

Advertised: **October 1, 2024**

## **NCDOT**

### **REQUEST for LETTERS of INTEREST (RFLOI)**

**CONSTRUCTION MANAGER / GENERAL CONTRACTOR**

### **TIP I-5719C**

**Addendum No. 1 - October 2, 2024**

TITLE: Construction Manager / General Contractor  
USING AGENCY: North Carolina Department of Transportation  
ISSUE DATE: **October 1, 2024**  
SUBMITTAL DEADLINE: **October 29, 2024**  
ISSUING AGENCY: North Carolina Department of Transportation  
Alternative Delivery Unit  
DIVISION: 12

#### **SYNOPSIS**

Hereinafter, the term "Contractor" or "CM/GC" refers collectively to either a singular contractor, a joint venture made up of more than one contractor, or a team with a prime contractor and subcontractors.

The North Carolina Department of Transportation (NCDOT or the Department) desires to obtain a **Construction Manager / General Contractor (CM/GC)** as part of the delivery of a multi-disciplined project which includes roadway and railway bridge construction along I-85 in Gaston County. The Department will provide the project design and inspection team to work with the Contractor during the preconstruction and construction phases.

Design and inspection services are not included in this advertisement.

#### **CONSTRUCTION MANAGER / GENERAL CONTRACTOR (CM/GC) PROJECT DELIVERY METHOD**

The Construction Manager / General Contractor (CM/GC) project delivery method allows the use of a construction manager during the design process to provide input on the design. During the design phase, the construction manager provides advice, including constructability review, scheduling, pricing, risk analysis, and phasing, to assist in designing a more efficient and well-designed project. The construction manager may subsequently act as the general contractor and construct the project if the department and the Construction Manager / General Contractor reach agreement on a price for construction.

The Construction Manager / General Contractor is selected based on qualifications and demonstrated competency. The CM/GC process consists of a two-phased contracting approach where the contractor, acting as construction manager (CM), provides services during planning, design, and estimating of the

project. During the preconstruction phase of the project, the contractor works as part of an integrated team with the Department and its design team providing constructability support, input regarding scheduling and phasing, and other input that helps the owner design a more constructible project. The contractor will prepare incremental cost estimates in conjunction with design refinement; ultimately resulting in developing the schedule, scope, and cost to construct the project. During this phase, the contractor works under an agreement much like a design consultant and is paid for their services.

Potential benefits of the CM/GC method include but are not necessarily limited to saving project costs, lowering operational costs and / or project lifecycle costs, improving constructability, enhancing innovation, reducing risk, expediting project delivery by contracting with the CM/GC contractor early in the design process and negotiating price and schedule for construction before all design is complete, being able to begin construction on portions of the project before all design for the project is complete, and shortening construction schedules.

For the CM/GC selection process NCDOT procures professional services on a qualifications, experience, and expertise basis from the selected CM/GC contractor early in the design phase to offer suggestions on innovations, cost and schedule savings, and constructability issues. Upon shortlist, the CM/GC's will submit a CM/GC fixed-markup percentage in a separate, sealed envelope. Proposers shall state their proposed CM/GC fixed-markup percentage, identified as a percentage, and carried out to two (2) decimal points (e.g., 0.00%). The CM/GC fixed-markup will be included in the negotiated lump sum and unit-based bid prices to make up the Construction Agreed Price (CAP) provided the service contract's Construction Phase option is exercised.

Upon completion of the design, or individual design packages, the CM/GC contractor and NCDOT negotiate an agreed upon price for the construction, and then the CM/GC contractor acts as a general contractor to complete construction. If an acceptable CAP cannot be reached, the project will be advertised centrally following the Department's normal competitive bidding process, Design Bid-Build, and open to all contractors to submit a bid. The Preconstruction Phase Service contract with the CM/GC contractor will not be extended into the Construction Phase but the Department has the right to obtain and use the CM/GC's technical information developed during its preconstruction service. The CM/GC is excluded from bidding on this construction project.

This solicitation is part of a two-step process in selecting a qualified Construction Contractor for the construction management portion of the project. Successful responders to this RFQ may be shortlisted and provided with an opportunity to submit a Statement of Qualification (SOQ) as part of a subsequent Request for Qualification (RFQ) solicitation. While CM/GC is specifically intended to provide contractors and the Department greater collaboration during the design and constructability of the project, successful responders must also demonstrate the ability to construct all components of the project.

## **PROJECT DESCRIPTION**

NCDOT proposes to use the Construction Manager / General Contractor (CM/GC) selection process, and then enter into a CM/GC contract with the selected construction contractor. The project includes but is not limited to preconstruction and, if a negotiated CAP is agreed to, construction services, environmental and quality management, safety, contract administration and all necessary support services.

The project, I-5719C, is located along I-85 in Gaston County and includes replacing several railway and roadway bridges, the demolition and removal of existing bridges, secondary roadway work and utility relocation.

The bridges to be replaced are as follows:

Temporary bridge for Bridge No. 350129 on Piedmont & Northern (P&N) (MP SFC 21.55) west of East Ozark Avenue

- Bridge No. 350129 on P&N (MP SFC 21.55) west of East Ozark Avenue
- Bridge No. 350132 on Norfolk Southern (NS) (MP Mainline 397.73) east of East Ozark Avenue
- Bridge No. 350138 on NS (MP Mainline 393.72) west of Groves Street
- Bridge No. 350142 on SR 2213 (Groves Street)

### **SCOPE OF WORK**

The North Carolina Department of Transportation (NCDOT) is soliciting proposals for the services of a contractor/team for the following contract scope of work:

As described previously, this RFLOI is part of a two-step process used to procure a CM/GC contractor for the preconstruction portion of the subject project. Responses to this RFLOI will be screened, and successful responders will be shortlisted and provided with an opportunity to submit a Statement of Qualifications, SOQ, to a subsequent Request for Qualifications, RFQ, solicitation. The Contractor that is ultimately selected from the RFQ will be awarded a contract to provide services for the preconstruction portion of the CM/GC project. These services may include but not limited to the following:

(1) Constructability Review - The CM/GC will be required to become an integrated part of the design team and provide input and feedback relating to constructability of the project as well as provide innovation to create greater value for the Department. The CM/GC will also be expected to provide input for utility relocation, rail coordination and construction, maintenance of traffic, and bridge construction.

(2) Risk Analysis - The CM/GC will be required to participate in regular risk reviews and multiple risk management workshops designed to identify and quantify risks associated with the project.

(3) Cost Estimating - The CM/GC will be required to prepare estimates at various intervals throughout the preconstruction phase of the project. These estimates will be compared to others prepared by the Department and / or an independent cost estimator. The CM/GC must be prepared to engage in an "open book" discussion of the various components that make up its own opinion of cost.

(4) Scheduling - The CM/GC will be required to prepare construction schedules with each Opinion of Probable Construction Cost (OPCC) submittal that demonstrates the CM/GC can deliver key work components within the needed deliverable timeframe.

The CM/GC will be required to be available for virtual and / or in-person meetings, office or on site, through the duration of the preconstruction phase. The goal of the preconstruction portion of the project is for the Department and CM/GC contractor to arrive at a mutually agreeable Opinion of Probable Construction Cost (OPCC) and schedule, and to proceed with construction of the project.

The following describe the key components of work that make up the scope of the project:

- Provide construction cost estimates to be utilized for project budgeting and programming purposes.

- Assist in identifying constructability issues with an emphasis on railway design.
- Identify construction impacts and constraints related to rail and roadway bridge construction.

Bonding Capacity - The successful CM/GC contractor must demonstrate the ability to provide construction bonding for up to \$233 million for this project.

See NCDOT Guidelines for Awarding Construction Manager / General Contractor Projects, a sample preconstruction contract and additional information under Provided Material located on the website or can be accessed via the Alternative Delivery website.

### **PROPOSED CONTRACT TIME**

The anticipated duration of the completed contract is expected to be up to 6 years, including preconstruction and construction activities.

### **PROPOSED CONTRACT PAYMENT TYPE**

Preconstruction – Payment is anticipated to be in a technical / professional services contract for the duration of the preconstruction phase.

Construction Phase – Negotiation of Construction Cost Proposals including a Construction Agreed Price (CAP).

### **SUBMITTAL/SUBMISSION REQUIREMENTS**

All Letter of Interests (LOI) are limited to ten (10) pages inclusive of the cover sheet and shall be on 8-1/2" x 11" sheets, single-spaced, one-sided. Graphs and charts may be on 11" x 17".

*ONLY ELECTRONIC LOIs WILL BE ACCEPTED.*

LOIs should be submitted in .pdf format using software such as Adobe, CutePDF, PDF Writer, DocuDesk deskPDF, etc.

One copy of the LOI should be sent as a .pdf file, to the Alternative Delivery email address ([altdelivery@ncdot.gov](mailto:altdelivery@ncdot.gov)). A confirmation email will be sent as an electronic receipt when your LOI is received at the Alternative Delivery email address. Paper copies are not required. The subject line should contain the Contractor's Name, and "LOI for CM/GC Services – Division 12 – I-5719C".

In addition, all questions regarding this LOI should be sent to the Alternative Delivery email address ([altdelivery@ncdot.gov](mailto:altdelivery@ncdot.gov)).

LOIs SHALL be received electronically no later than 4:00 P.M., October 29, 2024. LOIs received after this deadline will not be considered.

The Department reserves the right to reject all LOIs and not proceed with procurement.

### **SELECTION PROCESS**

Following is a general description of the selection process:

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- The NCDOT Selection Committee will review all qualifying LOI submittals.
- The NCDOT Selection Committee MAY, at the Department's discretion, shortlist between two to five to provide a Statement of Qualifications (SOQ).

### **PREQUALIFICATION**

The CM/GC will not be required to be prequalified to provide responses to the RFLOI. If shortlisted, the CM/GC will be required to be prequalified in order to submit responses to the Request for Qualifications (RFQ).

The Proposer shall provide the services of a contractor prequalified for rail work by the NCDOT Rail Division. Prequalified disciplines and discipline codes required include, but are not limited to, the following:

- 5010 Track Construction
- 5050 Track Maintenance/Rehabilitation
- 5080 At-Grade Crossing Surfaces
- 5090 **Railroad Corridor** Prime Contractor

### **SELECTION CRITERIA**

In selecting a contractor / team, the selection committee will take into consideration qualification information including such factors as:

1. 40% = Experience completing complex projects within or prior to contractual timeframes with an emphasis on successful Railway and Roadway Bridge Projects.
2. 30% = Bridge Construction, provide other successful Railway and Roadway Bridge replacements.
3. 20% = Maintenance of Traffic, Railway, Roadway and Utility Relocation.
4. 10% = Understanding of alternative delivery methods in either private or public projects.

### **ORGANIZATION AND INFORMATION REQUIREMENTS**

The LOI must be addressed to Mr. Malcolm Watson, PE; Alternative Delivery Assistant Manager and must include the name, address, telephone number, and email address of the prime contact person for this RFLOI.

The LOI must also include the information outlined below:

#### **Chapter 1 - Introduction**

The Introduction should demonstrate the contractor's overall qualifications to fulfill the requirements of the scope of work and must contain the following elements of information:

- Expression of contractor's interest in the work.
- Summation of information contained in the letter of interest.
- Briefly describe contractor's experience with CM/GC, Design-Build, or Progressive Design-Build.

- Briefly describe the contractor's significant Railway and Roadway Bridge Construction Experience, Utility Relocation, and Maintenance of Traffic on high-volume facilities.

#### Chapter 2 - Team Qualifications

This chapter should elaborate on the general information presented in the introduction, to establish the credentials and experience of the contractor to undertake this type of effort.

The following must be included:

Identify recent, similar projects the contractor, acting as the prime contractor, has conducted which demonstrates its ability to conduct and manage the project. Provide a synopsis for each project, and include the date completed and contact person.

#### Chapter 3 - Team Experience

The submittal shall clearly indicate the Contractor's available resources to work on the preconstruction and construction phases of the project. The Contractor shall provide an estimate of the percentage of work in the construction phase that will be self-performed and for the work to be subcontracted provide a list of anticipated types of work. Project Manager, other key Team Members and their qualifications for the proposed work. Specifically, the Department is interested in the experience, expertise, and total quality of the contractor's proposed team. Also, include the team's organization chart for the Project / Plan. A Capacity Chart / Graph (available work force) should also be included. Any other pertinent information should also be listed in this section.

Note: If a project team encounters personnel changes, or any other changes of significance dealing with the company, NCDOT should be notified immediately.

#### Chapter 4 - Technical Approach

The contractor shall provide information on its approach to accomplish the design support and its approach to the means and methods for roadway and rail bridge construction activities and any geotechnical issues that needed to be overcome, maintenance of traffic, and any innovative ideas / approaches to complete these activities.

**SUBMISSION SCHEDULE AND KEY DATES**

RFLOI Release – October 1, 2024

Deadline for LOI Submission – October 29, 2024

Shortlist Announced \* - November 12, 2024

\* Notification will ONLY be sent to shortlisted contractors.

**FHWA Approval**

Division Administrator

Signature:

*Nelanda K Jordan*

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Date:

09/27/2024

**NCDOT Approval**

Chief Engineer

Signature:

*Lamar Sylvester*

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Date:

09/26/2024