

ADDENDUM NO. 1

RFP No. 20-09

Statewide On-call Bridge/Structural Design and Inspection Services

8/23/2019

To Whom It May Concern:

The New Mexico Department of Transportation (NMDOT or Department) is issuing an Addendum for RFP 20-09. It shall be the responsibility of the interested Offerors to adhere to any changes or revisions to the RFP as identified in this Addendum No. 1. This documentation shall become permanent and made part of the Department's procurement file.

Question: Could you please confirm that as per the RFP, the Proposal Summary is no longer included in the page count?

Answer: Section III, C. Proposal Format indicates Exclusion to the 30 page limitations and proposal summary is included in the exclusion.

Question: Is there a DBE requirement? If there is, what is it specifically?

Answer: The percentages displayed in the RFP are outdated. The current 2018-2020 overall goal is 15.51% with the entire goal being met by race neutral measures. Due to that, there would not be a DBE requirement, Although we always encourage the use of DBE firms to meet the overall goal by means of race neutral measures.

Question: What is the "Response to Contract Terms?" Is it a form or a statement?

Answer: There is no form required. Section II, C.19. Terms and Conditions explains the process for the response.

Question: Would the NMDOT like full resumes in the attached "Other Info" area? Should we keep them to one page?

Answer: This is up to each individual offeror. Offerors are strongly encouraged to limit their proposal to a maximum of 30 pages.

Question: Is the minimum font size 12 pt. for graphics, as well? Does the organizational chart need to reflect this constraint?

Answer: The font size minimum is only for text language. The organizational chart needs to be legible.

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Grisham**
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Question: Are there margin restrictions?

Answer: There is no margin restrictions. Please ensure the proposal is legible.

Question: What does NMDOT mean by “structural seismic screening assignments?”

Answer: There have been updates to the seismic hazard maps with the latest version of the LRFD Bridge Design Specifications. If an existing bridge is determined to be located in a higher seismic zone a structural seismic screening may be required and based on that screening a seismic retrofit may be required. This also applies to new bridge designs that could be in a higher seismic location.

Question: How do we show all our team members for design work when this is an on-call contract so specifics for the design are unknown until assigned by NMDOT. How do we handle this?

Answer: It is up to the individual consultant on who they will show in the proposal. This will vary from consultant to consultant, but it is up to the individual company. Offerors are strongly encouraged to limit their proposals to a maximum of 30 pages.

Revisions to RFP 20-09

Section II.C.39.B.2. DBE Obligations hereby deleted and replaced with the following:

The Department will establish the DBE goal on a tri annual basis. The approved FFY 2018-2020 DBE goal is established at 15.51% for federal-aid highway construction and design of which 15.51% will be attained through race neutral measures, and race conscious portion is 0.00%.

If there are any questions or inquiries in relation to this Addendum No. 1, Offerors may contact Margo Gomez at (505) 470-2784 or by email at Margo.Gomez@state.nm.us