



# Illinois Department of Transportation

## REQUEST FOR QUALIFICATIONS (RFQ) ADDENDUM No. #2 ILLIANA CORRIDOR – ILLINOIS PROJECT

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The purpose of this addendum is to transmit “Questions and Answers Set #2”. All other terms and conditions of the original RFQ Notice and any addenda are unchanged. IDOT will continue to publish addenda to provide responses to vendor questions as required. Please check the Illinois Transportation Bulletin daily. Email RFQ Solicitation Contact Roger L. Driskell at [Illiana.IllinoisProject@illinois.gov](mailto:Illiana.IllinoisProject@illinois.gov) for questions concerning this addendum and the RFQ.

**November 27, 2013**



# Illinois Department of Transportation

## Questions and Answers Set # 2

<b>Question # 5</b>	
<b>Question:</b>	Please clarify if Article 108.10 of IDOT SSRBC will be applicable to this project, specifically requiring the “Lead Contractor” to self-perform not less than 50% of the total contract cost. If this is not applicable, please clarify what percentage of subcontracting will be allowed.
<b>IDOT Response:</b>	Article 108.10 of the IDOT Standard Specifications for Road and Bridge Construction will not be applicable to this project. At this time, we do not anticipate a percentage being set; however, IDOT requalification as discussed in Section 8.4.1(c) will be required.

<b>Question # 6</b>	
<b>Question:</b>	A general question: Will quality assurance inspection and testing be solely placed on the P3 team, will Illinois DOT have its own oversight or a combination of both?
<b>IDOT Response:</b>	The Developer will be responsible for ensuring all work is performed in accordance with the contract through a robust QA/QC program. IDOT will perform some level of quality assurance. FHWA required Independent Assurance also will be a part of the inspection program.

<b>Question # 7</b>	
<b>Question:</b>	<p>Volume 3 , Section B of the RFQ states the following: “As an attachment to Form E, the SOQ shall include narrative project descriptions for at least three and up to four of the most relevant project financing experiences listed in Table 1 of Form E. The attachment shall be a maximum of three pages, provided on separate 8-1/2” x 11” sized white paper.</p> <p>Can IDOT please clarify if the page limit listed above is intended to apply to each of the three to four narrative project descriptions (i.e. a limit of three pages per project narrative) or if the page limit applies collectively to all of the project narratives (i.e. a limit of three pages to cover all of project narratives)?</p>
<b>IDOT Response:</b>	The page limit is intended to apply collectively to all of the narrative project descriptions—i.e., the attachment is limited to three pages, covering the 3 to 4 narrative projects descriptions.

<b>Question # 8</b>	
<b>Question:</b>	In the list of Key Personnel, the Quality Manager is stated to be independent of the Lead Contractor. Does this requirement mean the Quality Manager must come from an independent quality firm? And, who does the Quality Manager report to?
<b>IDOT Response:</b>	The Quality Manager does not necessarily need to come from an independent quality firm. However, the Quality Manager may not report to the production design-build joint venture. IDOT is anticipating that the Proposers will provide an organizational structure that ensures that the Quality Manager has a direct connecting relationship to the Concessionaire level.

<b>Question # 9</b>	
<b>Question:</b>	Regardless of whether the Developer will be responsible for toll integration, ITS installation and related roadside system operations and maintenance finally, IDOT should consider the experience of Respondents in this field as part of the evaluation criteria. A developer that has developed and integrated these elements before certainly creates value for the project and as such should be take into consideration when assessing its statement of qualifications.
<b>IDOT Response:</b>	Consistent with Part A, Section 2.10 of the RFQ, IDOT will not evaluate Respondent teams with respect to toll integration, ITS installation, and related roadside system operations and maintenance.

<b>Question # 10</b>	
<b>Question:</b>	Would it be possible for IDOT to let prospective Respondents know which percentage of the project capital cost will be funded by milestone payments through substantial completion?
<b>IDOT Response:</b>	IDOT has not yet determined the final amount of milestone payments that will be paid to the Developer; however, it is currently estimated that these will be in the range of \$150 million - \$200 million

<b>Question # 11</b>	
<b>Question:</b>	Page 21 discusses SOQ volume 3 is limited to 25 maximum. However pursuant to requirements for Volume 3 in page 54, Respondents are only required to submit Form E and project descriptions for a maximum of 3 pages total, which totals 4 pages. Can IDOT please confirm if we have understood the requirement properly?
<b>IDOT Response:</b>	Volume 3 contains Form E (Table 1 and Table 2) and up to three pages as an attachment to Form E - i.e., the attachment is limited to three pages, covering the 3 to 4 narrative projects descriptions. Please note that Table 1 and Table 2 may exceed one page if necessary. The total sheet is anticipated to be 5 or 6.

<b>Question # 12</b>	
<b>Question:</b>	Please clarify that if the Respondent is an entity yet-to-be formed a CFO Certificate from the Respondent is not required (for the avoidance of any doubt, CFO Certificates from Equity Members forming the Respondent will be provided). The Respondent is a not yet formed entity and therefore cannot make such a certification. Respondent requests the following change: "Provide a certificate from each of the following entities: (1) the Respondent (if applicable) If the CFO Certificate from a Respondent that is a yet-to-be formed entity is still required, please clarify who should provide such certificate.
<b>IDOT Response:</b>	Volume 4 Section B will be amended to clarify that the CFO Certificate is required for the Respondent only if it has been formed as a legal entity.

<b>Question # 13</b>	
<b>Question:</b>	There are not many projects in the US that have reached financial close after January 1, 2009 and have achieved substantial completion as of the SOQ date (Dec 19, 2013), since the DBFOM pursuits are large and complex projects. Would IDOT be open to consider January 1, 2008 as the cut-off date for a project to have reached financial close?
<b>IDOT Response:</b>	There is no prohibition in the RFQ on including projects that have achieved financial close before January 1, 2009 in Table 1 of Form E. IDOT does not expect that a single project will individually have each of the characteristics listed in Section 7.2.3 (c). Respondents are encouraged to include multiple projects that, individually <i>or collectively</i> , reflect their experience with projects that have such characteristics. As there is no prohibition, there is no need to revise the RFQ.

<b>Question # 14</b>	
<b>Question:</b>	The RFQ states that the surety letter, “specifically state that the surety has reviewed this RFQ and is familiar with the contractual structure and financial structure described in Part A and has evaluated the Respondent’s backlog and work-in-progress in determining its bonding capacity.” The Respondent is an entity that has not yet been created, and therefore has no backlog or work-in-progress. Respondent requests that this reference should be changed to the Lead Contractor.
<b>IDOT Response:</b>	Part B, Volume 4, Section E of the RFQ will be amended to reference the backlog and work-in progress of the Lead Contractor, and not the Respondent.