed structure will be 16'6" minimum/17'0" preferred. The grade will be raised to meet the proposed clearance and the horizontal alignment will remain as existing. The project will extend approximately 615 feet from the structure to the east and approximately 605 feet to the south in order to tie into the existing vertical grade. The bridge will be removed and traffic will be maintained by rerouting traffic to the northbound Interstate 55 ramp to northbound State Route 14 on a widened ramp consisting of two (2) twelve (12) feet lanes.

State Route 14 (South 3rd Street) Bridge over Interstate 55 (L.M. 7.46)

The work includes but is not limited to design (includes meeting current code requirements for seismic event) and construction utilizing Accelerated Bridge Construction (ABC) techniques to construct a new bridge for SR-14 over I-55 to minimize impact to vehicular traffic.

- The primary purpose for the project is to raise the vertical clearance due to trailer trucks on Interstate 55 hitting the low beam. Therefore, the typical section on the proposed structure will consist of four (4) travel lanes and two (2) right turn lanes at twelve (12) feet wide each, with flush median width of four (4) feet and two (2) feet wide shoulder with six and a half (6.5) feet wide sidewalk. The out-to-out width will remain 94 feet 6 inches.
- The proposed structure will be a 94 feet 6 inches out-to-out, two (2) span concrete bridge that is 200 feet long with six (6) twelve (12) feet wide lanes, four (4) feet wide flush median, and curb and gutter with sidewalk.
- The one (1) pier will be placed in the existing location, the center of Interstate 55. The grade will be raised to increase the vertical clearance to 16'6" minimum/17'0" preferred over Interstate 55.

The project will include but is not limited to improved vertical clearance; survey; earthwork; pavement; bridge demolition; debris protection of existing telecommunication conduit; pre-demolition preparatory new work beneath existing bridge; bridge reconstruction (possibly staged), retaining walls, closed bridge deck drainage system and storm drainage connection; reconstruction of sidewalk; grading; erosion control; water quality; signing; ITS; lighting; striping; texture coating; seeding; traffic control; and coordination with public and private utilities. In addition, the Contractor will be involved in the design development by providing input to TDOT and the Design Consultant concerning various design elements and constructability throughout the CM/GC process.

Contractors interested in submitting Proposal packages to TDOT are requested to submit one package that is inclusive of pre-construction CM/GC services, with the option of construction if TDOT subsequently accepts construction GMP proposals. Selection will be based on qualifications in accordance with the evaluation criteria set forth in Chapter 3, SOI/Proposal Content and Evaluation Criteria.

Contractors or Joint Ventures from this point forward in the RFP will be referred to as the **"Proposer or Proposers"**.

1.3 PROJECT DESCRIPTION AND SCOPE

1.3.1 Project Background

SR- 14/ US-61 (Third Street) Dual Bridges over CNRR and Nonconnah Creek (LM 7.13)

The original plans for these bridges indicate that they were designed and constructed by the Tennessee Department of Highways and Public Works which was the predecessor to the current Tennessee Department of Transportation (TDOT).

The existing left lane structure (Bridge ID No. 79SR0140006), carrying southbound traffic only, was built in 1929. The structure is a 787-foot bridge with a high steel truss in the main span and 16 approach spans of concrete deck girder. The substructures are timber pile supported concrete piers and timber or concrete pile supported concrete abutments. The out-to-out width of the bridge is 52 feet. The sufficiency rating of the bridge is 23.7, and the bridge is posted for weight limits of 12T/21T. The minimum vertical clearance between the low chord of the bridge and the top of rail along CN Railway is 21 feet 2 inches according to the most recent bridge inspection report. The minimum vertical clearance through the truss is posted at 13 feet 7 inches.

The existing right lane structure (Bridge ID No. 79SR0140005), carrying northbound traffic only, was built in 1963. The structure is a 746-foot steel girder bridge with 9 spans. The substructures are concrete pile supported concrete piers and abutments. The out-to-out width of the bridge is 49 feet 6 inches. The sufficiency rating of the bridge is 59.0, and the bridge is posted for weight limits of 40T/40T. The minimum vertical clearance between the low chord of the bridge and the top of rail along CN Railway is 22 feet 10 inches according to the most recent bridge inspection report.

Interstate 55 Exit Ramp Bridge to State Route 14 (7.44)

The existing structure (Bridge ID No. 79I0550055), built in 1963, is a seven (7) span pre-stressed concrete and steel girder bridge crossing Interstate 55 and State Route 14. The structure has an out-to-out width of 26 feet 6 inches. The overall structure length is 512 feet with approximately 14 feet 7 inches of vertical clearance. The sufficiency rating for this structure is 73.1 based on the Bridge Inspection Report from October 5, 2020. The bridge is not posted for weight limits. The existing structure has one (1) travel lane with width of sixteen (16) feet and two (2) feet of shoulders on each side. The existing roadway approach has one (1) travel lane with width of sixteen (16) feet with shoulder widths of five (5) and six (6) feet.

The bridge crosses Interstate 55 which consists of six (6) lanes with width of twelve (12) feet and shoulder widths of six (6) feet. The posted speed is 55 MPH. Interstate 55 is a south-north route, and is signed as such, but in the area of this interchange, it is oriented east-west. The bridge also crosses State Route 14 which consists of five (5) lanes with width of twelve (12) feet and curb and gutter with sidewalks. The posted speed is 40 MPH.

The route has a base year 2024 Average Annual Daily Traffic (AADT) of 12,610 and a design year 2044 AADT of 11,320. The route has a speed limit of 40 mph and a design speed of 40 mph was assumed for this project. The route is classified as an Urban Interstate to Urban Arterial.

State Route 14 (South 3rd Street) Bridge over Interstate 55 (L.M. 7.46)

The existing structure (Bridge ID No. 79I0550057), built in 1964, is a four (4) span pre-stressed concrete bridge crossing Interstate 55. The structure has an out-to-out width of 94 feet 6 inches. The overall structure length is 192 feet with approximately 14 feet 3 inches of vertical clearance. The minimum clearance is posted at 13 feet 11 inches for southbound lanes and 14 feet for northbound lanes. The sufficiency rating for this structure is 50.0 based on the Bridge Inspection Report from November 03, 2020. The bridge is not posted for weight limits. The existing structure and roadway approaches have

six (6) travel lanes with width of twelve (12) feet, median width of four (4) feet, with curb and gutter and sidewalks.

The bridge crosses Interstate 55 which consists of six (6) lanes with width of twelve (12) feet and inside and outside shoulder widths of six (6) feet. The posted speed is 55 MPH. Interstate 55 is a south-north route, and is signed as such, but in the area of this interchange, it is oriented east-west.

The route has a base year 2024 Average Annual Daily Traffic (AADT) of 25,590 and a design year 2044 AADT of 38,790. The route has a speed limit of 40 mph and a design speed of 40 mph was assumed for this project. The route is classified as an Urban Principal Arterial.

1.3.2 Project Information and Definition

Project Location:

- SR- 14/ US-61 (Third Street) Bridges over ICRR and Nonconnah Creek (L.M. 7.13)
- Interstate 55 Exit Ramp Bridge to State Route 14 (L.M. 7.44)
- State Route 14 (South 3rd Street) Bridge over Interstate 55 (L.M. 7.46)

Project Limits: SR-14 from approximately L.M. 7.13 Bridges over Nonconnah Creek & ICRR to approximately SR-14 bridge over I-55 at L.M. 7.46, including the I-55 westbound exit ramp bridge to southbound SR-14.

Work: Traffic, Survey, Roadway, Bridges, Utilities, ITS, Lighting and Materials.

Current Level of Design: Conceptual design discussions are underway. The survey within the project area is under process. The design consultant has completed geotechnical exploration, and conceptual roadway plans are being developed. Preliminary design of structures, asphalt pavement, and maintenance of traffic is being held at preliminary level.

Project Schedule: The estimated schedule for this project includes a pre-construction phase that is anticipated to be completed by May 2025 and construction final acceptance by December 2028.

The project includes, but is not limited to, design and construction of the proposed bridge replacements.

Owner Furnished Materials: TDOT will provide all necessary survey and site investigations during the design phase. However, the Contractor shall be required to provide its own independent survey for construction.

Existing Operations Critical to Project: Minimizing the maintenance of traffic (MOT) impact to the public during construction by limiting the duration of full closure will be critical.

Restrictions and Constraints: Complete closures of Interstate I-55 will be limited to a maximum of three (3) weekends. Outside of weekend closures Interstate I-55 shall be fully operational. Nightly lane closures Sunday through Thursday will be allowed and shall be approved in advance by the Engineer.

Traffic Lane Closure Information: Lane closures and other MOT requirements will be developed through the CM/GC design process.

Existing Utilities: Existing utilities will include, but are not limited to, overhead electric lines

and underground ITS, AT&T, Comcast, gas lines, water lines and electric conduits (for roadway lighting). The contractor must consider the utility affects and advance required notices when he is looking at different construction methods. There may be other underground and overhead utilities close to the bridge sites. The CM/GC process will consider different construction methods that may require additional utility adjustments. The Department will execute the Railroad agreements for this project with Norfolk Southern RR based on the final design of the bridge plans.

Project Commitments: Cliff Swallows and Barn Swallows nests, eggs, or birds (young and adults) will not be disturbed between April 15 to July 31. From August 1 to April 14, nests may be removed or destroyed, and measures may be implemented to prevent future nest building at the site (e.g., closing off area using netting).

Sediments in Nonconnah Creek are listed on the 303(d) List for dioxins (including 2,3,7,8-TCDD), polychlorinated biphenyls and chlordanes. Any sediment that is removed from the river shall be replaced with clean, suitable material. Any material removal from, or placement on, the river bottom shall be performed within a cofferdam. The sediment shall be stockpiled by the contractor, either on a barge or on an upland location on TDOT right-of-way and contained such that its runoff cannot impact the creek. TDOT Environmental Division will be responsible for sampling and disposition of the excavated material. Notify TDOT Hazardous Materials Manager, at 615-532-8684 at least two business days prior to beginning sediment removal. As a precaution, workers who encounter water and sediment in Nonconnah Creek should wash their hands with soap and potable water before eating and smoking. The water in Nonconnah Creek is not suitable for drinking.

1.4 PROJECT FUNDING

The sources of funding for this CM/GC contract are Federal (80%) and State (20%).

1.5 PROJECT ADMINISTRATION

The Contract Administrator/Project Manager (TDOT/PM) and Primary Point of Contact (POC) for this project is:

Steve Sellers, P.E.

Steve.Sellers@tn.gov

TDOT HQ Project Management — Alternative Contracting

7th Floor, James K. Polk Building

505 Deaderick Street, Nashville, TN 37243

Phone: (731) 234-9652

1.6 PROJECT COORDINATION

1. Routine Working Contact

The routine working contact will be between the TDOT Project Manager (TDOT/PM), the Design Consultant Project Manager (C/PM), and the Contractor Project Manager (CMGC/PM).

2. Project Manager Requirements

Each Project Manager will provide the others with the following:

- A written synopsis or copy of their respective contacts (both by telephone and in person).
- Copies of pertinent written communications, including but not limited to, email, memorandum, letters, meeting minutes, and phone logs.

3. Coordination

The Contractor shall partner with the Design Consultant and the TDOT Management Team as part of the design team. The following groups will be part of that partnership and will be required to coordinate with each other:

- (a) TDOT Project Management Team
- (b) Project Design Manager/Design Consultant
- (c) CM/GC Contractor and any sub-contractors
- (d) TDOT Specialty Groups: Bridge, Roadway, Utilities, Traffic, Hydraulics, Environmental, Geotechnical, and Survey
- (e) TDOT Civil Rights Office
- (f) Stakeholders or Stakeholder Groups:
 - Metropolitan Government of Memphis and Shelby County
 - Metro Police and Metro Fire Department
 - Federal Highway Administration (FHWA)
 - Railroad
 - Utilities
 - Tennessee Department of Environment and Conservation
 - Shelby County Public Schools and Shelby County Parks and Recreation
 - Local Businesses
 - Local Commercial Developments
 - Local Hospitals

1.7 PROJECT SCOPE OF WORK

The Contractor's Scope of Work and the Pre-Construction Roles and Responsibilities Matrix are described in detail in Chapter 4 of this RFP.

1.8 FIXED LIMIT OF CONSTRUCTION COST

The Fixed Limit of Construction Cost is the total project budget allocated for the construction phase of the project. This includes the profit and overhead, the actual cost of construction, mobilization, force accounts, and all costs that are associated with the construction of all elements of the work designed or specified by the Design Consultant.

The Construction Cost for this project shall not exceed \$120 million.

1.9 PROJECT GOALS

This project is intended to achieve the following goals:

- 1. Replace the existing bridges and improve safety on I-55 and SR-14 within the project budget.**
Note: The proposed vertical clearance mentioned in TDOT's TIR must be met or exceeded.
- 2. Facilitate a collaborative partnership with all the members of the project team and the stakeholders.**
- 3. Delivery of the construction schedule providing final project acceptance no later than December 31, 2028.**
- 4. Minimize inconvenience to the traveling public and ensure safety of workers and the traveling public.**
- 5. Provide an innovative design and construction.**

Note: TDOT will be primarily responsible for the public involvement and public relations. The Contractor will provide support for the public involvement and public relations effort.

In consideration of the project goals, there is a strong desire to construct the project in a manner that minimizes the impact of the construction schedule to the traveling public and construct a new bridge for SR-14 over I-55. I-55 complete road closures shall be restricted to weekends only, excluding holidays or holiday weekends. The contractor shall be allowed up to Three (3) weekends or less of I-55 complete interstate closures (both directions) for all bridges and roadway work. A weekend is defined as between Friday at 9:00 PM through Monday at 5:00 AM. Local roads closures will need to be phased to maintain access at all times.

Accelerated construction techniques that minimize construction schedule impacts, and the exposure of construction to the traveling public on SR-14 and I-55 shall be considered for the project.

1.10 REFERENCE ITEMS REQUIRED BY THE CONTRACTOR

The standards, data, and reports in Appendix F are Contract Documents. These standards apply unless otherwise defined in the Plans, Specifications, and Estimate (PS&E) Packages. The Contractor shall obtain and utilize the most recent adopted references, including TDOT standards and specifications, manuals and software, or as directed by the TDOT/PM as specified in Section 1.5.

1.11 PROJECT DEFINITIONS

Project definitions for language and references in this RFP are described in Appendix G.

1.12 PRELIMINARY DOCUMENTS AND DRAWINGS

Reference documents and drawings are available on the project website at: <https://www.tn.gov/tdot/tdot-construction-division/transportation-construction-alternative-contracting.html>

1.13 SPECIFICATIONS

The most current edition of TDOT's [Standard Specifications for Road and Bridge Construction](#) and Supplemental Specifications will control construction of this project. In case of discrepancy, Supplemental Specifications will govern over the TDOT Standard Specifications. The contract Plans will govern over both Supplemental and Standard Specifications, and Special Provisions will govern over both Plans and Specifications. The Design Consultant will develop the Project plans that will take precedence over TDOT Standard Drawings.

1.14 OWNERSHIP OF THE DOCUMENTS

All tracings, bids, plans, manuscripts, specifications, data, maps, etc., prepared by or obtained by the Contractor as a result of working on this contract shall be delivered to and become the property of TDOT.

1.15 REQUIRED PERCENTAGE OF WORK

The Contractor must perform construction work valued at not less than 30% of the total work, excluding specialty items, with its own staff. The cost for pre-construction services shall not be considered part of the 30% but may be considered as a specialty item. Specialty items are those services or items that are not usually furnished by a Contractor or Joint Venture performing the particular type of service contained in this RFP and will be defined in the construction contract documents.

1.16 PROJECT COMPUTER SOFTWARE REQUIREMENTS

The Contractor shall utilize the most recent TDOT-adopted software. The primary software used by TDOT is as follows:

- Estimating: Microsoft Excel 2010 or other software that is compatible with providing pricing on the TDOT Schedule of Bid Items standard format using the most current TDOT Roadway Item Lists, available on the [Construction Website](#).
- Scheduling: Primavera P6 (Version 18)
- Specifications: Microsoft Word 2010
- Survey and DTM: Microstation
- Plans Review: PlanGrid

1.17 PROJECT DESIGN DATA AND STANDARDS

1.17.1 General

Appendices F and G contain lists of technical definitions and references applicable to TDOT work. This is not a full list and other national standards and references could apply. TDOT projects shall be in general conformance with TDOT design criteria. Conflicts in criteria shall be resolved by the TDOT/PM, Steve Sellers, P.E..

1.17.2 Construction Materials/Methods

The materials and methods specified for construction will be selected to minimize the initial construction cost and long-term maintenance cost to the State of Tennessee. Non-typical construction materials and methods must be approved in writing by TDOT.

1.18 REQUIRED AVAILABILITY OF KEY PERSONNEL

Listed personnel in the Project Management Team/Capability of the Proposer section of the Proposal constitutes an agreement by the Proposer to make the personnel available to complete work on the contract at whatever level the project requires. Modifications to the Proposer's Team or Key Individuals and other personnel listed in the Proposer Statement of Qualifications require TDOT approval in advance. TDOT will not approve requests for modification without justification. Examples of justification include death of a team member, changes in employment status, bankruptcy, inability to perform, organizational conflict of interest, or other such significant cause. In order to secure TDOT's approval prior to the award of the contract, a written request shall be forwarded to the person and address as shown in Section 1.5 of this RFP. The request shall include:

1. The nature of the desired change,
2. The reason for the desired change, and
3. A statement of how the desired change will meet the required qualifications for the position/responsibility.

No such modification will be made without prior TDOT approval.

1.19 APPLICABLE FEDERAL AND STATE REGULATIONS

The Proposer shall conform to all applicable State and Federal regulations and recognized industry, safety, environmental, and design standards.

1.20 NONDISCRIMINATION IN CONTRACTING

The Contractor agrees that no person shall be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination in the performance of any Contract or in the employment practices of the Proposer on the grounds of handicap or disability, age, race, color, religion, sex, national origin, or any other classification protected by Federal, Tennessee State constitutional, or statutory law. The Contractor shall, upon request, show proof of such nondiscrimination and shall post in conspicuous places, available to all employees and applicants, notices of nondiscrimination.

1.21 ORGANIZATIONAL CONFLICTS AND INELIGIBLE FIRMS

1. The Proposer will include a full disclosure of all potential organizational conflicts of interest in the Proposal. By submitting its Proposal, each Proposer agrees that, if an organizational conflict of interest is thereafter discovered, the Proposer will make an immediate and full written disclosure to TDOT. The disclosure will include a description of the action that the Proposer has taken or proposed to take to avoid or mitigate such a conflict. If an organizational conflict of interest is determined to exist, TDOT may, at its discretion, cancel the contract. If the Proposer was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict to TDOT, TDOT may terminate the contract for default. No firm that is ineligible for State contracts may be part of any Proposer. Each Proposer is responsible for determining eligibility of its team members.
2. Any person, firm or entity that has received compensation for assisting TDOT in preparing this RFP shall be prohibited from submitting a Proposal, or participating in the submission of a Proposal, in response to this RFP.
3. Each Proposer shall submit an affidavit certifying that no person, firm or entity participating in the submission of the Proposal has received compensation for assisting TDOT in preparing this RFP. The form of the required affidavit is provided in Appendix C.

1.22 PROHIBITED COMMUNICATIONS AND CONTINGENCY FEES

1. Any person, firm or entity that submits a Proposal, as well as its employees, agents, and subcontractors, shall not communicate with any member of the RFP Selection Team, nor with any employee or official of TDOT, concerning the review or evaluation of any Proposal, except that a Proposer may communicate with those TDOT employees who are specifically identified in the RFP as appropriate points of contact. Any Proposer's failure to comply with this prohibition shall render it ineligible for selection as the Contractor under this RFP.
2. Any person, firm or entity submitting a Proposal and competing for a CM/GC contract is also prohibited from offering or paying a contingency fee of any type that is directly tied to specific actions or work designed to help the Proposer obtain a contract through this RFP process. The selected Contractor shall complete an affidavit certifying compliance with this requirement before being awarded any contract.
3. Each Proposer shall submit an affidavit certifying that:
 - (a) No person, firm or entity participating in the submission of the Proposal has communicated, or will communicate, with any member of the RFP Selection Team or any employee or official of TDOT concerning the review or evaluation of any Proposal, except those TDOT employees who are specifically identified in the RFP as appropriate points of contact; and
 - (b) No person, firm or entity participating in the submission of the Proposal has offered or paid, or will offer or pay, a contingency fee of any type that is directly tied to specific actions or work designed to help the Proposer obtain a contract through this RFP process.

The form of the required affidavit is provided in Appendix C.

1.23 PREQUALIFICATION AND LICENSES

1. Each Proposer, including any Proposer submitting a Proposal as a joint venture, must be prequalified with the Construction Division as provided in Tennessee Code Annotated § 54-5-117 and Tennessee Department of Transportation Rule 1680-05-03, Prequalification of Contractors. The list of prequalified contractors may be found at <https://www.tn.gov/tdot/tdot-construction-division/construction-contractor-prequalification.html>
2. Any person, firm or entity intending to submit a Proposal that is not currently prequalified must submit an application for prequalification, including the required “Prequalification Questionnaire,” at least fourteen (14) days prior to the date for submission of Proposals under this RFP, as provided in Tennessee Department of Transportation Rules 1680-05-03 and -04.
3. A Tennessee contractor’s license shall not be required to submit a proposal or to be considered for award of a contract for preconstruction services; however, a Tennessee contractor’s license shall be required prior to the execution of any contract for pre-construction services and shall be required to construct the Project.
4. Each Proposer shall submit relevant information regarding any licenses, including information on the revocation or suspension of any license.
5. TDOT requires all contractors and subcontractors that are domestic or foreign Corporations, Limited Liability Companies, Limited Partnerships, or Limited Liability Partnerships to be in good standing with the Secretary of State. This includes being duly incorporated, authorized to transact business, and/or in compliance with other requirements as detailed by the Secretary of State. Please contact the Secretary of State should you have any questions at (615) 741-2286 or visit: <https://sos.tn.gov/businesses>. The Department will not execute any contracts or approve subcontracts with contractors that are domestic or foreign Corporations, Limited Liability Companies, Limited Partnerships, or Limited Liability Partnerships, who are not in good standing with the Secretary of State (i.e., have a valid Certificate of Existence/Authorization).

1.24 CONSTRUCTION CONTRACT BONDS

Provide a letter from a surety company indicating that the Proposer is capable of obtaining Payment and Performance Bonds covering Project No. 79022-1227-94 SR-14/US-61 (Third Street) Bridges over ICRR and Nonconnah Creek and Project No. 79005-1175-14 Interstate 55 exit ramp bridge to State Route 14 and State Route 14 (South 3rd Street) Bridge over Interstate 55 for at least \$120 Million. The surety company submitting the letter must be a company or companies licensed by the State of Tennessee and listed in the current United States Department of the Treasury financial management service list of approved bonding companies. The said list is published annually in the Federal Register and the surety company must be listed or approved to write a bond in an amount equal to or greater than \$120 Million.

Letters indicating “unlimited” bonding/security capability are not acceptable.

Performance and Payment Bonds will be required at the time the Guaranteed Maximum Price is accepted and at the time any contract for early construction work is executed. The final value of the Bonds will be equal to the amount of the negotiated GMP.

1.25 INSURANCE REQUIREMENTS

Within fourteen (14) days after notification of the selection, the selected Proposer shall provide proof of adequate and appropriate general liability insurance providing liability coverage in an amount not less than \$2 million dollars per occurrence and \$300,000 per claimant, naming the State of Tennessee as an additional insured. The Contactor or Joint Venture is not required to provide Professional Liability insurance certificates.

1.26 REQUIRED PROPOSAL CONTENTS

Instructions on preparing a Statement of Interest (SOI)/Proposal for this project are found in Chapter 2 of this RFP. The SOI/Proposal from the Proposer shall contain the information required in Chapter 3 of this RFP.

1.27 PROPOSAL EVALUATION PROCEDURES

The Proposal shall be evaluated by a TDOT Selection Committee. See also Appendix D.

1.28 COST OF PROPOSAL PREPARATION

No reimbursement will be made by TDOT for any costs related to the preparation of the SOI/Proposal, required documentation, interviews, presentations, discussions, and/or any related activities. These costs are the sole responsibility of the Proposer.

1.29 DISPOSITION OF PROPOSALS

Proposals become the property of TDOT and are disposed of according to TDOT policies. Proposals are treated as confidential documents until TDOT issues a written notice of award to the best-evaluated Proposer.

TDOT reserves the right to reject all Proposals.

1.30 AWARD OF CONTRACT

TDOT intends to evaluate, select, and award one CM/GC contract based on qualifications. The Proposer with the highest aggregate score, and any other Proposer within five percent (5%) of the highest aggregate score (with the 5% measured as a percentage of the highest aggregate score), will be identified as a Tier 1 Proposer. The Tier 1 Proposers will be submitted to the Commissioner in alphabetical order without an evaluation ranking. The Commissioner may select any of the Tier 1 Proposers or the Commissioner may reject all Proposals and proceed with construction of the Project through any other lawful method for procuring a construction services contract.

The selected CM/GC Contractor will be awarded a professional service contract for Preconstruction CM/GC Services and will be paid for CM/GC services during the Preconstruction Phase up to a maximum amount of \$750,000. Monthly payments will be made based on actual cost for hours worked at the negotiated fixed hourly rates.

When the design of construction package(s) has been sufficiently developed, the CM/GC Contractor will prepare and submit a *Guaranteed Maximum Price* (GMP) proposal. If the GMP proposal is accepted, a TDOT Construction Contract will be compiled and executed.

1.31 GUARANTEED MAXIMUM PRICE (GMP)

The GMP amount that will be incorporated into the standard Contract for Construction Services will be determined as provided in Appendix B. The GMP is the sum of the total Cost of the Work, the total amount of any authorized contingency risk-sharing pool, the overhead and profit, and the actual reimbursable cost of bonds and insurance available to pay the Contractor to construct the Project in accordance with a sufficient Plans, Specifications, and Estimates (PS&E) construction package. Payment for the construction of the project will be paid through a Schedule of Bid items.

TDOT anticipates initiating the process for determining the final GMP based on 60% complete contract documents, and TDOT intends to establish a GMP for the 100% complete project no later than May 2025. TDOT reserves the right not to award any part or all of the Construction Phase Services, and to bid/award some or all of the construction work separately. The selected Contractor shall deliver to TDOT a proposed GMP and GMP Supporting Documents at any appropriate milestones identified at the Project Scoping Workshop as identified in Chapter 4.

All evaluations of the GMP proposal shall be open book. TDOT shall have access to all GMP proposal documents, quotations, takeoffs, and other construction cost estimates during evaluation of the submitted GMP proposal. Issuance of a Construction Contract will be subject to the Proposer posting a 100% performance and payment bond. The CM/GC Contractor will competitively procure and award subcontracts to subcontractors in accordance with its proposed subcontracting plan, as described in Chapters 2 and 3 of this RFP.

Except for amendments approved by TDOT, the GMP will not be increased. The Contractor assumes all risk with performance of the work, including management of its subcontractors, suppliers, and any associated cost impacts over and above the GMP.

TDOT anticipates that a GMP proposal may be prepared and submitted up to three times. TDOT reserves the right at any time to terminate the GMP proposal process and prepare the PS&E package for advertisement under standard low-bid procurement procedures.

Chapter 2

CM/GC REQUIREMENTS AND SOI/PROPOSAL INSTRUCTIONS

2.1 MANDATORY MINIMUM SOI/PROPOSAL REQUIREMENTS

As indicated in the advertisements, notice is hereby given to all interested parties that all Proposers will be required to meet minimum requirements to be considered for this project. To be considered as responsive to this RFP, interested Proposers are required, as a minimum to:

1. Attend the mandatory Pre-Proposal meeting on **August 15, 2023**. Sign-in and attendance at the Pre-Proposal meeting is **required** in order to submit a proposal.
2. Demonstrate a bonding capability up to \$120 Million current and anticipated workloads. Provide a letter for an individual project along with from a surety or insurance company stating that the Proposer is capable of obtaining a Performance and Payment Bond covering the Project. *Letters indicating “unlimited” bonding capability are not acceptable.* The surety or insurance company providing such letter must be licensed as a surety and qualified to do business in the State of Tennessee. In addition, the surety must be listed in the current United States Department of the Treasury Circular 570 financial management service list of approved bonding companies, which is published annually in the Federal Register, and the surety must be listed or approved to write a bond in the amount indicated in the letter equal to or greater than \$120 Million.
3. Be pre-qualified with the TDOT Construction Division or satisfy all requirements of application for pre-qualification per [TDOT Rule 1680-05-03, Prequalification of Contractors](#), at least fourteen (14) days prior to the Proposal submittal deadline as shown in the Key Events Schedule below. The Proposer, or any firm, which is a member thereof, shall not be presently debarred, suspended, or excluded from bidding on any contract with the Department or any Federal-aid contract.
4. Provide relevant information regarding any contractor’s licenses, including information on the revocation or suspension of any license.
5. Provide relevant information regarding Certificate of Existence or Authority to transact business in the State of Tennessee.
6. Provide information concerning any bankruptcy or receivership of the Proposer, or of any firm which is a member thereof, including information concerning any work completed by a surety.

7. Certify that the Proposer, or of any firm which is a member thereof, has not been debarred by, or entered into any voluntary exclusion agreement in lieu of debarment with, any Federal, state, or local government agency, within the past five (5) years. Provide information concerning any suspension or temporary disqualification from bidding on any Federal, state, or local government contract.
8. Certify that the Proposer, or of any firm which is a member thereof, has not defaulted on a Federal, state, or local government contract within the past five (5) years.
9. Submit an affidavit signed by the Proposer, on the form provided in Appendix C, certifying that the Proposer, and its member firms (if any), agents, subcontractors and employees:
 - (a) Have not received any compensation for assisting TDOT in preparing this RFP;
 - (b) Have not communicated, and will not communicate, with any member of the RFP Selection Team or any employee or official of TDOT concerning the review or evaluation of any Proposal, except those TDOT employees who are specifically identified in the RFP as appropriate points of contact; and
 - (c) Have not offered or paid, and will not offer or pay, a contingency fee of any type that is directly tied to specific actions or work designed to help the Proposer obtain a contract through this RFP process.
10. Any proposal received by TDOT after the time specified in Section 2.3 shall be considered late and shall be returned unopened to the Proposer. No late proposals will be accepted for this project.
11. The Proposer shall include a full disclosure of all potential organizational conflicts of interest in the Proposal, as per Section 1.21.

2.2 PROPOSAL GENERAL INFORMATION

All respondents accept the conditions of this RFP, including, but not limited to, the following:

1. All submittals shall become the property of TDOT and will not be returned.
2. Multiple proposals from a single Proposer will not be considered.
3. TDOT reserves the right to reject any or all proposals on the basis of being unresponsive to this RFP or for failure to disclose requested information as detailed in Sections 2.1 and 2.6.
4. TDOT shall not be liable for any costs incurred by respondents in the preparation of submittals and proposals, nor in costs related to any element of the selection and contract negotiation process.
5. The Proposer has reviewed Appendix A and by responding has agreed that the terms and conditions of the sample Construction Management/General Contractor Contract are acceptable without reservation.
6. Although the Proposer selected through this selection process will be awarded a contract for Pre-construction Services to be performed during the design review and may perform construction services for this project through an Early Work Amendment or a GMP Amendment, the selected Contractor is not guaranteed to receive a Notice to Proceed to perform any construction work if services are terminated at the completion of the design phase.

7. If TDOT chooses to advertise this project under the low-bid process authorized under Tennessee Code Annotated [Title 54, Chapter 5](#), the selected Contractor **will not** be authorized to submit a bid.

2.3 KEY EVENTS SCHEDULE

Key events schedule is shown in the following Table 2.1. These dates are subject to change.

Table 2.1: Key Events Schedule for Project No. 79022-1227-94 & 79005-1175-14

Public Notice Phase	Date
Advertisement of RFP	July 28, 2023
Mandatory Pre-proposal Meeting	August 15, 2023
Last Submission of Questions/Request Clarification	September 8, 2023
Selection Phase	Date
Submittal of SOI/Proposal	September 22, 2023, 12 Noon Central
Selection Panel Meetings (Interviews)	October 11, 2023
Contractor Selection Notification	October 31, 2023
Anticipated Contract Approval/Execution	November 17, 2023

Proposers are required to meet the key dates set for the SOI/Proposal submission and the oral interviews. Contractors are also required to meet the information submittal dates outlined in **key event dates**. Failure to meet these dates will result in the Proposal being considered non-responsive.

2.4 MANDATORY PRE-PROPOSAL MEETING

The mandatory Pre-Proposal meeting will be held on August 15, 2023, at TDOT Region 4 Auditorium, 300 Benchmark Place Jackson, TN 38301, at 10:00 am Central Time. This meeting will introduce all contractors to the CM/GC contract delivery method, give an overall introduction to the project as scoped, and enable TDOT to answer questions about the project and process. The TDOT Project Management team for the project will be present. This meeting will be approximately two (2) hours long. Failure of a contractor to attend any such meetings will result in elimination of that contractor, and any Proposal submitted by the contractor will be rejected. The Department will respond, orally or in writing, to any contractors' questions raised at the meetings. In the event the Department determines that formal answers or change of the RFP, specifications or Contract terms is warranted, the Department will issue formal written clarifications or Addenda in accordance with the terms of this RFP.

2.5 QUESTIONS AND CHANGES TO THE RFP

1. TDOT reserves the right to make changes to the RFP. Changes to the RFP generally consist of Clarifications, Scope Changes, or Time and/or Date Changes. All changes to the RFP prior to the receipt of proposals shall be made by an addendum to the RFP, which shall be made available to all Proposers on the TDOT webpage. Following receipt of proposals, any changes to the RFP will be conveyed in writing to those Proposers determined to have met the minimum qualifications.

2. Proposers may submit questions, request clarification, or request a change to the RFP by submitting an e-mail or a written request on Form QR (Appendix D) to the address set forth above. The request shall specify the provision and section of the RFP in question, and, if a change is requested, contain an explanation for the requested change. TDOT will not respond to questions or change requests received later than the date specified in Section 2.3.
3. TDOT will evaluate any questions or requests submitted but reserves the right to determine whether to respond or accept any requested change.
4. Proposers shall not rely on oral or written instructions regarding this RFP, unless issued in writing as an addendum by TDOT.
5. Proposers must acknowledge all issued addenda in their submittal and proposal.

2.6 STEP 1 - STATEMENTS OF INTEREST (SOI)/PROPOSAL SUBMITTAL

Respondent must comply with items 1 through 9 of Section 2.1. TDOT retains the right to waive any minor irregularity or requirement should it be judged to be in the best interest of TDOT. It is worth mentioning that the **primary focus of the evaluation will be the Proposer's capabilities.**

1. Submit one (1) electronic copy in portable document format (.pdf) via email to **Steve Sellers, P.E.** (steve.sellers@tn.gov) by the date and time shown in Section 2.3.
2. **Statement of Interest (SOI)/Proposal Format:**
 - (a) Submittals shall be formatted and tabbed in the exact form and sequence of the Evaluation Form, Appendix D.
 - (b) All narratives shall use minimum font size of 11-point Times New Roman. Limited use of smaller font sizes for charts, diagrams, graphs, and tables are allowed.
 - (c) Cover or Introductory Letter (2-page limit, 8-1/2" x 11" paper)
 - (d) Proposal Section (20-page limit, 8-1/2" x 11" paper)
 - (e) An Optional Section, see number 7 (5-page limit, 8-1/2" x 11" paper, and up to 3 of the 5 pages may be on 11" x 17" paper). Description of the optional section is given below.
 - (f) The Commendation Section for awards or letters of recommendations from past clients (5-page limit, 8-1/2" x 11" paper) (optional)
 - (g) Appendix Section (no page limit, but see 7, 8 and 9 of this section)
3. Submittals will be evaluated in accordance with criteria as indicated in Section 3.2, Evaluation Criteria for Proposals, and ranked on the corresponding evaluation form in Appendix D.
4. Responses to all items shall be complete.
5. All references shall be current and relevant.

6. Complete and execute the appropriate Acknowledgment and Attestation Forms, as provided in Appendix C, and submit with the SOI/Proposal Package.
7. The optional section should include supplemental materials for risk assessments, cost models examples, processes, and additional photos, exhibits, or schedules.
8. An appendix section may be included in the proposal. This section will include resumes, references, Surety Letters, and Acknowledgement and Attestation Form. Resumes and references for team members should be limited to the Key Personnel (Section 3.2.2a Project Management Team) of the Proposer's team.
9. Tabs, covers, and tables of content pages do not count against the page limit.

2.7 STEP 2 - ORAL INTERVIEWS

Oral Interview: Mandatory oral interviews will be conducted for all Proposers. Interview times and location will be arranged by TDOT, and all Proposers will be notified in advance. Oral interviews will be evaluated on the enclosed CM/GC Interview Evaluation Form (Form B) in Appendix D.

Chapter 3

SOI/PROPOSAL CONTENT AND EVALUATION CRITERIA

3.1 METHOD OF SELECTION AND AWARD

All Proposers shall be invited to, and required to participate in, Oral Interview meetings with the Selection Committee and further evaluated based on criteria in Section 3.3.

The score from the qualitative evaluations from all Selection Committee Members for each Proposal will be averaged to produce the total overall score for each Proposer on the corresponding evaluation form in Appendix D. The Proposer with the highest aggregate score, and any other Proposer having a score within five percent (5%) of the highest score (where 5% is measured as a percentage of the highest score) will be identified as Tier 1 Proposers and those Proposals will be submitted to the Commissioner in alphabetical order without any evaluation ranking. The Commissioner may select any Tier 1 Proposer. The final scope of work may be negotiated at TDOT's discretion.

Each separate section will be ranked with a maximum score of 100 points. Each section will then have the appropriate overall weighted multiplier applied to it for final score.

Table 3.1: Weighted Multipliers

Section	Weight	Appendix D
SOI/Proposal	60%	Scoring Form A
Interview	40%	Scoring Form B
Final Scoring Matrix	Total	Scoring Form D

3.2 EVALUATION CRITERIA FOR PROPOSALS (100 POINTS TOTAL, 60% OVERALL WEIGHT)

Statement of Interest (SOI)/Proposal Evaluation Criteria

Note that the primary focus of the evaluation will be the Proposer's ability, as a member of the project team, to maximize the project goals as are provided in Chapter 1 of the RFP.

1. Statement of Interest (SOI)/Proposals shall contain the following:

- (a) Introductory Letter and Statement of Interest

Address the Cover or Introductory Letter to:

*Tennessee Department of Transportation
Steve Sellers, P.E.
TDOT HQ Project Management – Alternative Contracting
7th Floor, James K. Polk Building
505 Deaderick Street, Nashville, TN 37243
Phone: (731) 234-9652*

In up to **two pages**, express your interest in the project, state qualifications for doing the work, and recount any summary information on the project team or your company that may be useful or informative to TDOT. **Include the mailing and e-mail addresses and phone number of the primary contact person** for this Contractor selection process in the Introductory Letter. Please acknowledge receipt of any addenda to the RFP. **No evaluation points are assigned to this section.**

Include the following elements of information in the letter as a minimum and highlight these items in **bold letters**.

- i. Project number and project location for project specific contracts.
- ii. Statement that the Proposer is pre-qualified with the Department, with the Proposer's pre-qualification expiration date, or that the Proposer has filed an application for pre-qualification with the TDOT Construction Division at least fourteen (14) days prior to the Proposal submittal deadline identified in Section 2.3, Key Events Schedule.
- iii. Statement that the Proposer is in good standing with the Secretary of State to transact business in the State of Tennessee, including a valid Certificate of Existence or Certificate of Authority to transact business, as applicable.
- iv. Statement that the Proposer, and any firm which is a member thereof, is not presently debarred, suspended, or excluded from bidding on any contract with the Department or any Federal-aid contract.
- v. Certification that the information and data submitted in the letter and its attachments is true and complete to the best knowledge of the individual signing the letter.
- vi. Name, telephone number, e-mail address, and fax number of the individual to contact regarding their SOI/Proposal submittal.
- vii. TDOT **requires** electronically signed original (.pdf format), by an authorized principal, partner, or officer of the firm.

(b) Mandatory Attachments

The following information and certifications shall be separately attached to the introductory letter and statement of interest. **No evaluation points are assigned to this information; however, the Proposal will be rejected as non-responsive if the required information and certifications are not attached.**

- i. Provide a letter from a surety or insurance company stating that the Proposer is capable of obtaining a Performance and Payment Bond covering up to \$120 Million for an individual project along with the Proposer's current and anticipated workload. Letters indicating "unlimited" bonding capability are not acceptable. The surety or

insurance company providing such letter must be licensed as a surety and qualified to do business in the State of Tennessee. In addition, the surety must be listed in the current United States Department of the Treasury Circular 570 financial management service list of approved bonding companies, which is published annually in the Federal Register, and the surety must be listed or approved to write a bond in the amount indicated in the letter equal to or greater than \$ 120 Million.

- ii. Provide information concerning any bankruptcy or receivership of the Proposer, or of any firm which is a member thereof, including information concerning any work completed by a surety.
 - iii. Certify that the Proposer, or of any firm which is a member thereof, has not been debarred by, or entered into any voluntary exclusion agreement in lieu of debarment with, any Federal, state, or local government agency, within the past five (5) years. Provide information concerning any suspension or temporary disqualification from bidding on any Federal, state, or local government contract.
 - iv. Certify that the Proposer, or of any firm which is a member thereof, has not defaulted on a Federal, state, or local government contract within the past five (5) years.
 - v. Submit an affidavit signed by the Proposer, on the form provided in Appendix C, certifying that the Proposer, and its member firms (if any), agents, subcontractors and employees:
 - a. Have not received any compensation for assisting TDOT in preparing this RFP;
 - b. Have not communicated, and will not communicate, with any member of the RFP Selection Team or any employee or official of TDOT concerning the review or evaluation of any Proposal, except those TDOT employees who are specifically identified in the RFP as appropriate points of contact; and
 - c. Have not offered or paid, and will not offer or pay, a contingency fee of any type that is directly tied to specific actions or work designed to help the Proposer obtain a contract through this RFP process.
 - vi. Indirect Cost Rates – Where contract terms and payment are negotiated based on individual elements of costs, the CM/GC contractor must provide an indirect cost rate established in accordance with the Federal cost principles (as specified in 2 CFR part 200, subpart E), and it shall include a certification completed by an official of the CM/GC contractor that all costs are allowable in accordance with the Federal cost principles. An official of the CM/GC contractor shall be an individual executive or financial officer of the CM/GC contractor's organization, at a level no lower than a Vice President or Chief Financial Officer, or equivalent, who has the authority to make representations about the financial information utilized to establish the indirect cost rate proposal submitted. A certification template can be found in Appendix E.
- (c) CM/GC Construction Fee Notice:
- i. The CM/GC Construction Fee consists of the CM/GC Contractor's profit plus the portion of home office overhead (G&A: General and Administrative Costs) allocated to the project, where home office overhead (G&A) is defined as the cost of activities that are necessary to the overall operation of the CM/GC Contractor's business allocated to all the CM/GC Contractor's ongoing projects. See Construction General Conditions in Appendix E for example costs to include in the CM/GC Fee.
 - ii. Proposers are NOT required to submit a sealed CM/GC Construction Fee Proposal at their scheduled interviews.
 - iii. Early after the Pre-construction Contract award, the CM/GC Contractor, the

Department, and the ICE will work to agree on a common percentage to use for the Construction Fee percentage, however, it is ultimately up to each party to use the Construction Fee percentage they deem appropriate for the project. Any differences between the CM/GC Contractor, the Department, and the ICE factors into the fair price analysis conducted by TDOT when the CM/GC Contractor submits their GMP Proposal.

2. Proposal Section

(a) **Project Management Team/Capability of the Proposer** **(50 Points Section Maximum)**

i. Project Management Team (20 Points)

- Provide a description of the composition of your project management team. If your team is a joint venture or association, indicate specific responsibilities of each member and firm of the team.
- Provide job descriptions and responsibilities and authority for each working title. Identify and discuss the qualifications of the following Key Personnel:
 - Project Manager
 - Construction Manager
 - Cost Estimator
 - ABC Specialist
 - RR Specialist
 - Up to two other persons that the Proposer considers as key to the success of the project
- Present a brief discussion regarding how the team's qualifications and experience relate to this project. Include the following:
 - Qualifications and relevant individual experience of prime and subcontractor team members (if applicable).
 - Unique knowledge of team members related to the project.
 - Commitment of time and availability of key staff members.
 - Length of time with the firm for each key team member.
 - Experience on similar projects as a team.
- Provide a separate graphic organizational structure chart, complete with working titles, for the project management team during both the pre-construction phase and construction phase of the Project.
- Provide resumes and two references for the Key Personnel for key positions in an appendix to the Statement of Interest (SOI)/Proposal.
- Provide narrative describing how the proposed Key Personnel of the team will meet the stated project goals, including building a professional and collaborative Project Team.
- Provide narrative describing succession planning for team stability and planning for any member of the Project Team that leaves during design or construction.
- Identify all current office locations and the resident expertise intended to be provided under this RFP. Provide a description of the location of the staff for the performance of this contract, their expertise, and generic equipment that will be located in Tennessee that will act in support of the anticipated contract.
- Evidence of Risk and Safety Performance: Provide the following information for

each entity involved, covering the period 2016 to present:

- Experience Modification Rates (EMR);
- List of any OSHA/TOSHA citations received and for what;
- List of any incidents that resulted in significant injury, loss of life, or major property damage.

ii. Project Team Capability

- Prior Experience/Performance/References

Provide a list and description of previous experience relevant to this project. The proposing firm shall provide evidence that it has actual experience in the successful construction of other highway bridge replacement projects, demonstrating the competency, capability, and capacity to complete a project of similar size, scope or complexity of this project, a heavily traveled interstate bridge with six through lanes in an urban area. The proposing firm may not rely on the construction experience of a subcontractor for the purpose of meeting this requirement. The owner and, if desired, architect/engineer references shall be included for each listed project. TDOT may at its discretion contact references and/or conduct independent performance analysis on projects on which the firm has worked.

All references submitted shall be current for projects listed. References will be considered current if the party's name and position/title held at the time of the project for which the recommendation is being made are provided. Telephone numbers must be current as of the date of the submittal of the proposal.

- Project Background and Success

Select your four most relevant ABC projects/programs that include at least two projects in urban areas.

For each project provide, at a minimum, the following:

- The project/contract name.
- Description of services provided.
- Planned vs. actual completion date.
- Overall construction cost of project, as applicable, including initial contract value and final contract value and reasons for the difference.
- Key personnel that were assigned to the project and their roles.
- Reference(s) from Owner and, if applicable, Design Consultants.

**(b) Project Approach
(25 Points Section Maximum)**

i. Project Goals (5 points)

Your firm's understanding of the project goals listed in the RFP and your approach to maximizing the project goals.

ii. Project Approach (10 points)

Provide a strategic project approach summary. It should:

- Include discussion of your firm's approach in providing successful General Contracting services and how it applies to meeting TDOT's project goals. Consider discussing specific examples of your firm's processes such as estimates, progress reports, schedules, constructability reviews, value engineering studies, forms, cost savings, plan reviews, general conditions budgets, organizational structures, quality control, etc.

- Provide a description of the construction work the Prime Contractor has the capability to self-perform, and work that will be done by subcontractors.
- Propose a construction approach and sequence that optimizes value to the project, with a realistic view of known constraints. Discuss factors that would affect schedule such as outside constraints, seasonal work, materials, equipment and labor availability and maintenance of traffic considerations, etc. Discuss the value of and types of multiple construction packages to expedite the project.
- Provide a discussion of the schedule aspects of Accelerated Bridge Construction (ABC), including prefabrication of construction components, implementation and maintenance of traffic considerations, and approaches to minimize exposure of construction to traffic on I-55 and State Route 14.
- If desired, describe any additional unique resources and capabilities that your company will bring to the project and how these unique resources and capabilities will be beneficial in achieving the project goals.
- Discuss the potential project challenges. Describe any project challenges that are anticipated by your company and how you plan to mitigate the risk of these challenges.

iii. Safety (10 Points)

Provide a discussion of your approach to ensure the safety of workers and the traveling public.

**(c) Project Innovations
(5 Points Section Maximum)**

In conjunction with your team's Project Approach, your team may have some innovative ideas that may or may not meet the requirements of the RFP that could increase the likelihood for success. The Selection Team will consider how well your innovative ideas help balance the project goals. Please discuss these further as follows:

- i. Describe various types of Accelerated Bridge Construction (ABC) that may be applicable to the project and how they could be employed on the project and their respective advantages and disadvantages.
- ii. Describe any other specific technical or production innovations related to design or construction that may further improve reaching project goals.
- iii. Describe impacts of the innovation(s) on time, cost, and quality.

Any innovations proposed will be expected to be used in design unless TDOT determines they are not in the best interest of the project.

**(d) CM/GC Design Process
(20 Points Maximum)**

How do you support the CM/GC process and the project goals critical to the team's success? In the Project Approach you may provide some response to this issue. This section is an opportunity to provide additional information related to the CM/GC Design Process.

i. Risk Management

The CM/GC process is intended to eliminate or reduce risk. Removing risk and adding innovation will reduce the cost of construction. Therefore, it is expected that bid items on CM/GC projects will be lower in cost than what is found in comparable

design-bid- build projects.

In your response to the RFP, give an overall summary explanation on how you will identify, price, and mitigate risk through the formalized risk management process that TDOT expects to use. How will you support the team during pre-construction and construction activities in achieving a cost at or below traditional projects? How will you provide input in assigning risk responsibility and developing the Risk Register? How will you track and document risk and its cost and schedule impacts? Include a discussion of the impact of risk on price. Topics of discussion are listed in the bullets below.

- In the format indicated below, identify risks that would increase cost and the anticipated cost of that risk. It is expected that your submitted bid prices will include innovative cost savings and not include the cost of risk.
- Risk mitigation that you will apply to decrease the cost and the projected cost savings, including actions undertaken by your team during pre-construction to identify and minimize risk.
- Communication of the schedule and cost risk to the project team.
- Effect of schedule on costs.
- Provide examples of Risks mitigated on previous projects.
- 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.

Identified Risk	Probable Cost	Risk Mitigation Plan	Cost Savings to Project	Scheduled Impacts to Project (Days)
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ii. Decision Analysis and Resolution

The Contractor’s participation in the design effort should help to reduce errors and omissions, improve constructability, and reduce the cost of construction. Describe means and methods that will be used to support the design development and decision-making process in both the pre-construction and construction phases of the project. How will the proposed processes help TDOT decide which suggestions to use, and how will the benefits and cost savings of CM/GC be documented? How will you provide recommendations to achieve the CM/GC goal of zero unplanned change orders?

iii. Cost Estimating and Open Cost Modeling

Project estimating on CM/GC projects is a collaborative process where team members discuss and negotiate assumptions. These assumptions and prices are communicated to the design consultant, TDOT, and the Independent Cost Estimator (ICE) over the course of the project to ensure that the project meets the budget. Cost Models and OPCC estimates should be open book and transparent. Describe the estimating process you will use to communicate the cost of each bid item and the cost of any risk. Explain how you will compare your cost to market conditions. How will you communicate assumptions, risk, and innovation to the designer and the ICE? Can your system produce a Schedule of Bid Items with items from the current TDOT Bid Item Book. TDOT Bid Item Book located at: <https://www.tn.gov/tdot/tdot-construction-division.html>

- Provide a discussion of a Cost Model that you could use to communicate de-

sign decision choices, design elements, and construction packages to the project team. This model may include early procurement for long lead time items, early phasing for material and other independent contracts that may be accomplished before project design completion. Use tasks as a basis for developing a project cost model. This model will be used as part of the open book estimating and collaboration throughout the design process, to develop the OPCC at each design milestone, and the GMP Proposals. Consider providing an example Cost Model (not necessarily prepared specifically for this project.)

- In the discussion of the Cost Model, describe or provide an example of your approach to estimating project bid items with a Cost-Based or Force Account Analysis that includes labor, materials, and equipment.
- Use TDOT Cost Data and TDOT Road Items List as references. GMP proposals are required to be compatible with these references. Items used in developing estimates and the GMP will be used for tracking and payment during construction phase of this project.

iv. Schedule Management

Your contract will be with TDOT. The designer's contract is also with TDOT. Address how you will collaboratively integrate and optimize the construction schedule with the design schedule.

v. Subcontractor Plan

Provide a subcontractor selection and integration plan that describes your process for:

- Soliciting three (at a minimum) reliable bids and making a selection;
- Ensuring the selection of high-quality subcontractors that are competitively bid;
- Bringing market competitive pricing into the project;
- Identifying and developing quality small business opportunities on the project; and,
- Providing timely payments to all subcontractors.

3.3 EVALUATION CRITERIA FOR ORAL INTERVIEWS (100 Points Total, 40% Overall Weight)

An oral interview will be a mandatory part of the selection process. The structure of the oral interview will be as follows:

1. Presentation (35 Points) (15 minutes)

Summarize the Proposal and describe the Contractor's innovation ideas and unique resources. This is the part of the interview where the Proposer needs to communicate to the Selection Panel why it should be chosen. What strategies and abilities does the Proposer bring to this CM/GC project that makes it the best candidate? Limit the presentation to the most critical points of the Proposal and focus on what your team can bring to the table and why.

2. Team Challenge (30 Points)

The Proposer will be given project challenges to review and propose a course of action to address the elements in the problems. The Proposer will be given fifteen (15) minutes to

prepare responses or solutions and five (5) minutes to discuss responses and solutions to the Selection Panel. This challenge scoring will be determined by the following criteria:

- (a) Challenge Understanding
- (b) Recognition of Key Points and Ideas
- (c) Team Collaboration
- (d) Communication Skills
- (e) Understanding of CM/GC Delivery Method, Context Sensitive Solutions, and ABC method
- (f) Understanding of Project Goals

3. Q&A Session with the Selection Panel (35 Points)

The questions asked in this session will include both standard questions for all short-listed Proposers and specific questions relative to the Proposer's proposal and presentation. The interview presentation and question/answer scoring will be based on the following criteria:

- (a) Project Understanding
- (b) Project Approach
- (c) Project Innovation
- (d) Communication Skills
- (e) Understanding of CMGC Delivery Method

Chapter 4

SCOPE OF WORK AND CM/GC SERVICES

4.1 CM/GC SERVICES SCOPE OF WORK

1. Project Goals

This project is intended to achieve the following goals:

- (a) Advance the knowledge, experience, and cost efficiency of TDOT and the local construction industry in Accelerated Bridge Construction and CM/GC project delivery.
- (b) Replace the existing bridges on SR-14 within the project budget.
Note: The proposed vertical and horizontal clearances for I-55 as shown in TDOT's TIR must be met or exceeded.
- (c) Accelerate delivery of the construction schedule and obtain final project acceptance no later than December 31, 2028.
- (d) Minimize inconvenience to the traveling public and ensure safety of workers and the traveling public.
- (e) Facilitate a collaborative partnership with all of the members of the project team and the stakeholders.
- (f) Provide an innovative design and construction.
- (g) Provide a well-publicized, highly successful Accelerated Bridge Construction project.

Note: TDOT will be primarily responsible for public involvement and public relations. The Contractor will provide support for the public involvement and public relations effort.

2. Work Duration

The time period for the work described in this scope is approximately 560 calendar days for design and 1280 calendar days for construction.

3. Work Product and Work Product Completion

The Contractor shall provide the work product and deliverables as described in Sub-Section 5: Scope of Work of this section. All submittals, reports, and reviews must be accepted by the TDOT Contract Administrator or designee.

4. Additional Project Information

Additional information regarding this project is available from the documents provided on the [alternative contracting webpage of TDOT](#).

5. Scope of Work

One factor determining the selection of CM/GC is the ability of the Contractor to analyze the project goals, evaluate the work elements, and formulate a proposal. This process may produce new approaches or modification to the project work elements. Because of that, all Proposers should be aware that the final scope of work for a project will be produced with input from the selected Design Consultant and the selected Contractor. This draft scope of work has been reviewed by TDOT and reflects a plan of approach based on the known goals.

The Contractor will be part of the design team. As part of the design team, the Contractor will provide input on schedule, phasing, constructability, material availability, and cost throughout the design phase of the project. The Contractor tasks during the design phase include:

- (a) The Contractor shall attend the initial project workshop. The Contractor shall be introduced to the project, the stakeholders, specialty groups, the TDOT Project Team, and the Design Consultant. This workshop includes the following tasks:

Task No.	Workshop Goals and Tasks
1	Introduction to the project, CM/GC, partnering session and the project stakeholders.
2	Project status, goals, objectives, funding, preliminary schedule, etc.
3	Presentation of project elements and scope.
4	Identifying project risks and developing an initial risk management plan.
5	Review of relevant plans, specifications, and reports.
6	Project site visit.
7	Schedule bi-weekly project meetings, Functional Design Plans Field Review (FDP), Plan-In-Hand Field Review (PIH), and PS&E Review.
8	Establish Communication and Document Control Plan.
9	Question and Answer Session.

- (b) The Contractor will provide the following reporting and billing:
 - i. **Coordination:** Coordination of all contract activities will be conducted by the TDOT/PM. The CMGC/PM shall keep regular contact with the D/PM and the TDOT/PM on a weekly basis.
 - ii. **Periodic Reports and Invoices:** Includes detailed breakdown of actual costs and hours worked, in addition to TDOT standard invoice form. Information regarding TDOT invoices can be found on the [TDOT's Construction Website](#).

- iii. **General Reports and Submittals:** In general, all reports and submittals must be approved by TDOT prior to their content being used in a follow-up work effort.
- (c) The Contractor shall partner with the Design Consultant, and the TDOT Leadership Team, as part of the design team. The Contractor will provide input on schedule, phasing, constructability, materials and equipment availability, cost, etc.
- (d) The Contractor shall be required to attend the meetings and produce the deliverables at the milestones described in Table 4.1.

Table 4.1: Milestones and Deliverables

Task	Work Product Short Description	Unit	Total Estimated Quantity	Project Work-shop	30% FDP	60% PIH	90% PS&E	100% PS&E or GMP	Misc.
1	As-Built, Current Design, and Site Conditions Review	EA	1	1					
2	Attend Project Scoping Workshop	EA	1	1					
3	Value Engineering Workshop, Review, and Report	EA	2		1	1			
4	Constructability Reports	EA	2		1	1			
5	Innovation Tracking And Performance Report	EA	2		1	1			
6	Weekly Team Meetings	EA	80						
7	Milestone (Plan Review) Meetings	EA	3		1	1	1		
8	Baseline Construction Schedule and Phasing	EA	4		1	1	1	1	
9	Procurement Review	EA	3			1	1	1	
10	Risk Management Plan including Risk Register and Assessment Update	EA	4		1	1	1	1	
11	Bid Item List	EA	4		1	1	1	1	
12	Quantity Reconciliation Meetings	EA	4		1	1	1	1	
13	OPCC Cost Estimates	EA	3		1	1	1		
14	OPCC Reconciliation Meetings	EA	2			1	1		

Table continues to the next page

Table 4.1: Milestones and Deliverables <i>cont.</i>										
Task	Work Product Short Description	Unit	Total Estimated Quantity	Project Workshop	30% FDP	60% PIH	90% PS&E	100% PS&E or GMP	Misc	
15	Material Sourcing Plan	EA	2			1	1			
16	Site Specific Work Plan (MHT and Safety Critical)	EA	2			1	1			
17	Quality Control Plan	EA	1				1			
18	Worker and Public Safety Plan	EA	1				1			
19	Contracting and Diversity Plan	EA	1				1			
20 ¹	Written Reviews and Redline Reviews of PS&E Packages	EA	1				1			
21	Construction GMP	EA	3					3		
22	GMP Negotiation Meetings	EA	3					3		
End of the Table										

4.2 ROLES AND RESPONSIBILITIES MATRIX

The matrix is intended to establish the roles and responsibilities for the pre-construction phase tasks listed below, in accordance with the forms and conditions contained herein, and the applicable TDOT standards.

The following activities of communication, consensus building, project team reviews, conceptual design, data gathering, documentation, and formal public notice should be planned by the appropriate responsible party and coordinated with all team members. The type and number of meetings, documents, etc., will depend on the category and characteristics of the project work. The time of their accomplishment will overlap, and parallel paths of activity should be planned to finish the development phase in accordance with the shortest possible schedule. A proposal shall be developed by the Contractor which satisfies the requirements of the project development. This plan must be approved by the TDOT/PM before starting the work.

¹The Contractor shall be required to provide written reviews or reports and details/redlines of PS&E Packages. The Contractor shall thoroughly review all plans, specifications, reports, diagrams, shop drawings, and all other necessary project documentation. The Contractor shall independently calculate quantities of the construction package. The Design Consultant will also calculate quantities as part of the design process. Comments should be related to constructability, clarifications, design errors or omissions, effect on schedule, effect on cost, risk identification, or value engineer suggestions/recommendations.

Table 4.2: PRE-CONSTRUCTION ROLES AND RESPONSIBILITIES MATRIX

Construction Management Services	Required of Contractor	Required of Design Consultant	Required of TDOT/Others
PHASE: PRE-CONSTRUCTION			
INITIAL PROJECT SCOPING MEETING (WORKSHOP)			
A. CM/GC AND PARTNERING INTRO SESSION	C	C	C
B. PROJECT SITE VISIT AND INSPECTION	C	C	C
C. PROJECT STATUS, GOALS, ELEMENTS, OBJECTIVES, DESIGN SCHEDULE REVIEW	C	C	C
D. IDENTIFY PROJECT RISKS AND DEVELOP INITIAL RISK MANAGEMENT PLAN AND RISK REGISTER	1	2	2
E. REVIEW APPLICABLE ENVIRONMENTAL DOCUMENTS (ROD, FONSI, ETC.)		1	2
F. INDEPENDENT DESIGN AND AS-BUILT REVIEW	1	2	2
G. DEVELOP PROJECT SCHEDULE AND TASKS	C	C	C
H. SCHEDULE BI-WEEKLY PROGRESS, PIH, PS&E, AND MILESTONE MEETINGS		2	1
I. IDENTIFY DESIGN CRITERIA		1	2
J. DISCUSSION OF POSSIBLE EARLY DELIVERY AND LONG LEAD TIME ITEMS	C	C	C
K. ANALYSIS OF PROJECT PHASING AND MULTIPLE PS&E PACKAGES	1	2	2
L. DEVELOP DOCUMENT REVIEW AND NAMING CONVENTION STANDARDS			1
M. QUESTION AND ANSWER SESSION	C	C	C
PROGRESS MEETINGS			
A. TDOT/PM, C/PM, CMGC/PM	C	C	C
B. PROJECT MEETING MINUTES	2	1	2
<p>The managers and team members will meet periodically as required (typically at two-week intervals). These progress meetings will be used to coordinate and track the work effort and resolve problems. The meetings will review the following:</p> <ul style="list-style-type: none"> - Activities required to be completed since last meeting (Action Items) - Problems and challenges encountered/anticipated and potential solutions - Project schedule updates (Design and Construction) <p style="padding-left: 40px;">Action Items</p> <ul style="list-style-type: none"> - Coordination and communication required with <ul style="list-style-type: none"> - Team Members (TDOT/PM, CMGC/PM, D/PM) - TDOT Specialty Units (Each functional area) - Other <p>The TDOT/PM will provide meeting minutes that include details discussed, notes, and all action items relating to the meeting within one week of the meeting.</p>			
LEGEND: C=Collaborative Responsibility, 1=Primary Responsibility, 2=Secondary Responsibility			

Table continues to the next page

PRE-CONSTRUCTION ROLES AND RESPONSIBILITIES MATRIX Cont.			
Construction Management Services	Required of Contractor	Required of Design Consultant	Required of TDOT/Others
PHASE: PRE-CONSTRUCTION			
1. PROJECT DEVELOPMENT PROCESS			
Project Management	2	2	1
The TDOT/PM will coordinate all the work tasks being accomplished by all parties to ensure project work completion stages are on schedule. The C/PM and CMGC/PM shall coordinate all the work tasks being accomplished by their respective teams to make sure project work completion stages are on schedule.			
Communication and Consensus Building	2	2	1
The TDOT/PM is responsible for the consensus building and facilitating the communication between all members of the project team. This does not dismiss the responsibility of all team members to communicate with the TDOT/PM and the TDOT Project Management Team when required.			
Maintain Updated Contact List		1	
Establish and maintain a computerized list of all appropriate interested parties for the communication process. The list will be used for notices regarding public meetings, mailings, newsletters, or other communication as appropriate.			
2. MEETINGS			
Graphics support and presentations	2	1	2
Each project team member is responsible for the graphics, documents, reports, plans, specifications, and written reviews from each specific scope of work item. Presentation of these documents and their reviews will be available on the shared project server after the meeting has been adjourned.			
Provide Local Office			1
The TDOT/PM will obtain and maintain an office within the project area to conduct small group meetings and provide displays/information to the public. This office may have workspaces for project team members, meeting rooms with graphics support and capacity for the entire team to attend. Additional offices or meeting spaces may be considered at the Project Workshop.			
PM Updates on Progress	2	2	1
The TDOT/PM, CMGC/PM, and the C/PM will all update the team members at the scheduled meetings as to their progress on deliverables, challenges, and the feedback/comments they need.			
Project Discussion	2	2	1
The team members need to come prepared to discuss any and all reservations, ideas, and challenges to the project. Open and honest dialogue is the key to the success of project delivery.			
3. PRELIMINARY DESIGN			
Preliminary Roadway, Geometric, Structural, Environmental, SWMP, etc. Design	2	1	2
TDOT/PM will coordinate all design activities with required TDOT specialty units, the Contractor, the Design Consultant, and other outside entities. The Department and Design Consultant is responsible for the civil and structural design, plans, specifications, and estimate packages at each formal review.			
Environmental - gathering data, analysis, and mitigation development		2	1
Environmental clearances		2	1
ROW, specialty, and local clearances		2	1
Drainage plans	C	2	1
Hazardous material investigation		2	1
TDOT processes (forms, clearances)		2	1
Utility coordination	C	C	C
Conduct field survey of project area		1	2
Field and project research		1	2
Field survey and existing feature development		1	2
Construction requirements	1	2	2
Innovation development, proposal, and tracking	C	C	C
LEGEND: C=Collaborative Responsibility, 1=Primary Responsibility, 2=Secondary Responsibility			

Table continues to the next page

PRE-CONSTRUCTION ROLES AND RESPONSIBILITIES MATRIX Cont.			
Construction Management Services	Required of Contractor	Required of Design Consultant	Required of TDOT/Others
PHASE: PRE-CONSTRUCTION			
Check and field verify all applicable as-built plans	2	1	2
Provide construction plans, specifications, and estimates		1	
Plot/develop all required information on the plans in accordance with all applicable TDOT policies and procedures and all industry standards for civil, electrical, ITS, and structural design.			
Develop construction cost model for Engineer Estimator and ICE	1	2	2
Develop and calculate quantities	2	1	2
Risk Register development	1	2	2
Initiate and Track Subcontractor Plan	1	2	2
Constructability reviews and reports	1	2	2
Construction Phasing Plan	1	2	2
Value Engineering proposals			
Cost savings reviews	1	2	2
Preliminary construction schedule	1	2	2
Long lead time GMP submissions and proposals	1		
Long lead time negotiations	1		
Long lead time item procurement	1		
Opinion of Probable construction cost Estimate#1	1	2	2
PIH (Plan-In-Hand) Review Preparation			
Coordinate, complete, and compile the plans with input from other branches: Materials, Hydraulics, Environmental, Traffic, Right-of-Way, Maintenance, Safety, and Structures, if applicable.		1	2
The PIH plans and specifications shall comply with TDOT requirements and shall include: title sheet, typical sections, general notes, plan/profile sheets, and preliminary layouts.		1	2
The plans shall be submitted to the TDOT/PM and the CMGC/PM for preliminary review at least two weeks prior to the PIH.		1	2
The plans will be reproduced by TDOT or the Consultant.		1	2
Prepare the Engineer's Estimate for work described in the PIH plans based on estimate quantities.		2	1
Prepare the PIH Opinion of Probable Construction Cost (OPCC #1)	1	2	2
Supply cost model and assumptions to ICE and Engineer Estimate.	1		
PIH (Plan-In-Hand) Review Meeting			
Review PIH PS&E package and provide written reviews, comments, and redlines.	C	C	C
Attend the PIH	C	C	C
Provide post-PIH revisions and memo.		1	2
LEGEND: C=Collaborative Responsibility, 1=Primary Responsibility, 2=Secondary Responsibility			

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PRE-CONSTRUCTION ROLES AND RESPONSIBILITIES MATRIX Cont.			
Construction Management Services	Required of Contractor	Required of Design Consultant	Required of TDOT/Others
PHASE: PRE-CONSTRUCTION			
Provide list of all deviations from the standard design criteria and written justification for each.		1	2
Update Subcontractor Plan.	1		
Update Risk Register and Cost Model.	1	2	2
Final Roadway, Geometric, Structural, Environmental, SWMP, etc. Design			
TDOT/PM will coordinate all design activities with required TDOT specialty units, the Contractor, the Design Consultant, and other outside entities. The Department and Design Consultant is responsible for the civil and structural design, plans, specifications, and estimate packages at each formal review.			
Environmental - gathering data, analysis, and mitigation development		2	1
Final environmental clearances		1	2
Final environmental permits		1	2
ROW, specialty, and local clearances		2	1
Final utility coordination	2	2	1
Develop and calculate final quantities	2	1	2
TDOT processes (forms, clearances)		2	1
Update Risk Register, formal risk assessment meeting	1	2	2
Constructability reviews and reports	1	2	2
Construction Phasing Plan	1	2	2
Value Engineering proposals			1
Final construction requirements	C	C	C
Innovation development, proposal, and tracking	C	C	C
Cost Savings reviews	C	C	C
PS&E Construction Schedule	1	2	2
Long lead time GMP submissions and proposals	1		
Long lead time negotiations	1		
Long lead time item procurement	1		
Opinion of Probable Construction Cost Estimate #2	1	2	2
Provide construction PS&E (plans, specifications, and estimates)	2	1	2
Develop and calculate final quantities	2	1	2
PS&E (Plans, Specifications, and Estimates) Preparation			
Coordinate, complete, and compile the PS&E plans with input from other branches: Materials, Hydraulics, Environmental, Traffic, Right-of-Way, Maintenance, Safety, and Structures, if applicable.	2	1	2
The PS&E plans and specifications shall comply with TDOT requirements and shall include: title sheet, typical sections, general notes, plan/profile sheets, and preliminary layouts.	2	1	2
The plans shall be submitted to the TDOT/PM and the CMGC/PM for preliminary review at least two weeks prior to the PS&E.	2	1	2
LEGEND: C=Collaborative Responsibility, 1=Primary Responsibility, 2=Secondary Responsibility			

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PRE-CONSTRUCTION ROLES AND RESPONSIBILITIES MATRIX Cont.			
Construction Management Services	Required of Contractor	Required of Design Consultant	Required of TDOT/Others
PHASE: PRE-CONSTRUCTION			
The PS&E plans will be reproduced by TDOT or the Consultant.		1	
Prepare the Engineer's Estimate for work described in the PS&E plans based on estimate quantities.		2	1
Prepare the PS&E Opinion of Probable Construction Cost (OPCC #2)	1		
Supply cost model and assumptions to ICE and Engineer Estimate.	1		
PS&E (Plans, Specifications, and Estimates) Meeting			
Review PS&E package and provide written reviews, comments, and redlines.	2	2	1
Attend the PS&E meeting.	C	C	C
Post-PS&E revisions and memo	2	1	2
Provide list of all deviations from the standard design criteria and written justification for each.	2	1	2
Provide a PS&E Construction Plan.	1	2	2
Obtain final environmental and access permits.	2	2	1
Finalize construction cost model for Engineer Estimator and ICE.	1	2	2
Update Subcontractor Plan.	1		
Update Risk Register.	1	2	2
GMP Proposal and Negotiations			
Notify TDOT/PM at a point where GMP proposals can be sufficiently prepared.	1		
Supply cost model and assumptions to ICE and Engineer Estimate.	1		
Supply EBS to CM/GC Contractor.	2	2	1
Prepare and submit construction GMP proposals.	1		
Procure independent cost estimate.		2	1
Submit an electronic EBS to the TDOT/PM for each phase.	1		
Review the construction GMP proposals and compare to Engineer's Estimate and ICE estimate.		1	2
Negotiate final GMPs for each phase.	C	C	C
TDOT requires no more than three attempts to negotiate assumptions and prepare GMP proposals. TDOT reserves the right at any time to prepare the bid package for advertisement under low-bid procurement procedures.			
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LEGEND: C=Collaborative Responsibility, 1=Primary Responsibility, 2=Secondary Responsibility			
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Chapter 5

APPENDICES

APPENDIX A: SAMPLE CM/GC SERVICES CONTRACT

A template of the CM/GC services contract will be available on the project website at <https://www.tn.gov/https://www.tn.gov/tdot/tdot-construction-division/transportation-construction-alternative-contracting/cm-gc-project-i-55-sr-14.html>

or [click here](#).

APPENDIX B: CM/GC PROCESS

DESIGNER AND CONTRACTOR DESIGN PROJECT

The selected Contractor will be awarded a consulting contract, prepared and administered by the Department. The cost of the contract will be based upon negotiated unit rates for key personnel and support staff identified on the project team that will participate on the project. The requirements will be identified in the contract (further outlined in Section 4 – Scope of Work and CM/GC Services). These requirements can include, but are not limited to:

- Constructability reviews of the design.
- Assistance in shaping the project scope of work to the available budget. Assistance in improving project schedule.
- Provide detailed cost estimates and cost estimate breakdowns of elements of the work as the design is developed using open-book methods.
- Design reviews to ensure that the package is complete and without ambiguity. Finding plan discrepancies.

CONTRACTOR SUBMITS BID FOR PROJECT (EARLY PROCUREMENT)

The Contractor may be asked to procure long lead materials such as bridge girders, retaining wall panels, piling, and other materials that may be in short supply or require longer than desired lead times from purchase to delivery. The Department may also procure through the Contractor such services as pavement cores, pipe videos, potholes, or other investigations to facilitate the design. TDOT may choose to exercise this option if the early procurement saves significant construction time, money, or avoids potential delays once the project begins.

If TDOT elects to use this early procurement option, it proceeds as follows:

- The Contractor will prepare a bid to supply the item(s), including all other costs associated with the procurement (such as transportation, storage, etc.). The bid is only for purchased items and should not include mobilization for construction or other unrelated costs.
- The Contractor will submit the bid through the TDOT Electronic Bid System (EBS). TDOT will secure an independent cost estimate for the item(s). Upon opening the Contractor's bid, TDOT will determine the acceptability of the bid by comparing it to state averages, similar projects, the independent cost estimate, and the Department engineer's estimate. The Department's estimate and the ICE estimate will remain confidential. TDOT will evaluate the bid to determine if the Contractor's proposed GMP is within 10% of the Department's estimate or the ICE estimate and is otherwise acceptable.

If the prices are acceptable, TDOT will prepare a construction contract for this portion of the work. If a previous construction contract had been entered into, a separate contract may be prepared, or the work may be added to that contract by supplemental agreement at the discretion of TDOT.

If the prices are not acceptable, TDOT may enter into a process of risk identification that identifies price differences between the Contractor's bid, the Department's estimate, and the Independent Cost Estimate. Following the resolution of these risk issues, the items may be re-bid. If this is not successful, TDOT has the option to procure the items later as part of the bid process for the construction project or by some other method. The construction contract is prepared and executed to cover only the defined procurement services. Site preparation to support the procurement or additional procurement services may be made a part of this contract.

CONTRACTOR SUBMITS BID FOR PROJECT (EARLY CONSTRUCTION CONTRACT)

If time and/or money can be saved by allowing the Contractor to start initial work prior to the completion of the total design package, TDOT may ask the Contractor to prepare a lump sum or unit cost bid for all or a portion of the work.

If TDOT elects to use this contracting option, it proceeds as follows:

- TDOT and the Contractor will agree upon a scope of work to accomplish in this phase of the contract. The agreement may take the form of a set of plans or it may consist of something less formal such as sketches, drawings, or written descriptions. Both parties must agree that the scope of work is clear and unambiguous.
- The Contractor will prepare a bid to perform the agreed to scope of work. The bid will be based on the estimating model and the most recent OPCC for the agreed scope of work.
- The Contractor will submit the bid through EBS. TDOT will secure an independent cost estimate for the work. Upon opening the Contractor's bid, TDOT will determine the acceptability of the bid by comparing it to state averages, similar projects, the independent cost estimate, and the Department engineer's estimate. The Department's estimate and the ICE estimate will remain confidential. TDOT will evaluate the bid to determine if the Contractor's proposed GMP is within 10% of the Department's Estimate or the ICE estimate and is otherwise acceptable.

If the prices are acceptable, TDOT will prepare a construction contract for this portion of the work. If a previous construction contract had been entered into, a separate contract may be prepared, or the work may be added to that contract by supplemental agreement at the discretion of TDOT.

If the prices are not acceptable, TDOT may enter into a process of risk identification that identifies price differences between the Contractor's bid, the Department's estimate, and the Independent Cost Estimate. Following the resolution of these risk issues, the work may be re-bid. TDOT has the option to accept the revised price, if within 10% of the Department's estimate or the ICE estimate, to procure the items of Work later as part of the bid process for the final construction project, or to terminate the CM/GC process and procure the construction project by some other method.

CONTRACTOR SUBMITS BID FOR PROJECT (DESIGN IS COMPLETE)

When TDOT, the designer, and the Contractor agree that the project has been designed to a sufficient level of detail to allow the Contractor to accurately bid the project, the following procedure will be used:

- The designer will produce a set of plans and specifications showing all work to be accomplished. The plans will also show all work accomplished under any previous Early Construction packages.
- The Contractor will prepare a bid to perform the work shown. The bid will be based on the estimating model and the most recent OPCC for the agreed scope of work.
- The Contractor will submit the bid through EBS. TDOT will secure an independent cost estimate for the work. Upon opening the Contractor's bid, TDOT will determine the acceptability of the bid by comparing it to state averages, similar projects, the independent cost estimate, and the Department engineer's estimate. The Department's estimate and the ICE estimate will remain confidential. TDOT will evaluate the bid to determine if the Contractor's proposed GMP is within 10% of the Department's estimate or the ICE estimate and is otherwise acceptable. If it is, the Department will prepare an Early Work Amendment for execution and performance by the Contractor.

If the prices are acceptable, TDOT will prepare a construction contract. If a previous construction contract had been entered into, a separate contract may be prepared, or the work may be added to that contract by supplemental agreement at the discretion of TDOT.

If the prices are not acceptable, TDOT will enter into a process of risk identification that identifies price differences between the Contractor's bid, the Department's estimate, and the Independent Cost Estimate. Following the resolution of these risk issues, the project may be re-bid. TDOT has the option to accept the revised price if within 10% of the Department's estimate or the ICE estimate, or to terminate the CM/GC process and procure the construction Project by some other method.

CONTRACTOR BUILDS PROJECT

From this point forward, the work proceeds in the same manner as a design-bid-build project as per the negotiated contract.

APPENDIX C: AFFIDAVITS, ACKNOWLEDGMENT AND ATTESTATION FORMS

AFFIDAVIT REGARDING PROHIBITED COMMUNICATIONS, CONTINGENCY FEES AND CONFLICTS OF INTEREST

SUBJECT RFP PROJECT NUMBER:	
PROPOSER LEGAL ENTITY NAME:	

The Proposer, identified above, does hereby attest, certify, warrant, and assure that the Proposer, and its member firms (if any), agents, subcontractors or employees:

1. Have not communicated, and will not communicate, with any employee or official of the Tennessee Department of Transportation, or with any member of the Selection Team for this RFP, concerning the review or evaluation of any Proposal, except those Tennessee Department of Transportation employees who are specifically identified in the RFP as appropriate points of contact;
2. Have not offered or paid, and will not offer or pay, a contingency fee of any type that is directly tied to specific actions or work designed to help the Proposer obtain a contract through this RFP process; and
3. Have not received any compensation for assisting the Tennessee Department of Transportation in preparing this RFP.

Proposer's Signature

NOTICE: This affidavit MUST be signed by an individual empowered to contractually bind the Proposer. If said individual is not the chief executive or president, this document shall attach evidence showing the individual's authority to contractually bind the Proposer.

Printed Name and Title of Signatory

STATE OF TENNESSEE
COUNTY OF _____

Personally appeared before me,

[name of authorized signatory for the Proposer identified above]

with whom I am personally acquainted, and who acknowledged that the statements contained in this affidavit are true to the best of his knowledge, information, and belief.

Witness my hand, at office, this ____ day of _____ 2023.

NOTARY PUBLIC

My Commission Expires on: _____

ACKNOWLEDGEMENT AND ATTESTATION (PARTNERSHIPS) FORM

Date: _____ Page 1 of 1

By responding to this RFP, the Respondent(s) certify that he/she has reviewed the Construction Management/General Contractor Sample Contract, and its Exhibits contained herein, and are familiar with their terms and conditions and find them expressly workable without change or modification.

We certify and declare that the foregoing is true and correct.

Subscribed on _____ at _____,
Date *City*
_____, State of _____
County *State*

1. _____
Partner Signature *Printed Name*
2. _____
Partner Signature *Printed Name*

Notary: _____
Notary Signature *Date*

Commission Expires: _____

Note: Add additional signature(s) if there are more than two partners.

ACKNOWLEDGEMENT AND ATTESTATION (JOINT VENTURE) FORM

Date: _____ Page 1 of 1

By responding to this RFP, the Respondent(s) certify that he/she has reviewed the Construction Management/General Contractor Sample Contract, and its Exhibits contained herein, and are familiar with their terms and conditions and find them expressly workable without change or modification.

We certify and declare that the foregoing is true and correct.

Subscribed on _____ at _____,
Date City
_____, State of _____
County State

1. _____
Venture Partner Binding Signature Date

Printed Name Title Type of Business

Witness Date

Printed Name

2. _____
Venture Partner Binding Signature Date

Printed Name Title Type of Business

Witness Date

Printed Name

Please attach joint venture agreement.
Type of business shall identify the venture partner as a corporation, venture, partnership, sole proprietorship, or other legal entity.
Witnesses of venture partners shall be corporate secretary for corporations, partners for partnerships, and notaries for sole proprietorships.
Add additional venture partners as necessary.

ACKNOWLEDGEMENT AND ATTESTATION (CORPORATE) FORM

Date: _____ Page 1 of 1

By responding to this RFP, the Respondent(s) certify that he/she has reviewed the Construction Management/General Contractor Sample Contract, and its Exhibits contained herein, and are familiar with their terms and conditions and find them expressly workable without change or modification.

We certify and declare that the foregoing is true and correct.

Subscribed on _____ at _____,
Date *City*
_____, State of _____
County *State*

_____ <i>Corporate Officer Signature</i>	_____ <i>Date</i>
_____ <i>Secretary</i>	_____ <i>Date</i>

Note: Use full corporate name and attach corporate seal here.

SEAL

ACKNOWLEDGEMENT AND ATTESTATION (SOLE PROPRIETORSHIP) FORM

Date: _____ Page 1 of 1

By responding to this RFP, the Respondent(s) certify that he/she has reviewed the Construction Management/General Contractor Sample Contract, and its Exhibits contained herein, and are familiar with their terms and conditions and find them expressly workable without change or modification.

We certify and declare that the foregoing is true and correct.

Subscribed on _____ at _____,
Date *City*
_____, State of _____
County *State*

Respondent Signature *Date*

Printed Name

Notary: _____
Notary Signature *Date*

Commission Expires: _____

APPENDIX D: EVALUATION AND PROPOSAL FORMS

PROPOSAL, ORAL INTERVIEW EVALUATION SCORING NOTES

- i. TDOT has developed a CM/GC Selection Panel Scoring Guide to promote objectivity and transparency. Selection Panel Members are required to read and follow all scoring guidelines.
- ii. Agencies are encouraged to include additional criteria that reflect the unique characteristics of the project under each category to help determine the submitter’s overall qualifications.
- iii. Weights are to be assigned prior to evaluation and are to be consistent on all evaluation forms.
- iv. Selection Panel scoring values will be only numbers in whole number increments. Scoring for the SOI/Proposal and Oral Interview Criteria form will be based on the following Qualitative Assessment Guidelines, which will be applied to all sections except the CM/GC Pre- Construction Fee.

Qualitative Assessment Guidelines	
Selection Team members will individually review and score each proposal category according to the criteria set forth in the RFP. Team members will evaluate each category sub-factor listed in this Evaluation Manual and assign those sub-factors a Qualitative Assessment Percentage according to the scoring range listed below:	
Excellent (95-100)	The Proposer demonstrates a complete understanding of the subject and an approach that significantly exceeds the stated requirements and objectives of this scoring category. The proposal communicates an outstanding level of quality. The Proposer’s qualifications are exceptional. Proposal shows no weaknesses or deficiencies for this scoring category.
Good (85-94)	The Proposer demonstrates a strong understanding and has a strong approach to the scoring category. The proposal communicates a high level of quality, and the proposal exceeds the stated requirements of the RFP. The proposal shows few weaknesses or deficiencies for this scoring category.
Acceptable (65-84)	The Proposer demonstrates a general understanding of the project and an approach containing some weaknesses/deficiencies regarding the stated requirements and objectives of this project. The proposal communicates an average level of quality and meets the stated requirements of the RFP.
Poor (Below 65)	The Proposer has demonstrated a minimal understanding of this scoring category and their response contains numerous weaknesses and deficiencies. The proposal demonstrates little or no level of quality or value. The Proposer’s qualifications raise questions about the Proposer’s ability to successfully meet the project goals.

TOTAL SCORING EVALUATION SCORING NOTES

1. The maximum point total for each of two evaluation sections is 100 points weighted by the following factors:

Section	Weight	Appendix D
SOI/Proposal	60%	Scoring Form A
Interview	40%	Scoring Form B
Final Scoring Matrix	Total	Scoring Form D

2. The score from the qualitative evaluations from all Selection Committee Members for each Proposal will be averaged to produce the total overall score for each Proposer. The Proposer with the highest aggregate score, and any other Proposer having a score within five percent (5%) of the highest score (where 5% is measured as a percentage of the highest score) will be identified as Tier 1 Proposers and recommended to the Commissioner in alphabetical order without any evaluation ranking. The Commissioner may select any Tier 1 Proposer.

TENNESSEE DEPARTMENT OF TRANSPORTATION
SCORING FORM A: PROPOSAL SCORING CRITERIA
STATEMENT OF INTEREST/PROPOSAL EVALUATION FORM
CONSTRUCTION MANAGER/GENERAL CONTRACTOR SERVICES

Name of Firm: _____ Project No.: _____

Evaluator No: _____ Date: _____

RFP Reference: Meets Minimum Requirements YES _____ NO _____

If the minimum requirements (including letter from surety) have not been met, specify the reason(s):

1	Project Management/Team Capability of the Contractor - 50 Points Maximum	Rating	×	Weight	=	Score	
	Project Management Team						
	Composition of Team/Location/Organization		×	0.05	=		
	Job Descriptions and Responsibilities		×	0.02	=		
	Qualifications and Experience		×	0.05	=		
	Team Building and Collaboration		×	0.05	=		
	References		×	0.03	=		
	Project Team Capability						
	Prior Experience/Performance/References		×	0.14	=		
	Project Background and Success		×	0.14	=		
	Local Experience		×	0.02	=		
			1	Subtotal	=		
2	Project Approach - 25 Points Maximum	Rating	×	Weight	=	Score	
	Project Goals						
	Firm Understands Project Goals		×	0.05	=		
	Project Approach						
	Strategic Project Approach		×	0.10	=		
Safety		×	0.10	=			
		2	Subtotal	=			
3	Project Innovations - 5 Points Maximum	Rating	×	Weight	=	Score	
			×	0.05	=		
4	CM/GC Design Process - 20 Points Maximum	Rating	×	Weight	=	Score	
	Risk Management		×	0.04	=		
	Decision Analysis and Resolution		×	0.04	=		
	Cost Estimating		×	0.04	=		
	Schedule Management		×	0.04	=		
	Subcontractor Plan		×	0.04	=		

Total Score: (A) (100 Points Maximum)

Overall Weighted Score: 60% × (A) _____ =

**TENNESSEE DEPARTMENT OF TRANSPORTATION
SCORING FORM B: ORAL INTERVIEW SCORING CRITERIA
ORAL INTERVIEWS STANDARD EVALUATION FORM
CONSTRUCTION MANAGER/GENERAL CONTRACTOR SERVICES**

Name of Firm: _____ Project No.: _____

Evaluator No: _____ Date: _____

Oral Interview Section 100 Points Maximum, 40% Overall Weight

Oral Interview Scoring Criteria	Rating	×	Weight	=	Score
Presentation Session		×	0.35	=	
Team Challenge		×	0.30	=	
Question and Answer Session		×	0.35	=	
	Total Score (B)			=	
Overall Weighted Score	(B)	×	40%	=	

Team Project Challenge(s):

1.

2.

Questions Asked:

1.

2.

3.

4.

5.

6.

TENNESSEE DEPARTMENT OF TRANSPORTATION
SCORING FORM D: FINAL SCORE
FINAL SCORING MATRIX
CONSTRUCTION MANAGER/GENERAL CONTRACTOR SERVICES

Project No.: _____

Evaluator No: _____ Date: _____

Firm Name	Minimum Req. are Met	SOI/Proposal Weighted Score	Oral Interview Weighted Score	Total Score

TENNESSEE DEPARTMENT OF TRANSPORTATION
FORM QR: RFP QUESTIONS
RFP QUESTION REQUEST FORM QR
CONSTRUCTION MANAGER/GENERAL CONTRACTOR SERVICES

Name of Firm: _____ Project No.: _____

Date: _____

RFP Section ID	Question	Reserved for Agency Response

APPENDIX E: CONSTRUCTION GENERAL CONDITIONS

	Costs TO BE included in CM/GC Fee Percentage		Costs NOT TO BE included in CM/GC Fee Percentage³
Item	Other indirect and non-reimbursable costs to be included are listed below	Item	Costs for the categories below will be negotiated and included in the direct “Cost of the Work”
E001	Project Principal – all costs	E101	Mobilization
E002	Cost Estimator services during Construction Phase –all costs ⁴	E102	Project Manager
E003	Project Manager relocation, housing, and subsistence costs	E103	Construction Manager/Superintendent
E004	Construction Manager/Superintendent relocation, housing, and subsistence costs	E104	All other on-site, construction management staff as approved by the Agency
E005	Additional CM/GC staff relocation, housing, and subsistence cost	E105	On-site administrative staff, including clerical and secretarial staff
E006	Home, branch, district, and regional office administrative support staff, shared services staff, and all related costs	E106	All project direct costs related to Safety
E007	Home, branch, district, and regional office safety support staff and all related costs	E107	All project direct costs related to Quality Control
E008	Home, branch and regional office quality control support staff and all related costs	E108	Project office costs for cleaning, set-up/demobilization, maintenance, security, utilities, rent/lease, equipment, and furniture
E009	Profit	E109	Materials and equipment handling, including shipping/transport to site and storage costs
E010		E110	Job site temporary toilet facilities and maintenance
E011		E111	Construction rental equipment
E012		E112	Actual cost of permits
E013		E113	All project direct costs related to implementation of Agency-approved DBE program
E014		E114	Construction equipment and vehicles at Proposer’s internal cost rate, including costs of maintenance and fuel or 75% of blue book value, whichever is less
E015		E115	All costs related to cell phones, radios, fax machines, pagers, computers and software
E016		E116	All costs of capital and interest; licenses and taxes required by law
E017		E117	Miscellaneous project office costs, including but not limited to, drinking water, printing, reproduction, postage, delivery, and supplies

³As per CFR, the Department will not pay for fees due to groups who lobby, such as TN Roadbuilders

⁴Cost Estimator services during Pre-construction Phase are reimbursable as included in the Pre-construction Services Fee

Certificate of Final Indirect Costs

This is to certify that I have reviewed this proposal to establish final indirect cost rates and to the best of my knowledge and belief:

1. All costs included in this proposal (identify proposal and date) _____ to establish final indirect cost rates for the period, (*identify period covered by rate*) _____ to _____, are allowable in accordance with the cost principles of the Federal Acquisition Regulation (FAR) of Title 48, Code of Federal Regulations (CFR), Part 31; and
2. This proposal does not include any costs which are expressly unallowable under applicable cost principles of the FAR of 48 CFR Part 31.

Firm: _____

Signature: _____ Date of Execution: _____

Name of Certifying Official: _____ Title: _____

APPENDIX F: REFERENCES

1. AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) PUBLICATIONS (using latest approved versions):
 - (a) A Policy on Design Standards-Interstate System
 - (b) A Policy on Geometric Design of Highways and Streets
 - (c) Guide for Design of Pavement Structures
 - (d) Standard Specifications for Highway Bridges
 - (e) Guide for the Design of High Occupancy Vehicle and Public Transfer Facilities
 - (f) Guide for the Development of Bicycle Facilities
 - (g) Standard Specifications for Transportation Materials and Methods of Sampling and Testing – Part I, Specifications and Part II, Tests
 - (h) Highway Design and Operational Practices Related to Highway Safety
 - (i) Roadside Design Guide
 - (j) AASHTO LRFD Bridge Design Specifications

 2. TENNESSEE DEPARTMENT OF TRANSPORTATION PUBLICATIONS (using latest approved versions):
 - (a) The Department Standard Specifications
 - (b) The Department Supplemental Specifications
 - (c) The Department Design Guidelines, and Addendum
 - (d) The Department Construction Circular Letters
 - (e) The Department Standard Drawings
 - (f) Design Procedures for Hydraulic Structures 2004
 - (g) Drainage Manual
 - (h) Utility Manual
 - (i) Change Orders
 - (j) Force Account Work Orders
 - (k) Written Orders and Authorizations Issued by the Department
 - (l) All Other Programmatic Plans or any Other Documents
 - (m) All Material Included by Reference in any of the above Documents
 - (n) The Department Material and Test Standard Operating Procedures

 3. FEDERAL PUBLICATIONS (using latest approved versions):
 - (a) Manual on Uniform Traffic Control Devices
 - (b) Highway Capacity Manual
 - (c) FHWA scour publication HEC-18, FHWA publication HEC-21 or HEC-22;
 - (d) Urban Transportation Operations Training – Design of Urban Streets, Student Workbook
 - (e) Reference Guide Outline – Specifications for Aerial Surveys and Mapping by Photogrammetric Methods for Highways
 - (f) FHWA Federal-Aid Policy Guide
 - (g) Technical Advisory T6640.8A
-

- (h) U.S. Department of Transportation Order 5610.1E
- (i) Geometric Geodetic Accuracy Standards and Specifications for Using GPS Relative Positioning Techniques
- (j) ADAAG Americans With Disabilities Act Accessibility Guidelines
- (k) Roundabout Design Guide

4. MISCELLANEOUS PUBLICATIONS AND STANDARDS

- (a) ASTM
- (b) Electronics Industries Alliance (EIA)
- (c) Roadway Lighting, ANSI Approved RP-8-00 - Illuminating Engineering Society of North America
- (d) Life Safety Code - National Fire Protection Agency (NFPA)
- (e) National Electric Code - National Fire Protection Agency (NFPA)
- (f) U.S. Army Corp of Engineers
- (g) National Transportation Communications for ITS Protocol Standards (NTCIP)

APPENDIX G: DEFINITIONS

AASHTO	American Association of State Highway & Transportation Officials
ADT	Average Daily Traffic in Number of Vehicles
ADAAG	Americans with Disabilities Accessibility Act Guidelines
CATEX	Categorical Exclusion
CONSULTANT	Design Consultant for this project
CONTRACTOR	The selected Proposer that has ranked the highest of all proposers in the Technical Proposal, Interview, and Cost Proposal Sections of the selection process and has been selected for the award of contract for pre-construction services
D/PM	Design Project Manager – The lead Design Consultant engineer responsible for combining the various inputs in the process of completing the project plans and managing the consultant design effort
CMGC/PM	Contractor Project Manager – The Contractor’s Project Manager on this project will oversee and coordinate all pre-construction and construction phase services of the CM/GC
CM/GC	Construction Manager/General Contractor is the firm responsible for completing all CM/GC services on this project
DBE	Disadvantaged Business Enterprise
EA	Environmental Assessment
EIS	Environmental Impact Study
FHPG	Federal Aid Highway Policy Guide
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GMP	Guaranteed Maximum Price
GPS	Global Positioning System
ICE	Independent Cost Estimator/Estimate
Limit of Construction Cost	The limit of actual cost of construction that includes construction services staff, profit, overhead, labor, materials and equipment, mobilization, and all other costs of the actual construction of the work
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
NEPA	National Environment Policy Act
NGS	National Geodetic Survey
NOAA	National Oceanic and Atmospheric Administration
OPCC	The Opinion of Probable Construction Cost is the actual construction cost to the CM/GC to build all aspects of a 100% Plans, Specifications, and Estimate Package. These are required at established milestones for each phase, procurement, or construction package.
PE	Professional Engineer registered in Tennessee
PEIS	Programmatic Environmental Impact Statement
PM	Project Manager
PIH	Plan-In-Hand, 60% Right of Way Plans
PLS	Professional Land Surveyor registered in Tennessee
PS&E	Plans, Specifications and Estimate; 90% Construction Plans
PROJECT	The work defined by a scope of work.
PROPOSER	Firm or Joint Venture submitting a statement of interests and proposal for consideration
ROW	Right-of-Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to a highway
TDEC	Tennessee Department of Environment & Conservation

Definitions¹ cont.

TDOT/PM	Tennessee Department of Transportation Project Manager – The TDOT Civil Engineer who is responsible for the day-to-day direction and Design Consultant coordination of the design effort, and responsible for the satisfactory completion of the contract by CM
TOPOGRAPHY	In the context of TDOT plans, topography normally refers to existing cultural or man-made details
USCOE	United States Army Corp of Engineers

¹This list is not exhaustive of all definitions used in this RFP. For other definitions and terms, refer to Section 101 of the TDOT Standard Specifications for Road and Bridge Construction and the TDOT Design Guidelines.