

## I-64 Hampton Roads Bridge-Tunnel Expansion Responses to Questions (Questions received as of January 10, 2018)

**Q1:** Appendix A - Definitions defines Lead Designer as follows: “Lead Designer” means the member of the Offeror’s team responsible for the overall design of the Project. The Lead Designer must be a single entity and shall not be structured as a Joint Venture.” As we shape the design team for the Project, it is becoming apparent that both the different elements of the Project and the need to bring the optimal technical expertise for each component and each of the tunnel options may require the composition of a more complex design team, not just one single entity Lead Designer. Also, existing surety and insurance constraints, and project risk implications further add to the difficulty of having just one single design entity. Therefore, we are hereby requesting that the Department allow the Lead Designer to include more than one single entity within the Design-Builder’s structure. We suggest that the definition of Lead Designer be revised as follows: “Lead Designer” means the member or members of the Offeror’s team that in conjunction will be responsible for the overall design of the Project. Each Lead Designer member must be a single entity and shall not be structured as a Joint Venture”. We believe that this change would also be in the best interest of the Department, for it would result in increased local knowledge and design team experience to better fulfill the highway, soft tunnel (for both immersed and bored tunnel options), and bridge/marine RFQ requirements (only Lead Designer’s project experience is currently allowed to be submitted as part of Form J “Design Experience”).

**Q2:** Appendix A – Definitions, states that the “Lead Designer” must be a single entity and shall not be structured as a Joint Venture. The responsibility of the design team is to perform the work under a contract with the Offeror. The design team could be a single entity or a joint venture of design firms that would have joint and several liability as a joint venture. A Design Joint Venture can also be structured such that the managing general partner is the single point of contact and responsible for all of the aspects of the design. This can be organized effectively and efficiently managed. This would also allow the use of design expertise to specifically satisfy the different aspects of the construction elements (roadway, bridge and tunnel). This would increase the competition of teams by bringing the best experienced design firms to develop the most cost-effective solutions for the project. Please consider allowing the use of joint venture design teams.

**Q3:** Statement of Qualifications, Section 3.3.1(B), states that the Lead Designer must demonstrate experience in highway, bridge, tunnel and island projects. If the Lead Designer is a single entity then this will limit the competition of design firms with



expertise in different aspects of the design. We ask you to please consider the relevant collective experience, in accordance with the criteria set forth, of an Offeror's design team providing the design experience in a Prime Consultant– Key Subconsultant organizational structure; and, not limit the evaluation to the experience of a single design entity. We respectfully submit that it would be in the best interests of the Project to consider the breadth of design experience and expertise of a design team as a whole, as opposed to a single design entity, for the following reasons:

A. The number of consultants that can satisfy the requirement of demonstrating the relevant experience in a single entity is extremely limited, and made more limited by the fact that several national consultants are conflicted out from being part of an Offeror team. The result severely limits the number of Offeror Teams that will be able to submit as well as limit the potential innovative approaches that meet all of the objectives of the Project that could result in receiving the best schedule and cost proposals.

B. We believe that considering the relevant design experience and expertise of a Joint Venture design team or a design team comprised of a qualified Prime Consultant and subject matter subconsultant experts in each of the key elements of the project will offer VDOT the experience and expertise equal to, if not superior to, that of a single entity design firm.

**Response to Q1 to Q3:** *The Department maintains its requirement that the Lead Designer must be a single entity and shall not be structured as a Joint Venture. However, this does not preclude the Lead Designer from engaging other design firms with the necessary expertise as a sub-consultant. An offeror must demonstrate experience by the Lead Designer firm itself in the management of at least two (2) of the five (5) transportation projects required by Part B, Section 3.3.1 of the RFQ. Form J must indicate whether the project being submitted was performed by either the Lead Designer or its sub-consultant. If the work was performed as part of a Joint Venture or partnership, the offeror must describe how the Joint Venture or partnership was structured and the portion of such work performed by the sub-consultant. An addenda will be issued on modifications resulting from this query."*

**Q4:** Key Personnel, states that the Design Manager demonstrate experience in managing design for multi-disciplinary infrastructure, highway, tunnel, and marine projects. The combination of all these types of projects is rare and will limit the number of qualified people. Design managers can effectively manage a project without having specific knowledge of each design elements. Please confirm that the “Preferred Qualification” heading does not require all-inclusive experience of the items listed.

**Response to Q4:** *It is preferred, but not required that the Design Manager demonstrate experience in multi-disciplinary infrastructure, highway, tunnel and marine projects of similar scope and complexity as the Project.*