

P3 Rapid Bridge Replacement Project Topics/Questions for Individual Meetings

BACKGROUND/INTRODUCTION

The Pennsylvania Department of Transportation (PennDOT) will hold an Industry Forum for the Rapid Bridge Replacement Project (Project) on November 6, 2013 at the Hershey Lodge in Hershey, PA. In conjunction with that event, entities interested in proposing on the potential procurement associated with this project may request individual meetings with PennDOT. The meetings will be limited to firms prequalified by PennDOT to participate, pursuant to an application process separately identified. The intent of these sessions is to promote an open exchange of information that may be of use as the project procurement process is finalized. The following list of topics/questions has been developed to prompt discussion and input in areas that are of known interest to PennDOT. The meetings are expected to last for one hour and fifteen minutes with approximately 10 minutes allotted to providing an opportunity to describe your firm and its market presence, and the remaining time focused on discussing the following questions and other project-related issues you believe are worthy of consideration.

- 1.) Please provide an overall indication of your current interest in PennDOT's Rapid Bridge Replacement Project as a business opportunity. If your interest is conditional, please share the conditions.
- 2.) PennDOT is strongly leaning towards a Design-Build-Finance-Operate-Maintain (DBFOM) approach to the Project. This will likely require multiple team members with the requisite skills to deliver the Project. The payment mechanism will likely include milestone and availability payments. Please provide your comments on this delivery approach.
- 3.) PennDOT will focus on structurally deficient (SD) bridges which have the following characteristics: single or double -span, full replacement (including deck, footings, etc.), geographically dispersed, and representative of the overall PennDOT portfolio. PennDOT has identified a pool of 917 bridges which meet its goals and objectives for the Project. PennDOT expects to identify a sub-set of bridges to be included in the initial procurement package. Please provide your comments on the criteria for finalizing the pool of bridges and the overall size of the initial procurement.
- 4.) PennDOT is contemplating a two-step procurement process including a Request for Qualifications (RFQ) phase and a Request for Proposals (RFP) phase. PennDOT intends to use the Statements of Qualifications received pursuant to the RFQ to short list bidders

who would be eligible to submit proposals. Pursuant to the RFP, bidders would be required to meet certain financial and technical pass/fail requirements, and would be scored on a best value approach. Please provide your comments on this suggested procurement process.

- 5.) PennDOT is considering various ways in which to evaluate proposals and select the preferred bidder. It may identify a specific sub-set of bridges upon which the preferred bidder is selected. Specifically the preferred bidder may be selected, in part, by the lowest maximum availability payment to DBFOM the Project, or alternatively, PennDOT may identify a discrete level of funding/affordability and select a preferred bidder based in part on the largest number of bridges committed to be replaced for that stream of payments. Please provide your comments on the selection criteria and approach.
- 6.) PennDOT had discussed internally a concession period of anywhere from 20 years to 40 years. Please provide your comments on a suggested timeframe.
- 7.) PennDOT would like to understand the level of detailed information that you would request in order to respond to an RFQ and, separately, if short listed, the level of requested detail on the bridge portfolio in order to provide a financially committed proposal in response to an RFP. Additionally, PennDOT would like to solicit views on how long you would need to develop your Statement of Qualifications in response to an RFQ, and the proposal development time frame in response to an RFP.
- 8.) PennDOT is in the process of performing geotech surveys and site condition analyses for the bridges. Do you anticipate performing your own, independent analysis? What alternatives might be available to limit the amount of on-site work each bidder would need to perform in order to respond to the RFQ and RFP?
- 9.) The selected bidder may be required to work with FWHA to obtain final environmental approvals for certain bridges as well as to work with the Army Corps of Engineers and local agencies for permits. Please comment on this approach towards achieving full environmental and permitting approvals.
- 10.) It will be critical for the private sector to offer substantial work to local contractors and consultants. Can you please provide insights as to how you will identify and select local contractors in order to ensure their participation?
- 11.) PennDOT will perform preliminary design and engineering on the project. What is the minimum level of design you require in order to begin your design and engineering work? Is there an amount of preliminary design and engineering which exceeds the optimal limit?

- 12.) PennDOT will solicit creative solutions from the private sector in order to provide best value to the Commonwealth. This may be provided in the form of Alternative Technical Concepts and/or Alternative Financial Concepts. Please provide your comments on this approach.
- 13.) PennDOT may require that contractors be pre-qualified for eligibility to form or join bid teams. This is a step which is separate from the RFQ process. Please confirm your understanding of this pre-qualification process and your ability to comply.
- 14.) PennDOT expects that the Project will significantly reduce the number of SD bridges; however, PennDOT will concurrently continue replacing SD bridges under traditional design-bid-build delivery as well. This will require coordination with the private partner to ensure that bridge closings and detours minimize the disruption to traffic in local areas. Please provide your insights as to how this can best be managed.
- 15.) PennDOT is committed to a transparent and open competition for this project. Is there any advice or concerns you have in order to ensure a level playing field for all qualified participants? Are there any other issues you would like PennDOT to consider?