

Blue Water Bridge Anchor Arm Link and Gusset Plate Replacement (CMGC)

QA

4/12/2017

Q: We wish to inquire as to the names of any engineering and design consultant firms that may have been involved in the preparation of the RFQ including any firms that may have provided any preliminary scoping or engineering?

A: Engineering and design consultant firms were not involved in developing the RFQ.

Q: Is there any additional information available that would assist us with preparing our SOQ. Anything such as existing plans, link arm loading or preliminary plans would be very beneficial to assist us.

A: Submitters may view the as-built plans and photographs for Span 1 on site at the Blue Water Bridge according to RFQ section 2.2. This is the only additional information available at this time. Preliminary plans have not been developed, and anchor arm link loading is not available at this time.

Q: We understand that the SOQ is to focus on our ability to assist and develop means & methods and should not be project specific. With that said, past experience consisted of very pointed questions on how we plan to design the support, which we were unable to respond to properly since we did not have any pre-SOQ design information to review.

A: SOQ's should include project specific information, such as understanding of the project and its goals and how those goals will be met through the CMGC process according to RFQ section 8.3.1. The only information available in addition to the RFQ are the as-built plans and photographs as noted in RFQ section 2.2.

Q: Also, please confirm it is MDOT's intent to seek a qualified contractor (means & methods), not an engineering firm and that MDOT intends to provide all engineering on their side and do not expect the CMGC to handle engineering.

A: Yes, MDOT's intent is to seek an MDOT prequalified contractor to perform the CMGC services. The design will be provided by an engineering consultant under a separate contract.