

Second Round Q & A

RFP 26-01

Second Round Questions:

1. Will TCPs be reimbursed for in-house provided traffic control?
Contractors will never be asked to create Traffic Control Plans. ACS creates all Traffic Control Plans as part of the engineering and permitting process and will be part of the pre-release engineering package.
2. 2.2.1 C.2 is asking for customer references. Can company personnel issue references as well as the prosper? As a union company, manpower travels between contractors frequently and offers a wide variety of expertise and should be noted.
Section 2.2.1(C.2) requires customer references, meaning references issued directly by clients for whom the proposing firm has performed similar work. Internal references or references written by company personnel do not meet this requirement and will not be accepted. Contractors may highlight individual employee experience in the Key Personnel section, but this does not replace the requirement for customer / client issued references.
3. BM 71, BM 72, and BM 73 are defined as remove-and-replace units based on 1 linear foot (LF) of material. Please clarify the following:
 - a. What is the assumed standard width included in the 1 LF measurement? 18" trench width? ACS considers a typical linear foot to be 12" x 36".
 - b. Is there a defined standard depth/thickness for each surface type (e.g., asphalt assumed at X inches thick, concrete at X inches thick, and standard rock or trench per X" of depth per linear foot)? The depths will be defined in our engineering package based on code requirements.
 - c. If field conditions require removal and replacement at depths or thicknesses greater than the stated standard, how will the additional material, labor, and disposal be compensated? If unusual or extreme conditions are encountered that fall outside normal construction expectations, these will be specifically addressed in the engineering package and possibly accommodated with T&M units.
 - d. Without clearly defined standard dimensions and a mechanism to account for increased depths or widths, these units may not accurately capture the true scope or cost of work under varying site conditions. If unusual or extreme conditions are encountered that fall outside normal construction expectations, these will be specifically addressed in the engineering package and possibly accommodated with T&M units.

4. Will there be a separate line item to capture the cost of a Traffic Control Supervisor responsible for developing traffic control plans? If not, these costs will need to be embedded across multiple unit prices, even on projects where traffic control planning is not required, which could unnecessarily increase pricing. ACS coordinates and pays for all Traffic Control Plans as part of the engineering and permitting process. Traffic Control Supervisors can't develop Traffic Control Plans. ACS will not provide a separate line item for a Traffic Control Supervisor. Per Section 2.2.6(C), all unit rates must be fully burdened, and contractors are expected to include Traffic Control Supervision within their unit pricing. If unusual or extreme conditions are encountered that fall outside normal construction expectations, these will be specifically addressed in the engineering package and possibly accommodated with T&M units.
5. If the contractor is responsible for both preparing traffic control plans and performing traffic control, will there be a distinct line item to account for those costs? Without a separate line item, unit prices will need to absorb the additional labor and equipment required for traffic control, significantly increasing costs on many units—even where traffic control is not required. A standalone line item would be the most cost-effective and transparent approach. Some projects require 3 to 5 personnel just for traffic control. ACS coordinates and pays for all Traffic Control Plans. Traffic Control supervisors can't develop Traffic control plans. If a BAU project requires TCS that exceeds routine or typical requirements, this is considered a special circumstance and will be considered a stand-alone billing if required. As part of the Traffic Control Plan, the initial engineering package and/or quote will reflect non UPC charges.
6. Is the prime contractor required to provide on-site oversight of subcontractors for quality control and documentation purposes, or may subcontractors satisfy documentation requirements through photo documentation for their respective scopes of work? Per Section 1.2 and the MGCA, all work is performed under the Contractor's supervision. Subcontractors may provide photo documentation for their scope, but the prime contractor remains fully responsible for oversight, quality control, and ensuring all documentation meets ACS requirements. ACS will hold the prime contractor accountable for all subcontractor performance.
7. Certain units require third-party compaction testing. Will there be a separate line item for this service? Compaction testing costs can vary widely by location and are not a standard cost statewide. In remote areas, testing personnel may need to be flown in to meet ACS or other local jurisdictional requirements, resulting in highly variable costs. ACS will not provide a separate line item for third-party compaction testing. Per Section 2.2.6(C), all unit rates must be fully burdened, and contractors are expected to include any required testing within their pricing. ACS understands that testing costs vary by region; contractors should account for these variations when developing their unit rates. In rare cases where a jurisdiction requires extraordinary measures beyond typical construction practice, these will be specifically addressed in the engineering package and possibly accommodated with T&M units. This is a special circumstance and will be considered a stand-alone billing if required, so the initial engineering package and/or quote will need to reflect non UPC charges.

8. How should asphalt and concrete haul-off be handled in remote locations where no readily accessible disposal sites are available? Is disposal negotiable on a project-by-project basis under these circumstances? Contractors are responsible for handling and disposing of asphalt, concrete, and other materials as part of their fully burdened unit rates per Section 2.2.6(C). This includes haul off and disposal in remote locations. ACS will not provide separate disposal of line items. Contractors should account for regional conditions and disposal logistics when developing their pricing. If a project presents extraordinary circumstances beyond typical construction practice, these will be specifically addressed in the engineering package and possibly accommodated with T&M units. This is a special circumstance and will be considered a stand-alone billing if required, so the initial engineering package and/or quote will need to reflect non UPC charges.
9. Some locations may require custom concrete repairs such as curb and gutter replacement, stained concrete, or stamped concrete. The current unit descriptions do not clearly address these conditions. How does ACS expect contractors to be compensated for these specialized repairs? Including these costs in standard units would inaccurately inflate pricing due to the uncertainty and variability involved. ACS will not add separate units for specialty concrete work. Per Section 2.2.6(C), unit rates must be fully burdened, and contractors are expected to include typical concrete repair conditions within their pricing. Specialty finishes such as stained or stamped concrete are considered project specific and outside the scope of standard units. When such work is required, these special conditions will be specifically addressed in the engineering package and possibly accommodated with T&M units. This is a special circumstance and will be considered a stand-alone billing if required, so the initial engineering package and/or quote will need to reflect non UPC charges.
10. Many locations require crews and equipment to be mobilized and demobilized via shipping or transport. Will mobilization and demobilization be treated as separate line items, or as a single combined charge? Clarification is needed on whether this is intended to be a one-time cost per project or billed separately for mobilization and demobilization. Please see section 1 of the UPC for MOB and Demob units. If a project requires extraordinary transport efforts beyond typical construction practice, special conditions will be specifically addressed in the engineering package and possibly accommodated with T&M units.