

SP 2782-347 I-35W Stormwater Storage Facility Industry Informational Meeting March 6, 2018

- Introductions
- Disclaimers
- Ground Rules
- Project Information
- CMGC RFP
- CMGC Processes
- Conflict of Interest
- DBE Opportunities
- Questions

Introductions

- MnDOT Project Manager: Nicole Peterson
- MnDOT Construction Project Manager: Tim Nelson
- MnDOT CMGC Program Manager: Kevin Hagness
- Our job is to ensure all proposers have the same information and to partner with the successful CMGC team and consultants.

Disclaimers

- This presentation will be posted on-line at <http://www.dot.state.mn.us/const/tools/const-manager-general-contractor.html>

Disclaimers

What is discussed today is informational only, meant to assist proposers in pursuit of contracting opportunities on this project.

The ultimate RFP requirements are included in the final posted documents. Proposers are responsible for following the final RFP(s)

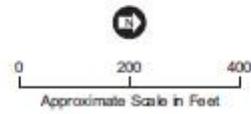
If there are any discrepancies, submit a clarification request.

Ground Rules

As per the CMGC RFP:

- Nicole Peterson is the Single Point of Contact.
- Each Proposing team needs to identify a S.P.O.C.

Project Overview – Aerial View



Project Overview – Looking North from 42nd St



3/6/2018

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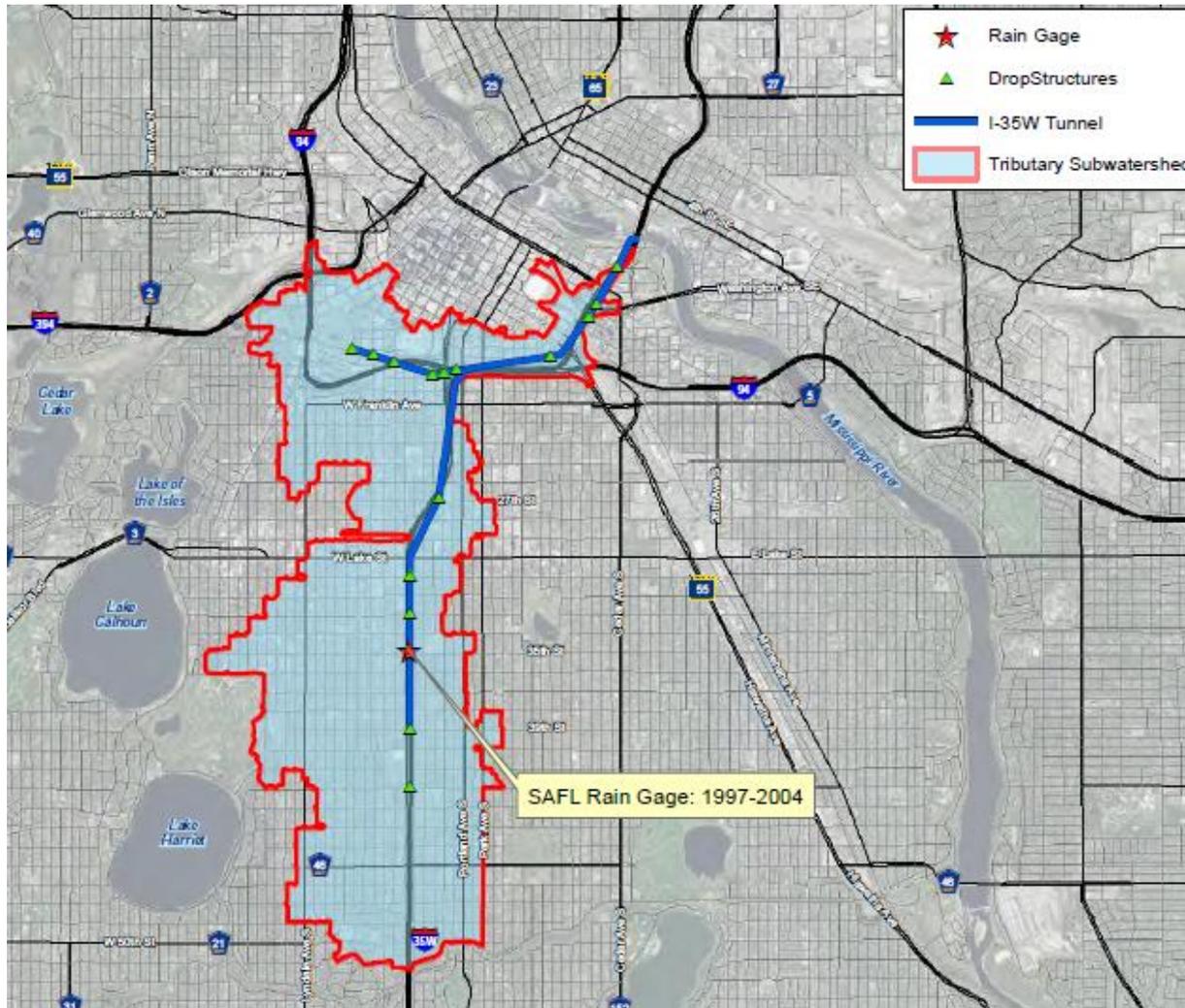
Project Overview – Looking South from 38th St



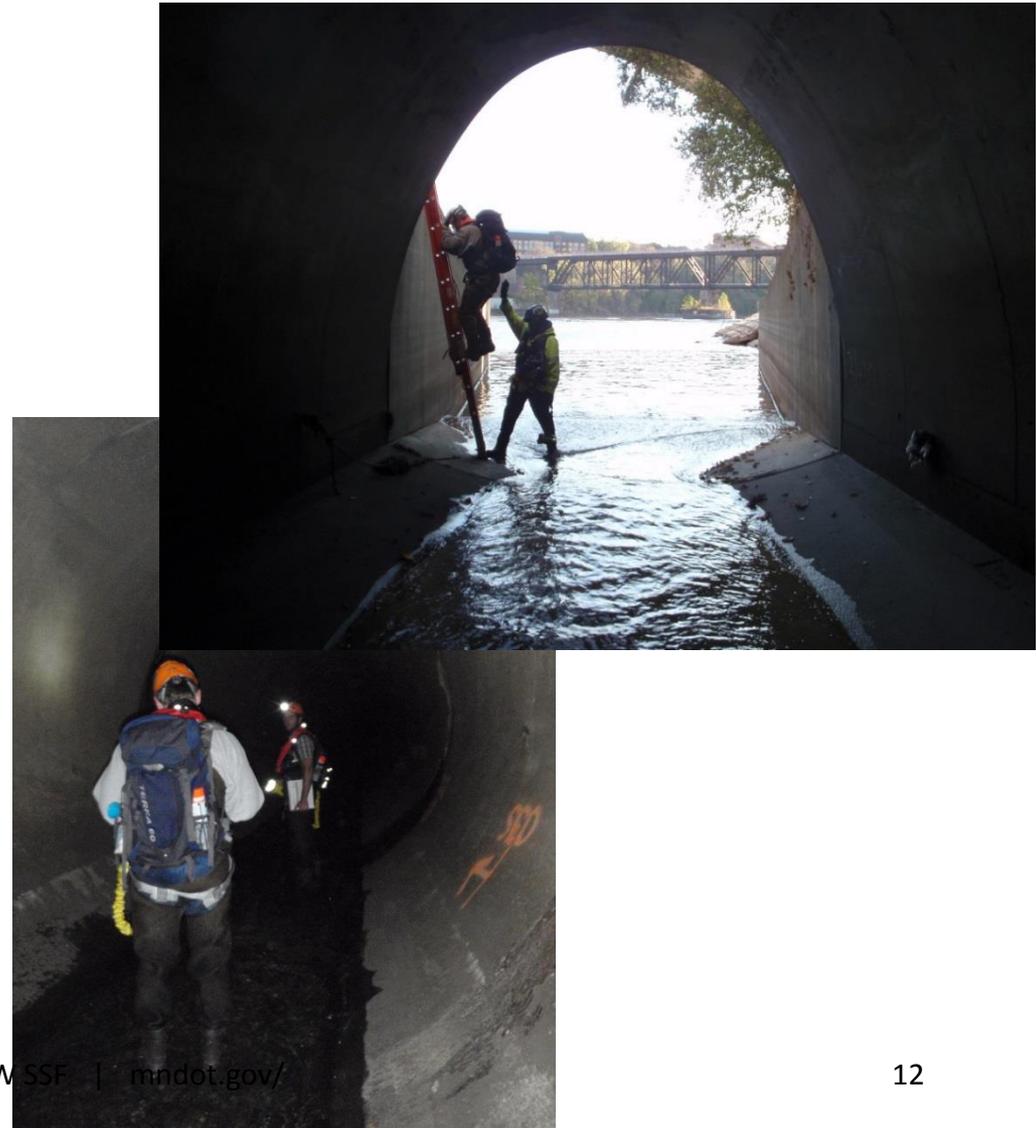
Project Goals

- Construct a stormwater storage facility to **prevent flooding** on I-35W at 42nd Street from a 6-year, 24-hour event and provide a minimum of 14 acre-feet of storage.
- Achieve a **100-year design life** and minimize groundwater infiltration into the stormwater storage facility.
- Minimize **life cycle cost** (cost for construction and long-term maintenance and operations).
- Optimize the **maintainability** which includes future inspections of the facility.
- Complete the project **in conjunction** with the adjacent project which is currently under construction (SP 2782-327).
- Minimize impacts to the **community and traveling public**.
- Maximize **safety** (both during and after construction) for the workers and community/traveling public.
- Build a professional and **collaborative project team** among the owner, designer, and contractor using the CMGC delivery method.

Project Background – Drainage Area



Project Background – Existing Tunnel



Project Background – Flooding Events

June 25, 2010 – 35W at 42nd St (YouTube caption and Fox News photo)



SEH model prediction for max. flooding depth of **1.3 feet** (~below knee level) compares well to the news photo and YouTube footage caption.

- Above: Cars from opposite site visible within short distance
- Right: Water below knee level (notice hubcaps and right door lower corner above water level)

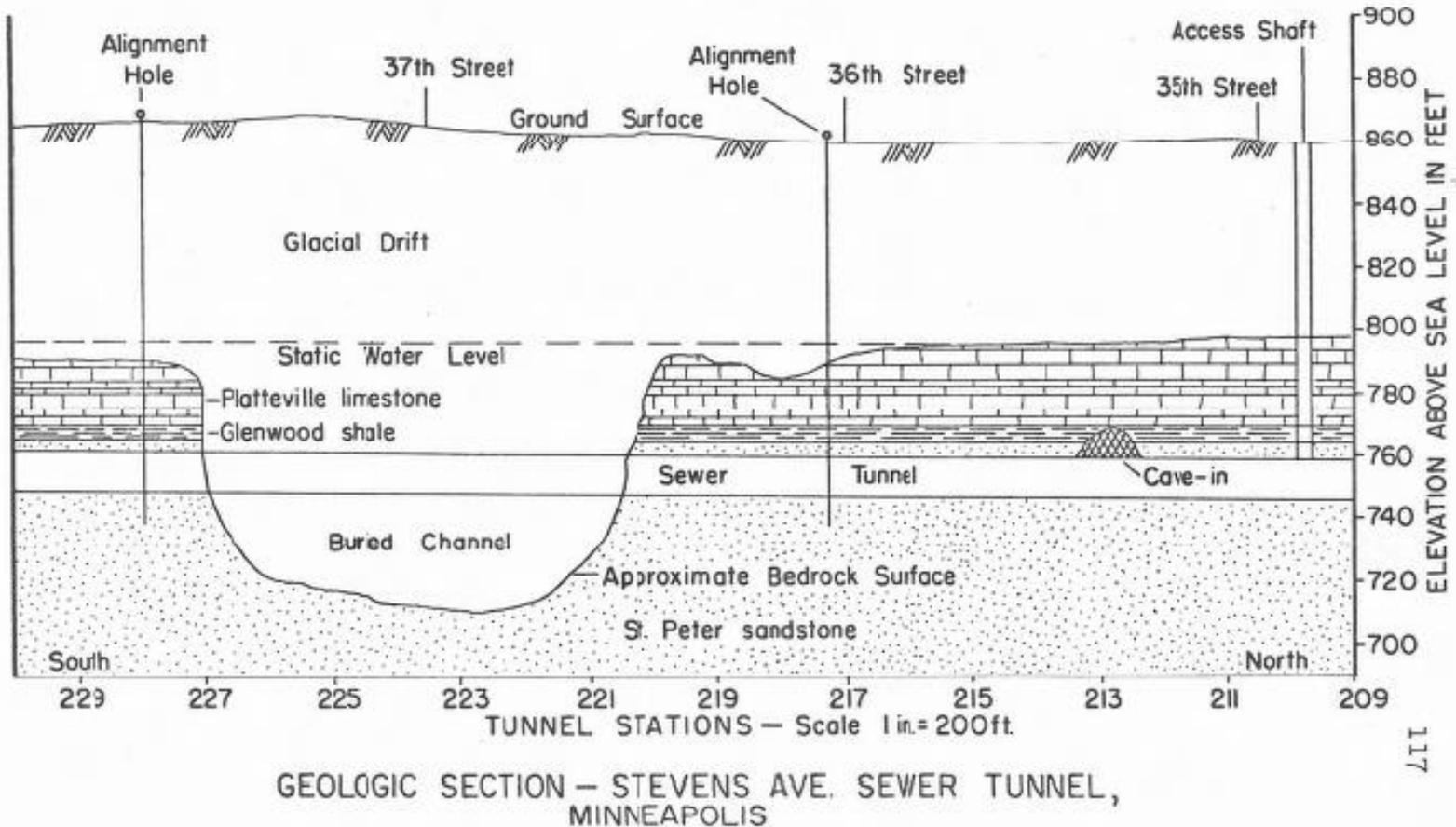


Appendix C:

Model Results Compared To Real Rainfall Events Data (XPSWMM MODEL VALIDATION)

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Project Background – Geological Overview



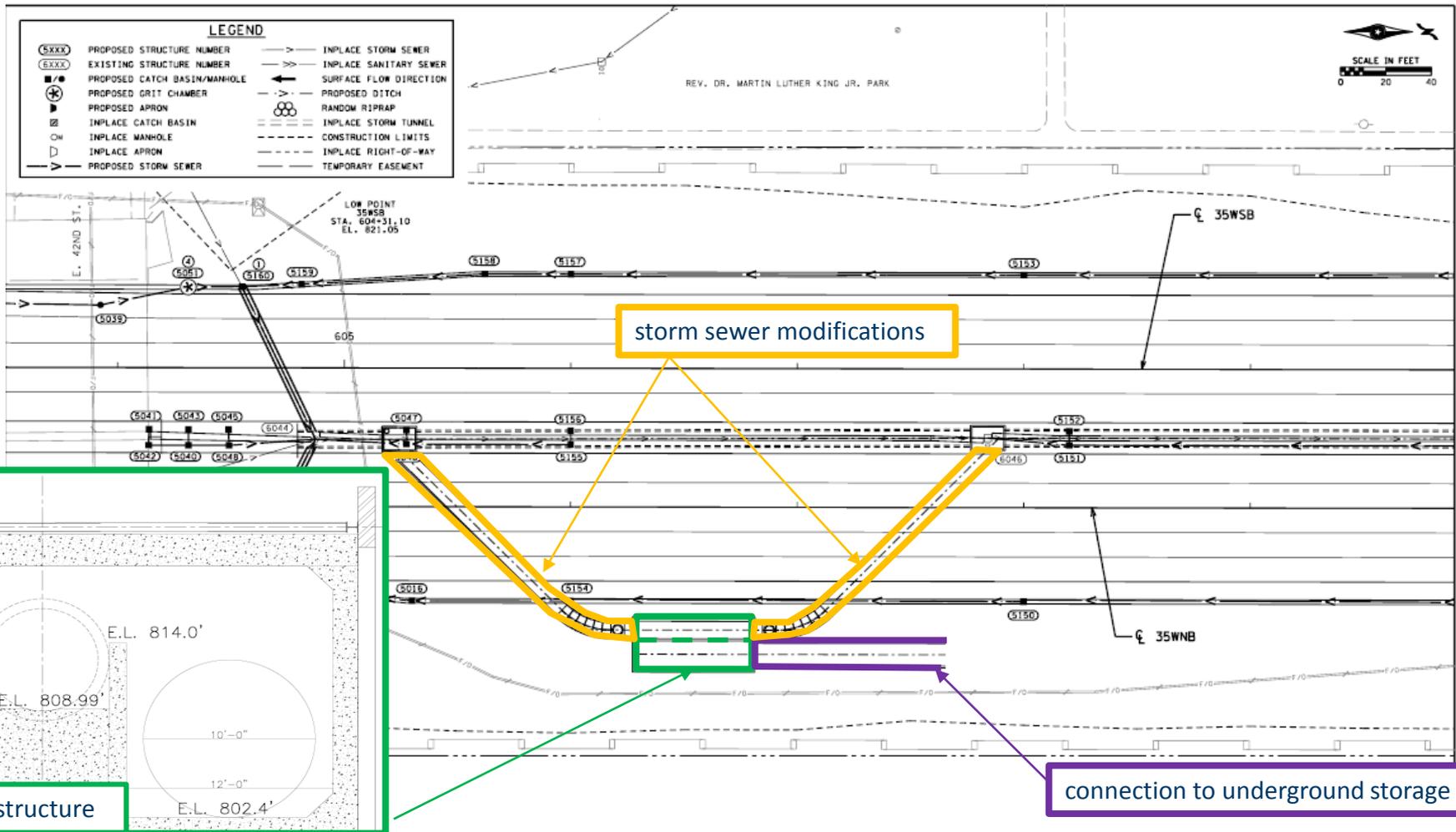
Project Background- Timeline

- September 2005 **Letter to FHWA**
- April 2006 **SRF I-35W and St. Mary's Storm Tunnel Study** (completed as part of the Crosstown project) (Shallow cavern, deep cavern, combinations shallow/deep cavern and parallel 19-foot tunnel)
- August 2015 **CDM Smith Report** – Recommended deep storage cavern on west side of I-35W
- December 2015 **SEH Flood Risk Reduction Through Underground Detention Study** (Recommended shallow box culverts under I-35W)
- As part of I-35W Downtown to Crosstown SP 2782-327, intended to construct a near-surface stormwater storage chamber (a series of box culverts) under the SB lanes of I-35W between 42nd St and 39th St

Project Background - Timeline

- April 2016 **Barr Geotechnical Investigation** reported high groundwater table and challenging geological conditions and pulled scope out of SP 2782-327, but kept the cross pipes construction in the Downtown to Crosstown project
- October 2017 **TH 35W Stormwater Storage Facility Proof of Concept Report** (4 concepts)
- October 2017 **CRAVE Study** added a 5th concept shallow box/open excavation
- January 2018 **Risk Workshop** eliminated the tunnel and shallow box/open excavation concepts

Cross Pipe Construction and Weir Location



I-35W Downtown to Crosstown Coordination

- Stage 1

- Summer 2017 – Summer 2018

- Stage 2 and 3

- Summer 2018 – Summer 2019
- Traffic on the outside
- **Start cross pipe installation**

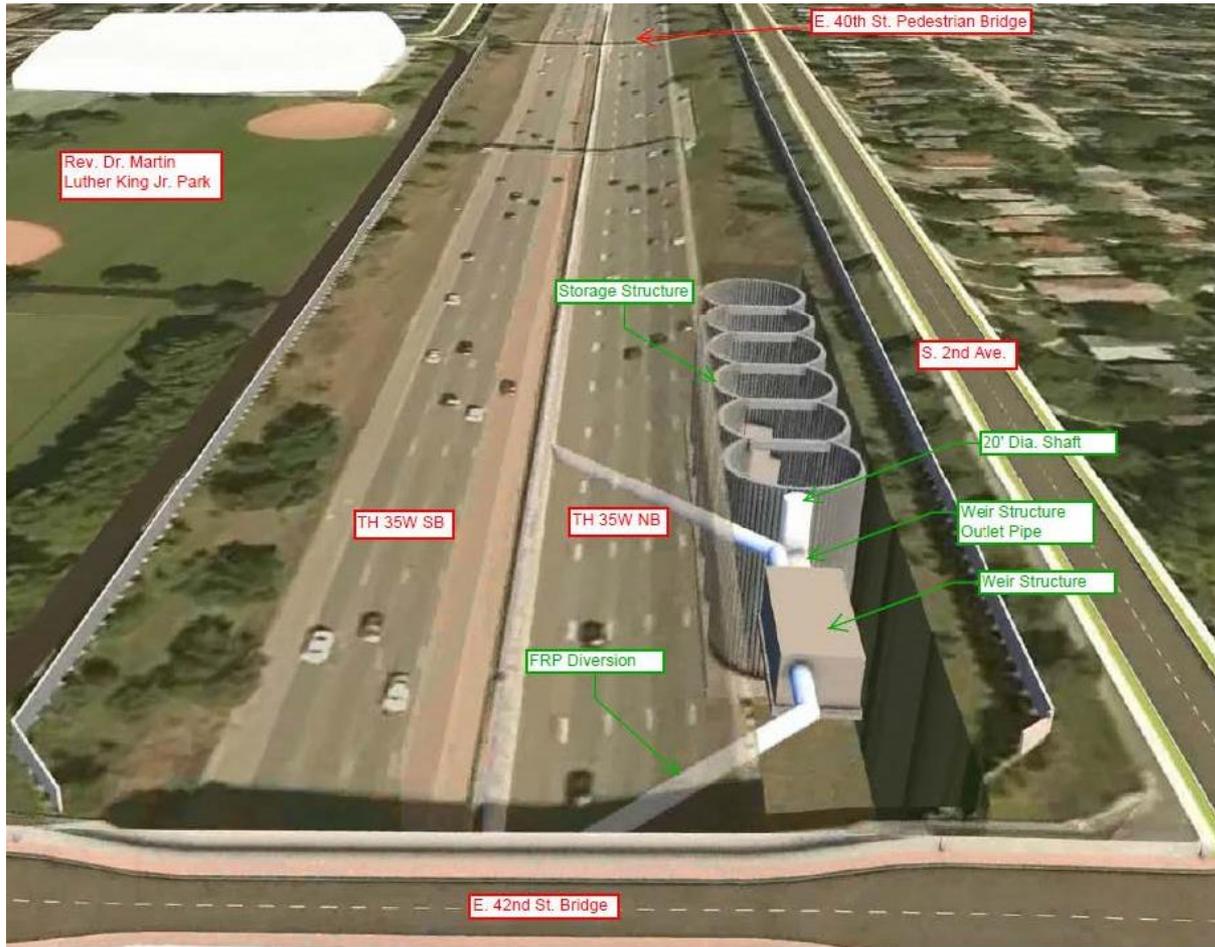
- Stage 4

- Summer 2019 – Fall 2020
- Traffic on northbound I-35W

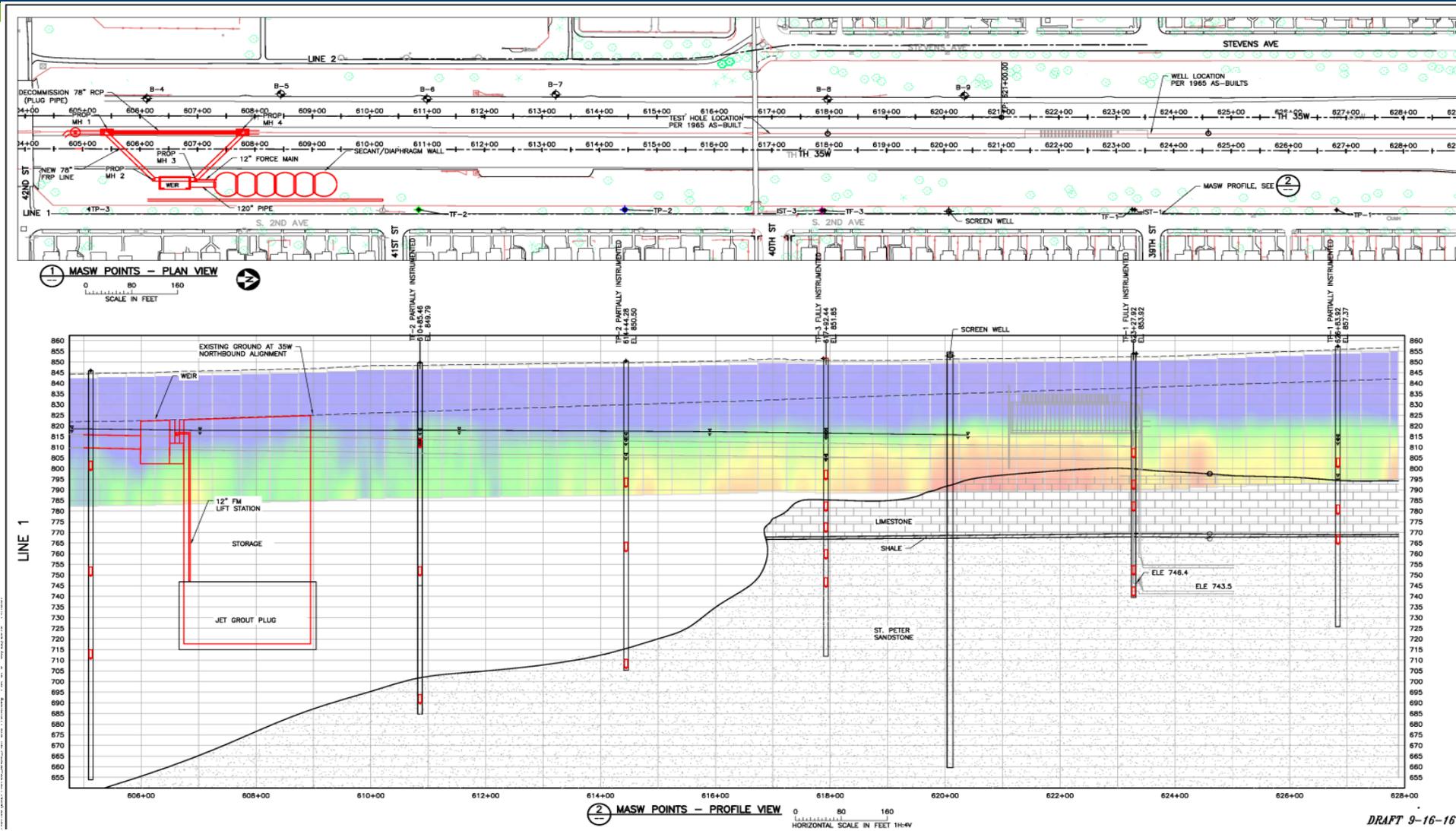
- Stage 5

- Fall 2020 – Fall 2021
- Traffic on southbound I-35W
- **Finish cross pipe installation**

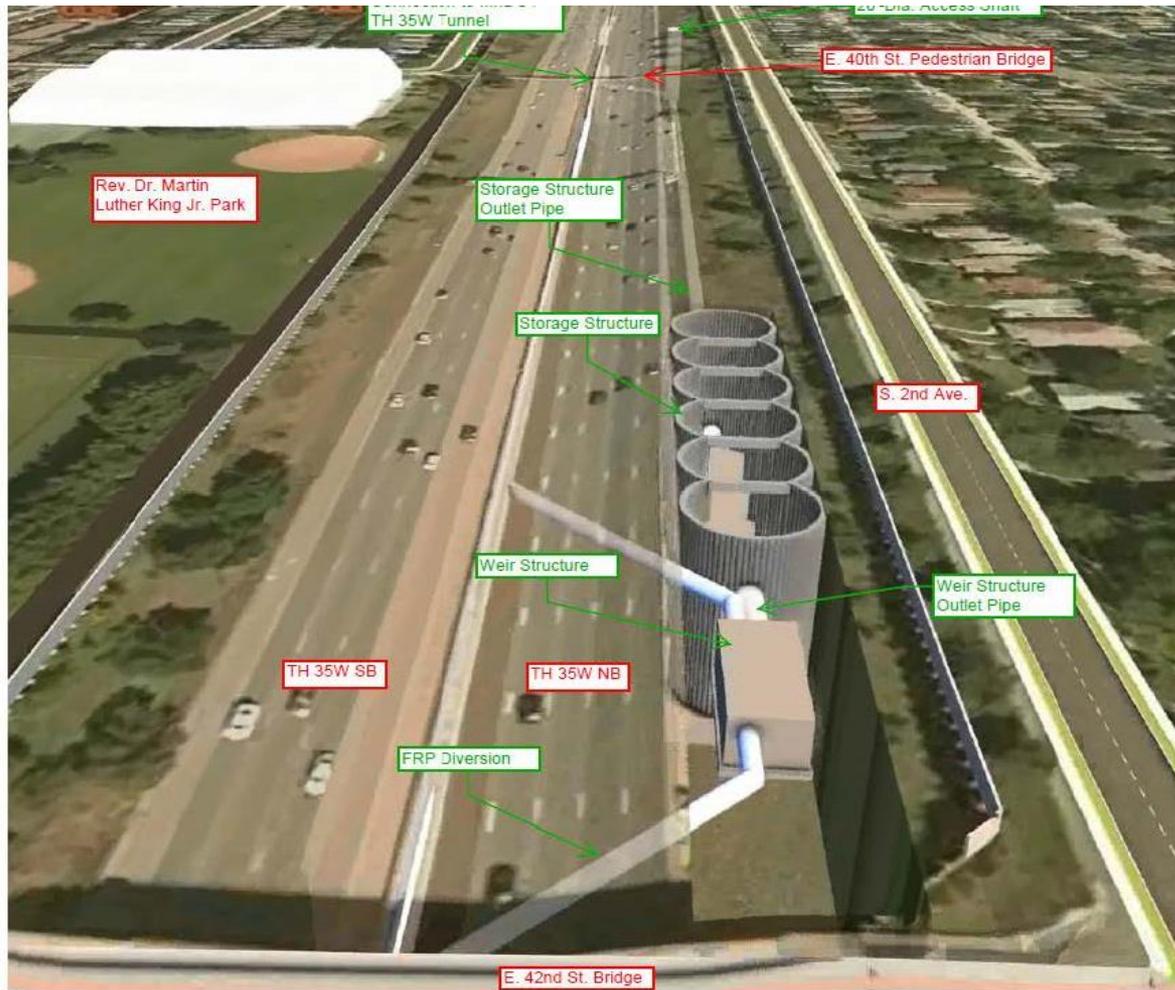
Current Project Concepts – Concept 1



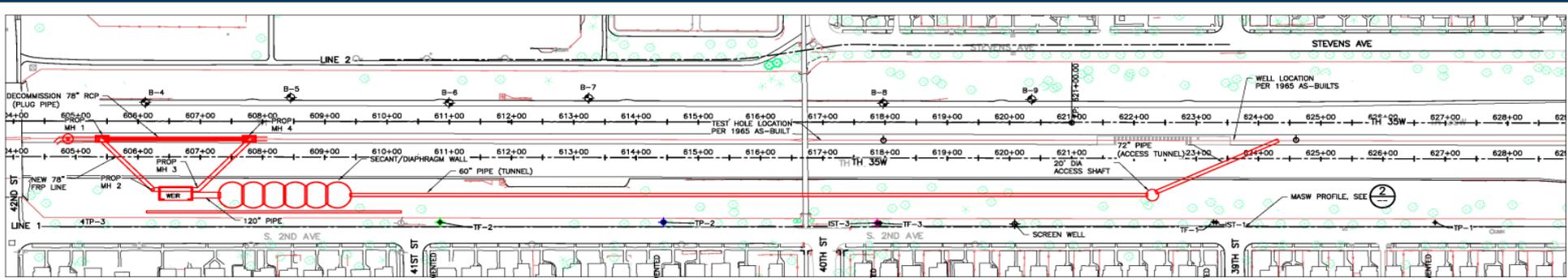
Current Project Concepts – Concept 1



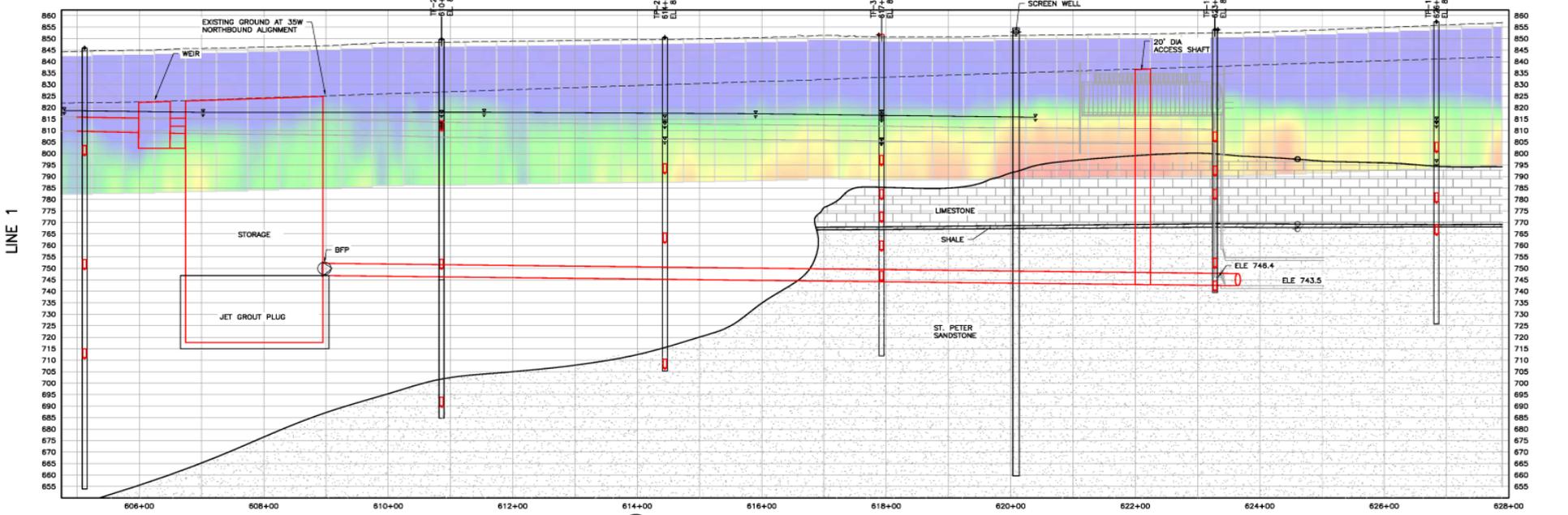
Current Project Concepts – Concept 2



Current Project Concepts – Concept 2

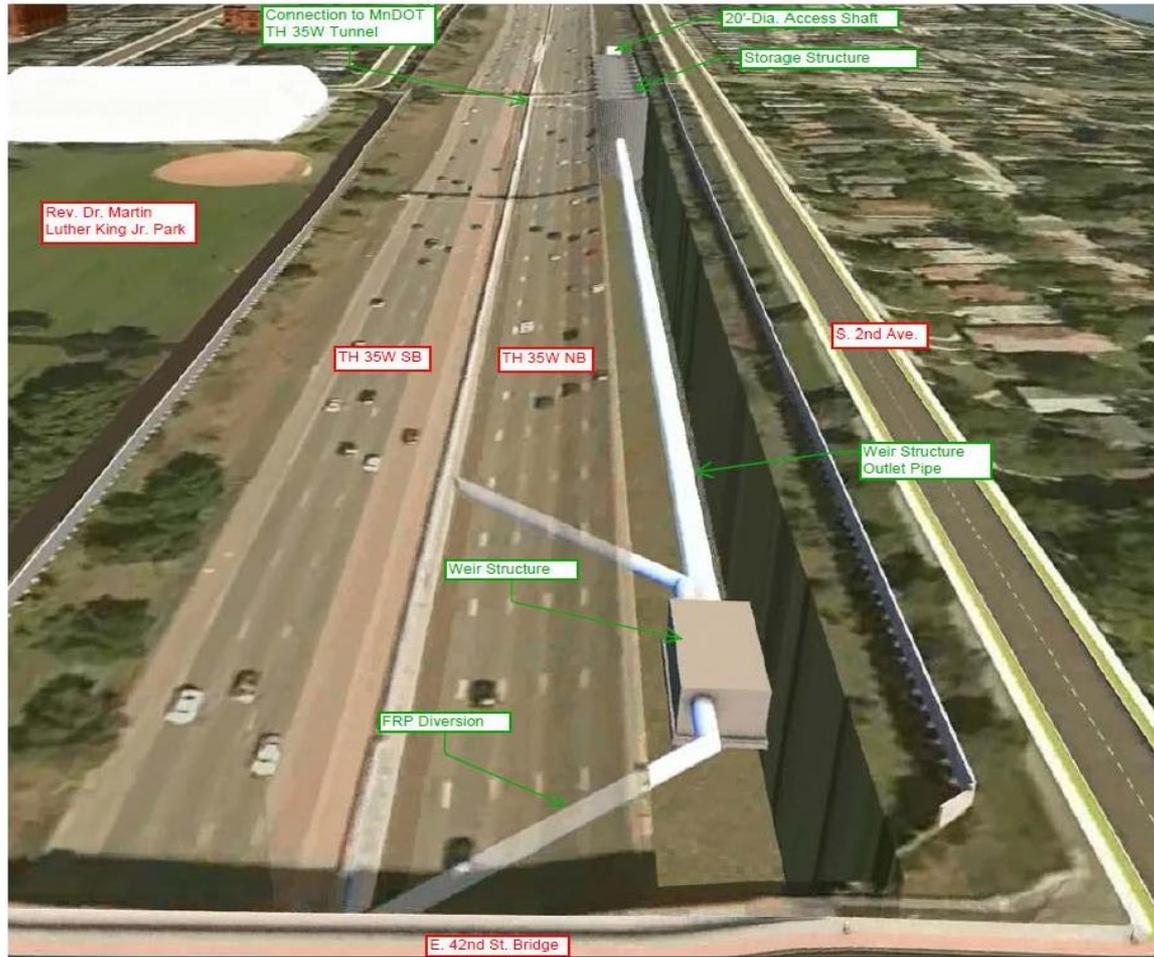


① MASW POINTS – PLAN VIEW
 SCALE IN FEET
 0 80 160

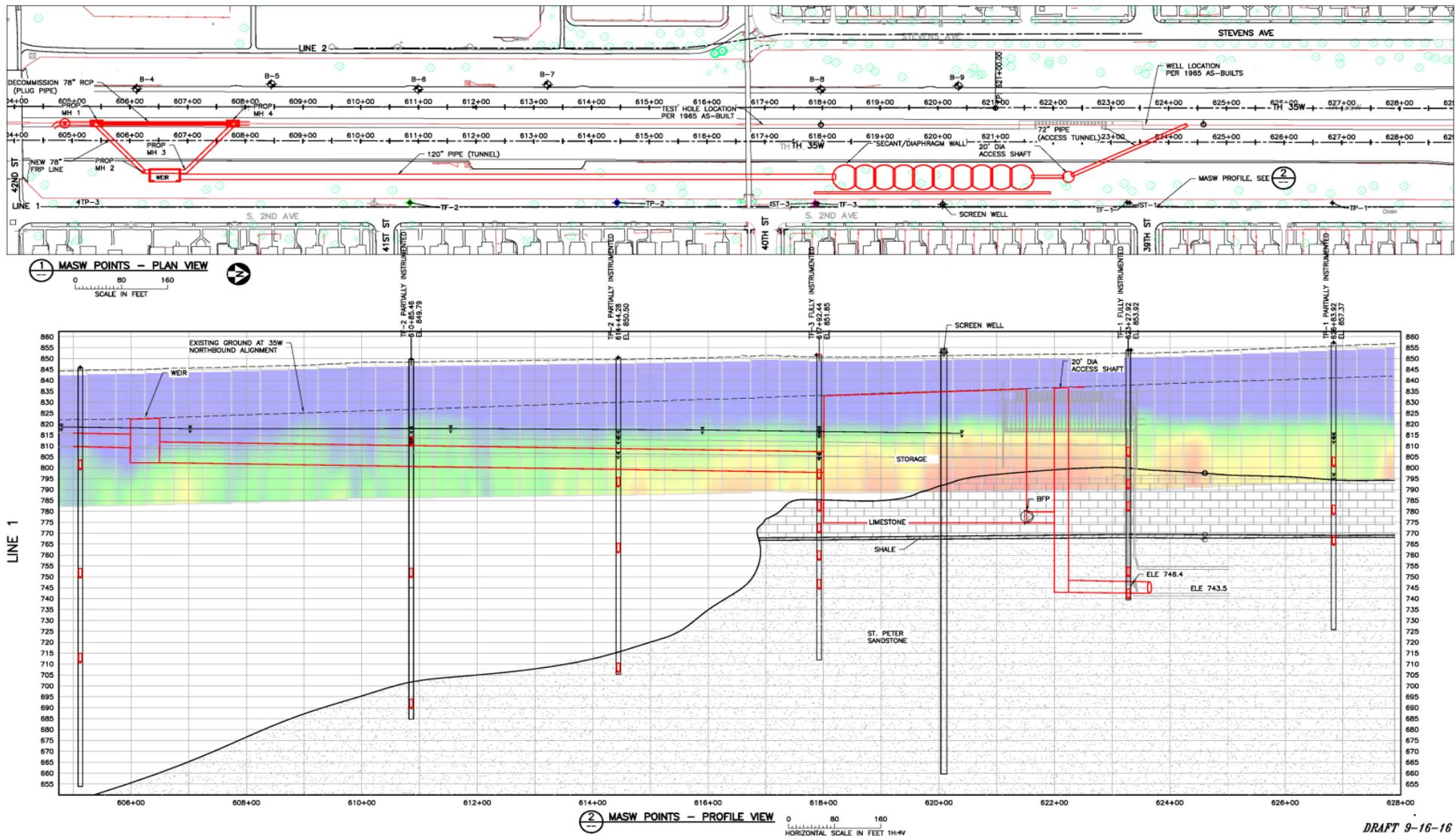


② MASW POINTS – PROFILE VIEW
 HORIZONTAL SCALE IN FEET 1H=4V
 0 80 160

Current Project Concepts – Concept 3



Current Project Concepts – Concept 3



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Current Project Concepts

PARAMETER	SSF CONCEPT 1	SSF CONCEPT 2	SSF CONCEPT 3
Operational Details	Requires pump station	Gravity-draining, drains to State stormwater tunnel	Gravity-draining, drains to State stormwater tunnel
Weir Outlet Pipe	10 ft. in diameter, 45 ft. in length, 21 ft. deep, located in glacial till	10 ft. in diameter, 45 ft. in length, 21 ft. deep, located in glacial till	10 ft. in diameter, 1130 ft. in length, 27 ft. deep, located in glacial till
Storage Structure	14 acre-feet storage, Between 42nd and 41st St., (6)-45 ft. diameter cells, 84 ft. deep, Located in glacial till, Requires 30 ft. jet-grouting groundwater plug	14 acre-feet storage, Between 42nd and 41st St., (6)-45 ft. diameter cells, 84 ft. deep, Located in glacial till, Requires 30 ft. jet-grouting groundwater plug	14 acre-feet storage, Between 40th and 39th St., (10)-45 ft. diameter cells, 66 ft. deep, Extends through glacial till zone and founded in Platteville Limestone, Requires 10 ft. permeation grouting groundwater plug
Storage Structure Outlet Pipe	Not included	Size and material determined during final design, 1490 ft. in length, 89 ft. deep, Extends through glacial till and St. Peter Sandstone	Size and material determined during final design, 270 ft. in length, 67-95 ft. deep, Extends through glacial till and St. Peter Sandstone
Access Shaft	Not included	20 ft. in diameter; 94 ft. deep; Extends through glacial till, Platteville Limestone, and Glenwood Shale; Founded in St. Peter Sandstone	20 ft. in diameter; 94 ft. deep; Extends through glacial till, Platteville Limestone, and Glenwood Shale; Founded in St. Peter Sandstone

Table 2.1 - Procurement Schedule

Issue RFLOI	November 2017
Issue Draft CMGC RFP	February 15, 2018
Issue CMGC RFP	February 28, 2018
Project Informational Meeting	March 6, 2018
Deadline for Proposers to Submit Requests for Clarification on the RFP	March 26, 2018
Responses to Requests for Clarification on RFP Issued	March 28, 2018
Deadline for Proposers to Submit Proposal	April 6, 2018
Interviews	April 25 and if needed, April 26, 2018
CMGC Contractor Selected	May 2, 2018
Notice to Proceed – P/T Services Contract	June 5, 2018

- One-step Qualifications-Based Request for Proposals (RFP)
- Final CMGC RFP is currently advertised on MnDOT's Consultant Services website:
<http://www.dot.state.mn.us/consult/notices.html>
- Thank you to those who submitted comments on the Draft CMGC RFP

RFP Details:

- Interviews
- No Stipends
- No Co-location
- DBE Goal for Construction
- No DBE Goal for CMGC P/T Contract
- CMGC Team to develop a Subcontracting Plan - Includes approach to DBE engagement and goal setting for the project

A notification to Proposers has also been posted on MnDOT's Consultant Services website to help Proposers identify what changed between the draft CMGC RFP and the final CMGC RFP.

In the event of any discrepancies between this document and the final CMGC RFP, the final CMGC RFP shall take precedent.

Noteworthy changes from “Draft”

- Sections 2 and 5.5 – Updated to Clarify that April 26, 2018 is only “if needed”.
- Section 4.2 – Proposal Due Date Time is 8:00 am to 11:00 am.
- Section 4.4.4.1 – references to “underground storage facility” were revised to “complex underground storage and/or drainage facility(ies)”.
- Section 4.4.4.1 - up to two Project Specialists allowed.

Professional/Technical Errors and Omissions, and/or Miscellaneous Liability Insurance

Deductible required is currently \$50,000. Deductible required may be increased before executing a professional/technical services contract with the successful CMGC Proposer. Decision to do so is based on the financial capabilities of the successful CMGC Proposer.

CMGC Self-Performance Requirement

State statute requires the CMGC Contractor to self-perform at least 30% of the work, minus work that is defined as specialty work. We are not “requiring” more work to be self-performed as a way to minimize risk to MnDOT. The CMGC contracting method, beginning with the CMGC procurement and extending into the collaborative risk management process, will best ensure that project risks are minimized.

Disqualification

Proposals must be sealed when delivered to MnDOT. MnDOT does not hold Proposers responsible for the security of the proposals once MnDOT takes possession.

Project Experience Table

Includes projects ongoing or completed within the last ten years. We have kept it to ten years because we believe that qualified proposers should have relevant experience within the last ten years.

Construction Services Fee

A Construction Services Fee fixed-markup percentage of 10.5% has been established in the RFP.

The Construction Services fee is for profit and home office overhead. It is not intended to account for risk on the project. The CMGC process allows for collaboratively managing risk – including identifying, pricing, and allocating project risk prior to reaching an agreed to price for construction.

Groundwater Cutoff Specialist

MnDOT has defined this position as one of the Key Personnel.

The design and installation of the groundwater cutoff method is viewed as a key project risk.

All design concepts currently under consideration by MnDOT involve permeation or jet grouting to seal-off groundwater at the bottom of the secant or diaphragm walls prior to excavating inside the storage facility.

Communications

Nicole Peterson, Project Manager, is the sole MnDOT contact person for clarification requests, communications about the project, the RFP, and Proposal submittals.

Email: Nicole.L.Peterson@state.mn.us

Communications

CMGC programmatic questions shall be directed to Kevin Hagness, CMGC Program Manager:

Email: Kevin.Hagness@state.mn.us

Proposal Delivery, Content, Format

- Proposals shall not exceed 18 pages; not including cover letter, table of contents, section dividers, appendices, and required forms
- Resumes for Key Personnel shall not exceed two pages per position
- 2-11x17 pages allowed for Project Experience Table

Addendums and Clarifications

Proposers need to acknowledge all addendums and clarifications issued in their Proposals.

RFP Clarification Request Forms can be found on MnDOT's CMGC website:

<http://www.dot.state.mn.us/const/tools/const-manager-general-contractor.html>

Mandatory Technical Interviews

- Approximately one hour in length
- No handouts or formal presentations
- Will consist of set questions for all Proposers and clarification questions for each Proposer based on their Proposal
- Will not be scored separately – will be used as additional information in support of, and to clarify, the information contained in the proposal
- Questions will not be provided to Proposers in advance of the interview
- Up to six representatives from Proposer's team – must include PM, CM, and Lead Cost Estimator
- Proposers must email CMGC PM to schedule an interview time
- Interviews will take place at MnDOT's Golden Valley Office

CMGC Experience

Not required. Although CMGC experience can be valuable, there are other ways proposers can demonstrate their ability to be successful in the CMGC process.

CMGC Estimating Process

Formal workshops for design review, risk, and cost estimating are anticipated to occur at the 30%, 60%, and 90% design milestones.

For each of these milestones, the cost estimates will include an Independent Cost Estimate (ICE), Owner's/Engineer's Estimate and the CMGC's Opinion of Probable Construction Cost (OPCC).

CMGC Price Proposal Validation

The Independent Cost Estimate (ICE) and Engineer's Estimate (EE) will be used by MnDOT to validate the CMGC Contractor's price proposal/bid.

MnDOT CMGC Processes & CMGC Conflict of Interest Policy

Further information available on MnDOT's CMGC website:

<http://www.dot.state.mn.us/const/tools/const-manager-general-contractor.html>

ICE/EE Procurements

There will be one RFP advertised for two separate contracts for the ICE and the Owner's/Engineer's Estimating services.

ICE/EE Procurements

Scope of work for both contracts is very similar

- production-based, contractor-style estimates at each of the design milestones and at the price proposal/bid
- schedule analysis and development at each of the design milestones and at the price proposal/bid

ICE/EE Procurements

Desired Skills

- production-based, contractor-style estimating for projects of similar size, scope and complexity
- schedule analysis and development for projects of similar size, scope and complexity
- Relevant CMGC experience and an understanding of the CMGC process

ICE/EE Procurements

Responder's submission of a proposal is acknowledgement that Responder may be assigned, at MnDOT's discretion, the ICE or the EE services contract.

ICE/EE Procurements

Procurements Schedule

- RFP scheduled to be advertised late March 2018
- 3-week advertisement planned
- ICE and EE under contract about the same time as the CMGC Contractor

CMGC/ICE/EE Procurements

Continue to watch the MnDOT Consultant Services website for procurement updates, clarifications, and addendums:

<http://www.dot.state.mn.us/consult/notices.html>

Thank you again!

Nicole Peterson, Project Manager

Nicole.L.Peterson@state.mn.us