

Michigan Department of Transportation

INDUSTRY OUTREACH AND MATCHMAKING EVENT

Wednesday, December 9th, 2020

FOR

I-94 MODERNIZATION PROJECT

Small Business Enterprise and Mentor/Protégé Programs

Zoom, Scheduled noon to 4:00 p.m.

QUESTION AND ANSWER PERIOD – MINUTES

Date: December 18, 2020

CONTROL SECTION(S): 82024 and 82025

JOB NUMBER(S): Various (See Below)

I-94, from Burns Street to Barrett Avenue (202543)

Conner Avenue over I-94 (210984)

Rohns Avenue Walkover over I-94 (210985)

Barrett Avenue over I-94 (210986)

Lemay Street over I-94 (210987)

Malcolm Avenue Walkover over I-94 (210988)

Conner Creek Greenway (Iron Belle Trail) over I-94 (210989)

I-94 Small Business Design Support Services (210973, 210974, 210975, 210976, 210977, 210978, 210979, 210981, 210982, 210983)

Conrail over I-94 (200216)

Conrail over I-94 (200217)

The Michigan Department of Transportation (MDOT) held an Industry Outreach and Matchmaking event to inform and prepare consultants and contractors for upcoming design and construction bidding opportunities for the I-94 Modernization Project, Segment 3, Package 1, Burns Street to Barrett Avenue package as well as for the remaining I-94 Advanced Bridges construction packages.

The following industry questions regarding the I-94 Modernization were raised at the meeting with MDOT responses provided below.

Industry Questions to MDOT

Q1. How will the design of the Connor bridge and Connor interchange be handled? Is it a diverging diamond or another innovative interchange?

A1. This interchange is currently under study by MDOT with the Diverging Diamond Interchange (DDI) looking to be a promising alternative to the current Tight Diamond Interchange currently shown in this presentation. MDOT is working closely with FHWA to conclude the study and select the preferred alternative prior to the start of final design.

Q2. Can contractors respond to the CEI Request for Proposal while still in the process of financial prequalification?

A2. MDOT's expectations is that by the time of selection, all eligible small business consultants will need to have both their DBE/SBE certification and financial prequalification.

Q3. How long does the financial pre-qualification process take?

A3. Depending on the overhead tier it can take as little as 30-days to become financially prequalified for the Safe Harbor Indirect Cost Rate (110% overhead rate) once all applicable forms have been submitted via email to the MDOT Contract Services Division at: MDOT-ServicePrequal@Michigan.gov

Q4. Is it a requirement for protégé companies to spend 100 percent of their time with their mentor company?

A4. No. The Mentor will work with their selected protégé(s) to determine the percent of time the protégé will be required to work with their Mentor company as part of their Mentor/Protégé plan.

Q5. How often are small businesses in the SBE program required to be in the I-94 project office?

A5. Small Businesses are expected to have one person performing working from the I-94 Project 100% of the time they are actively doing work on the I-94 Project unless Federal or State-level Executive orders direct consultants to work from home.

Q6. What opportunities are there for paint suppliers?

A6. MDOT expects suppliers to do their own marketing and reach out to identify contractors with those opportunities.

Q7. Have you selected all your prime contractors for this project?

A7. No. MDOT plans to issue several Requests for Proposal in late January 2021 to select prime consultants for up to 12 separate design contracting opportunities and up to 3 separate construction engineering & inspection (CEI) contracting opportunities.

Q8. How can we get a copy of the awards for the contractor so we can contact them?

A8. Awards are posted on the MDOT website.

Q9. What is the best way to get involved in the project? Do we contact you directly?

A9. We recommend reviewing information posted on the I-94 website at: <https://i94detroit.org/> or contacting the MDOT Senior Project Manager, Terry Stepanski. Additionally, if your firm is interested in becoming a subconsultant protégé, MDOT recommends you contact the list of service prequalified prime consultants' mentors that participated in the Industry Forum and Matchmaking sessions. The list of Industry forum participants interested in becoming mentor consultants is available at: [Attendee List](#) For those small businesses interested in becoming a subconsultant protégé please make sure you get on the MDOT approved protégé list prior to the RFP postings. For those protégés needing additional assistance please contact Nick Sundberg at the MDOT Office of Business Development (OBD).

Q10. Are there any opportunities for supportive services like facilitating, outreach or training and development?

A10. At this point and time MDOT and their Owner's Representative Consultant (ORC) are providing these services on the I-94 Modernization Project. With that said, MDOT OBD periodically hires consultants to provide these types of services.

Q11. What is the fastest way to enter the MDOT market?

A11. The fastest way for small businesses new to MDOT to get involved on the I-94 Modernization Project would be to participate on one of the ten upcoming SBE Design Support Services Contracting opportunities or on one of three upcoming SBE CEI Support Services Contracting opportunities. Requests for Proposals will be made available by MDOT on their e-proposal website.

Q12. How does the relationship between MDOT and HNTB work on the I-94 project?

A12. HNTB and their subconsultant team members support MDOT as their Owner's Representative consultant providing program support services, design oversight, small business training and as-needed CEI services as requested by MDOT.

Q13. What design software is being used on the I-94 project?

A13. Microstation V8 is the CADD software along with GEOPAK roadway design software.

Q14. How and when is scope developed between the SBE Contract and the Prime Contract?

A14. The scope will be provided to the selected SBE consultants at the time of the MDOT project scope verification meeting.

Q15. Can you be a subconsultant and have an SBE Contract?

A15. It depends. MDOT is not allowing for subconsultants on the SBE Support Services contracting opportunities (<\$250,000 prime contracts). However, a subconsultant that is an MDOT approved protégé may be allowed to participate on the SBE Support Services contracting opportunities in addition to protégé, provided they have the capacity and qualifications to meet their contractual obligations under both contracts. Similarly, it is acceptable to serve as a subconsultant to a prime designer and serve as a prime SBE providing design support in the I-94 SBE program. In any case, contractual relationships must be evaluated based on role to avoid conflicts of interest depending on the role.

Q16. Can a firm be a Protégé and get an SBE Contract?

A16. Yes. A subconsultant that is an MDOT approved protégé may be allowed to participate on the SBE Support Services contracting opportunities in addition to protégé, provided they have the capacity and qualifications to meet their contractual obligations under both contracts.

Q17. Does the Prime RFP define how to work with the SBEs and who is mentoring them?

A17. The MDOT ORC and prime design consultants will be mentoring the consultants participating in the SBE Support Services contracting opportunities, whereas the service prequalified prime consultants' mentors will be responsible for mentoring their selected SBE subconsultant protégés.

Q18. Will Mentor/Protégé services for bridge design and/or retaining wall design services be offered?

A18. Yes, mentor/protégé services will be required for the bridge design services.

Q19. Is there a corridor drainage study that can be made available?

A19. Not at this time as MDOT is currently investigating a range of options. The drainage study should be available to share with the selected design consultants by the MDOT scope verification meeting. A brief drainage scope of services will be provided as part of the RFP.

Q20. Are there any stormwater BMP's and/or Green Infrastructure criteria established for the corridor?

A20. Yes, this project includes BMP and Green Infrastructure commitments further discussed in the Supplemental Environmental Impact Statement (SEIS) documents available at the I-94 website. Additional, information will be provided to the selected design consultants by the MDOT scope verification meeting.

Q21. How do DBE contractors and suppliers get connected with prime contractors?

A21. MDOT OBD can assist with making these connections. Additionally, a list of prime contractors who participated in the Industry forum is available at: [Attendee List](#)

Q22. Have environmental studies been completed on all properties being acquired by the project?

A22. MDOT has completed a SEIS process and obtained an amended Record of Decision in July 2020. Additional environmental testing may be required for the properties to be acquired for the project. MDOT has selected an Acquisition & Demolition Owner's Representative Consultant (ADORC) to coordinate any additional environmental work.

Meeting concluded.