Civil Construction Pre-Bid and DBE Meet and Greet

November 13, 2017
Today’s Topics

• Welcome/Introductions
• Bid Requirements
• Review of DBE Participation
• Overview of Project Specifications
• DBE Meet and Greet
Bidding Requirements
Auburn Dees, IFB Administrator
Nothing said at this meeting today changes the written requirements of the IFB; any changes will be made by written addendum.

Any addenda will be posted on the QuestCDN site. Registered document holders will receive an automated email notification when an addendum is issued.

Bidders must acknowledge all addenda on the Bid Form.
Bid Requirements

- Questions due: 10 days prior to the Bid Due Date
  - [auburn.dees@metc.state.mn.us](mailto:auburn.dees@metc.state.mn.us) for bidding and contract requirements

- Bids due: January 9, 2018 at 2:00 PM Local Time
Submitting Questions

Questions from Potential Bidders for SWLRT Civil Project

Potential Bidder Question (PBQ)

Start Process

| * Name: |  |
| * Email Address: |  |
| * Company: |  |
| * Question: |  |
| * Drawing Reference: |  |
| * Specification Reference: |  |
## Schedule of Changes

### 00008 SCHEDULE OF CHANGES

All Addenda issued during the original solicitation (15P307) have been incorporated into this IFB 15P307A (Rebid). Changes to Civil Construction Bid Documents since 8/15/2017 (new for solicitation 15P307A) are outlined below. Please note this document does not remove the Contractor’s responsibility to review all Contract Documents in this solicitation.

<table>
<thead>
<tr>
<th>Specification number and title</th>
<th>Description of change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INTRODUCTORY INFORMATION</strong></td>
<td></td>
</tr>
<tr>
<td>00000 Cover Page</td>
<td>Updated for new procurement</td>
</tr>
<tr>
<td>00005 Certifications Page</td>
<td>Updated certifications for revised specifications</td>
</tr>
<tr>
<td>00010 Table of Contents</td>
<td>Updated with revision version #</td>
</tr>
<tr>
<td>00150 Advertisement for Bids</td>
<td>Included new note for pre-bid pre-registration; Inserted Subcontractor Restriction language with list of excluded Subcontractors</td>
</tr>
<tr>
<td><strong>BIDDING REQUIREMENTS</strong></td>
<td></td>
</tr>
<tr>
<td>00200 Instructions to Bidders</td>
<td>Inserted Subcontractor Restriction language with list of excluded Subcontractors</td>
</tr>
<tr>
<td></td>
<td>Inserted new bid submittal for Document 00475 Restricted Subcontractor Certification</td>
</tr>
<tr>
<td></td>
<td>Inserted new link to submit bidder questions</td>
</tr>
<tr>
<td>00300 Information Available to Bidders</td>
<td>Added information for Illustrative design plans (100% roll plots)</td>
</tr>
<tr>
<td>00410 Bid Form</td>
<td>Increased mobilization bid item from $20M to $24M</td>
</tr>
<tr>
<td></td>
<td>Inserted a new bid item for payment and performance bonds</td>
</tr>
</tbody>
</table>
Bid Requirements

• Project Completion Dates and Liquidated Damages
  ▪ 00520 Contract Agreement
  ▪ Specifications Section 01 10 00 Summary

• 00700 General Conditions
  ▪ Insurance Requirements Article 5

• 00711 and 00800 Supplemental Conditions
Bid Requirements

- 00860 Prevailing Wage Requirements
  - State of Minnesota Highway and Heavy
  - State of Minnesota Truck Rental Rates
  - Davis Bacon
    - Heavy for Tunnel Construction Activities
    - Highway for Remainder of Work
Bid Requirements: 2.1 Packaging of Bids

2.1 PACKAGING OF BIDS

A. The bid package consists of the following documents:

1. Document 00410 Bid Form
2. Document 00440 Bid Bond or other form of Bid Security
3. If the amount of the Bid exceeds $100,000, either: 1) a currently-effective Affirmative Action Certificate of Compliance, or 2) Document 00450 Affirmative Action Certification Statement
4. If the amount of the Bid equals, or exceeds, $500,000, Document 00451 Equal Pay Certification Statement
5. If the amount of the Bid exceeds $25,000, Document 00457 Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion (FTA or PFA Funding)
6. If the amount of the Bid exceeds $100,000, Document 00460 Buy America Certification (FTA Funding)
Bid Requirements: 2.1 Packaging of Bids

7. If the amount of the Bid equals, or exceeds, $100,000, Document 00470 Lobbying Restriction Certification (FTA or PFA Funding)

8. Document 00475 Restricted Subcontractor Certification

9. Document 00485 Disadvantaged Business Enterprise Information and Certifications (FTA Funding with Goal)

10. If the amount of the Bid exceeds, $50,000, Document 00495 Responsible Contractor Verification and Certification of Compliance and Attachment A-1, First-Tier Subcontractors List

11. Document 00885 Workforce Inclusion Commitment & Plan Part A – Certification
Disadvantaged Business Enterprise Program
Gary Courtney, Senior Equal Opportunity Consultant
Office of Equal Opportunity
What is the DBE Program?

- Disadvantaged Business Enterprise
- Federal Equal Opportunity Program
- Any recipient of federal DOT funds
- Small business subcontracting goals
What is a DBE Firm?

• Small business at least 51% owned by, and controlled by, a socially and economically disadvantaged individual

• Subject to personal net worth cap and SBA size standards

• Certification through the Minnesota Unified Certification Program
Directory of firms available at:

www.mnucp.org
SWLRT Civil Construction

• 16% DBE participation goal

• Contractor must demonstrate at time of bid “Good Faith Effort” (GFE) toward meeting the goal by either:
  - Committing to meet or exceed the participation goal
  - Documenting all GFE steps taken prior to time of bid
Commercially Useful Function & Counting

• DBE firms must perform a “Commercially Useful Function” (CUF):
  ▪ Case by case determination
  ▪ CUF determination performed both at bid evaluation and during monitoring phase

• DBE counting
  ▪ Supplier participation counted at 60%
  ▪ Credit counting rules specific to trucking firms
  ▪ Only work performed by the firm itself and its employee can count towards the goal
DBE Bid Forms

• 00485 Disadvantaged Business Enterprise Commitments & Good Faith Efforts Form
  • Part A: Commitments (due at time of bid)
  • Part B: Good Faith Efforts (due at time of bid)
  • Part C: Letter of Intent & Ongoing GFE Plan (post-bid submittal)
Workforce Goals

• Percentage of total labor hours on the project to be performed by female, and minority individuals

• Minnesota Department of Human Rights (MDHR) Workforce Goals for Hennepin County:
  ▪ 32% Minority
  ▪ 20% Female
Overview of Project Specifications
Jim Alexander
SWLRT Project Director
Southwest LRT

- 14.5 miles double track
- 15 new stations
- $1.858 billion total project budget
- 2018-2021 heavy construction
- 2022 begin passenger service
Civil Contract Scope

• 15 Stations
  ▪ Vertical circulation
    o West Lake Street
    o Bryn Mawr
    o Bassett Creek Valley
Civil Contract Scope

- Park-and-rides
  - 7 Surface lots with a total of 1,747 spaces
  - 1 Ramp at SouthWest Station with 2 elevators
Civil Contract Scope

• 44 structures
  ▪ 29 new bridges (LRT, Pedestrian, Roadway, Freight)
  ▪ 7 existing bridges with modifications
  ▪ 6 pedestrian tunnels
  ▪ 2 cut and cover tunnels (TH62 582 ft., Kenilworth 2,236 ft)
• 15 at-grade crossings
• 118 retaining walls
• Track (153,440 TF)
Civil Contract Scope

- Demolition of 14 existing buildings
- Soil improvements
- Roadways, curb, gutter, sidewalks and trails
- Traffic signals, striping and signage
- Systemwide cable trough/ductbank/foundations
- Utilities and drainage
- Urban design and landscaping
- Freight (BNSF, TCWR and CP)
Tunnel Construction
Project Specifications

• Specifications include three main categories:
  1. Division 01: Construction Specifications Institute (CSI) MasterFormat - Project Requirements/Procedures
  2. Division 02-34: CSI MasterFormat – Technical Specifications
Project Specifications

- Specification Roadmap - Technical Specification Format, Section 01 25 00
  - Primary Technical Specification Format (PTSF) for each Drawing Volume
  - PTSF Sample from Section 01 25 00

<table>
<thead>
<tr>
<th>Drawing Volume</th>
<th>Engineering Discipline</th>
<th>PTSF</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume 1</td>
<td>Existing Conditions/Survey</td>
<td>MnDOT with Special Provisions</td>
</tr>
<tr>
<td></td>
<td>Removals</td>
<td>MnDOT with Special Provisions</td>
</tr>
<tr>
<td></td>
<td>Building Demolition</td>
<td>CSI MasterFormat</td>
</tr>
<tr>
<td>Volume 2</td>
<td>Civil, Roadway and Trails</td>
<td>MnDOT and City with Special Provisions</td>
</tr>
<tr>
<td>Volume 3</td>
<td>Track</td>
<td>CSI MasterFormat</td>
</tr>
</tbody>
</table>
Quality Management Requirements

• Quality Management Requirements, Section 01 44 00
  ▪ Identifies requirements for Contractor’s Quality Management System
  ▪ Describes requirements for Quality Plans

• Quality Assurance (QA), Section 01 43 00
  ▪ QA Program overseen by Independent Quality Manager, assigned by Contractor
    o Staff must be independent from Contractor’s field operations
    o Material tests performed by qualified Independent Testing Laboratory (ITL)

• Quality Control (QC), Section 01 45 00
  ▪ Performed by Contractor’s qualified staff or ITL
Quality Management Requirements

• Oversight Verification performed by Council
  ▪ Review/audit Contractor’s Quality Management System
  ▪ Conduct observations to establish confidence that quality functions are performed thoroughly

• Inspections performed by Council
  ▪ Special Inspections identified in Appendix P, Council Special Inspection Matrix
Existing Freight Rail Network

Wayzata Subdivision
- Owner: BNSF, TC&W

Kenilworth Corridor
- Owner: HCRRA
- Operator: TC&W

Glencoe Junction
- Owner: TC&W
- Operator: TC&W

Bass Lake Spur
- Owner: CP
- Operator: TC&W

MN&S Spur
- Owner: CP
- Operator: CP, TC&W

LRT Alignment
LRT Tunnel

SOUTHWEST Green Line LRT Extension

EDEN PRAIRIE | MINNETONKA | EDINA | HOPKINS | ST. LOUIS PARK | MINNEAPOLIS

31
Freight Rail Construction

• BNSF Subdivision
  o Contractor responsible for work up to bottom of ballast
  o BNSF responsible for work ballast up

• Kenilworth Corridor and Bass Lake Spur
  o Contractor responsible for all work except distant signal near Cedar Lake Parkway and turnout at MN&S connection
  o BNSF responsible for distant signal
  o CP responsible for ballast and turnout at MN&S connection
Freight Rail Construction

• Contractor responsible for maintenance of Kenilworth Corridor and Bass Lake Spur
  o Track structure
    ▪ Track structure maintained to FRA Class 1, 2, and 5, as specified in Freight Rail Coordination, Section 01 42 00
  o At-grade crossing signals
    ▪ At-grade crossing signals maintained per CFR, 49, Part 234
  o From a time 7 days after LNTP to Final Completion
  o Added new allowance on bid form for Freight Rail Maintenance ($1M)
Construction Outreach/Communications

• Best practices:
  ▪ Outreach coordinators
  ▪ Construction information workgroups
  ▪ 24-hour hotline
  ▪ Property/business owners meetings
  ▪ Open houses/neighborhood meetings
  ▪ Construction tours
  ▪ Social media/website/media
  ▪ Ads
  ▪ Signage
Public Resources

- SWLRT.ORG
  - Virtual flyover tour
  - Visualization video
  - Station renderings
  - Copy of PowerPoint
Overview of Changes in Specifications
Jim Alexander
SWLRT Project Director
Overview of Changes to Contract Structure

• Increased LNTP amount from $65M to $216M
• Increased Mobilization from $20M (including bonds and insurances) to $24M (not including bonds and insurances)
• Added new bid items for Bonds, Insurances and Freight Rail Maintenance (Allowance)
• Reduced Council Liquidated Damages by 25%
• Revised Council retainage procedures for Subcontractor work
• Revised Council change order structure for Contractor’s overhead and profit fee
• Added steel escalation price adjustment clause
Overview of Changes to Schedule

• Updated Milestone Dates and Construction Completion Groups (CCG)

• Modified schedule at critical scope elements:
  - +45 days for Substantial Completion
  - +36 days for SouthWest Station
  - -107 for 62 Tunnel
  - +88 days for Yellow Circle Drive, Red Circle Drive, Bren Road East intersection
  - +25 days for Excelsior Bridge
  - +88 days for Southerly Connector/Louisiana Station
  - -170 days for Wooddale Station
  - +8 days for West Lake Street, West 31st Street, Abbott Avenue South and Chowen Avenue South
  - +111 days for Kenilworth Tunnel
SouthWest Station: Moved from CCG-3 to CCG-6, Added 1/2/19 hold point (+36 days)
62 Tunnel: Moved from CCG-5 to CCG-3, Reduced limit by 963’ (-107 days)
Yellow Circle Dr, Red Circle Dr, Bren Rd E, Moved from CCG-5 to CCG-6 (+88 days)
Excelsior Bridge: Remains in CCG-6 (+25 days)
Louisiana Station & Southerly Connector: Moved from CCG-5 to CCG-6 (+88 days)
Wooddale Station: Moved from CCG-6 to CCG-2, Reduced limit of work by 660’ (-170 days)
West Lake St, W 31st St, Abbott Ave S, Chowen Ave S: Moved from CCG-4 to CCG-5 (+8 days)
Kenilworth Tunnel to Bassett Creek Valley Station: Remains in CCG-4 (+111 days)
Additional or Extended Closures

- Two (2) closures of Excelsior Blvd in Hopkins for fourteen (14) days
- New closure of Cedar Lake Trail
  - From Excelsior Boulevard (Hopkins) to France Avenue (Minneapolis)
  - Closes trail for 840 days
  - Reroutes bicycle and pedestrian traffic north along North Cedar Lake Trail or Minnetonka Blvd (alternate route)
- Revised Luce Line bridge phasing
  - Closes bridge for 365 days
  - No longer requires temporary bridge access
- Added additional closure at Kenilworth Trail
  - From Greenway to 21st Street
  - Extends trail closure by 110 days
Excelsior Blvd: Two 14 Day Closures
Added Cedar Lake Trail Closure, Reroute
Revise Luce Line Bridge Phasing
Increased Kenilworth Trail Closure
More Information

Online:
www.SWLRT.org

Email:
SWLRT@metrotransit.org

Twitter:
www.twitter.com/southwestlrt
Civil Construction DBE/Prime Contractor Meet & Greet
3:00pm – 4:30pm
Mixer Details

- 2 primes
- 3 minutes
- Be respectful of time

Participating Prime Bidders

- Ames-Kramer
- Lunda/C.S. McCrossan