

REQUEST FOR QUALIFICATIONS

MICHIGAN DEPARTMENT OF TRANSPORTATION

North Region

Design-Build Project

I-75 – Pavement Rehabilitation

from the South Ogemaw County Line to I-75 BL (Cook Road)

Job Numbers: 125856

Control Section: 65041

Federal Project Number:

Federal Item Number:

Addendum #1

May 17, 2016

Please note changes in red



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1.0 INTRODUCTION

The Michigan Department of Transportation (MDOT), North Region, is requesting Statements of Qualifications (“SOQs”) from entities (“Submitters”) interested in submitting proposals for road rehabilitation and road reconstruction on I-75 from the south Ogemaw County Line to the Cook Road Interchange (the “Project”). The Project will include an Alternate Pavement Bidding (APB) process. The Project will be funded with state and federal-aid dollars thereby requiring the Submitters adhere to all pertinent federal, state and local requirements. See Attachment A for map showing the project location.

1.1 Procurement Process

MDOT will use a two-phase procurement process to select a Design-Build contractor to deliver the Project. This Request for Qualifications (RFQ) is issued as part of the first phase to solicit information, in the form of SOQ’s, that MDOT will evaluate to determine which Submitters are the most highly qualified to successfully deliver the Project. MDOT intends to short-list up to three Submitters from each industry (concrete paving and asphalt paving industries) that submit SOQ’s. In the event that there are less than three total Submitters, MDOT may re-advertise the Project.

In the second phase, MDOT will issue a Request for Proposals (RFP) for the Project to the short-listed Submitters. Only the short-listed Submitters will be eligible to submit technical and price proposals in response to the RFP for the Project. Each short-listed Submitter that submits a proposal in response to the RFP (if any) is referred to herein as a “Proposer.” MDOT will award a contract for the Project, if any, to the Proposer offering the low bid, to be determined as described in the RFP. Accelerated contract provisions, such as lane rentals, are being considered.

1.2 Project Goals

The Purpose of this Project is to complete the following tasks while minimizing impacts to the traveling public:

- a) Approximately 6.5 miles of pavement rehabilitation of NB and SB I-75
- b) Pavement reconstruction of the north and south bridge approaches at Cook Road for both NB and SB I-75.
- c) Pavement reconstruction of the southerly two ramps (Ramp A and Ramp D) at the Cook Road interchange, tying into the spring points at the Cook Road approaches.
- d) Replace three median maintenance crossovers
- e) Pavement reconstruction of the NB I-75 rest area ramps (Ramp A and Ramp B).
- f) Pavement reconstruction of truck parking lot at NB I-75 rest area within the existing footprint.
- g) Culvert extensions or replacements
- h) Pavement Markings
- i) ROW Fence replacement

The following goals have been established for the Project:

- a) Safety
 - Provide a safe Project area for the traveling public and workers during execution of the Project
 - Provide a solution consistent with current MDOT, FHWA, and AASHTO practices, guidelines, policies, and standards.
- b) Quality - Provide a high quality product that minimizes future maintenance

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- c) Mobility - Minimize impacts to I-75 traffic
 - Minimize impacts to I-75 ramps to and from Cook Road
 - Minimize duration of closure of the Rest Area
- d) Budget - Complete the project within MDOT's established budget
- e) Meet project schedule

1.3 Submitter Information

To allow receipt of any addenda or other information regarding this RFQ, each Submitter is solely responsible for ensuring that MDOT's Project Manager as described in Section 2.3 has its contact person name and e-mail address.

If an entity intends to submit an SOQ as part of a team, the entire team is required to submit a single SOQ as a single Submitter.

General information on MDOT's Design Build program and information regarding this RFQ can be found at the following website: www.michigan.gov/ic.

2.0 BACKGROUND INFORMATION; RFQ PROCESS

2.1 Project Description; Scope of Work

The Project is located in Horton Township, Ogemaw County on I-75. The Project includes pavement rehabilitation on northbound and southbound I-75 and reconstruction of the southerly most ramps at the Cook Road Interchange, the ramps for the northbound I-75 rest area and the truck parking lot at the rest area. The work at the bridges consists of only the bridge approach sections on I-75. However, the Design-Builder must evaluate and correct, if necessary, the under clearances at all bridges over I-75. The project scope encompasses 1 control section and 1 project number as follows:

JN 125856 CS 65041 – The Project is an Alternate Pavement Bid project. Alternate 1 includes rubblizing existing pavement and overlaying with hot mix asphalt pavement and associated items. Alternate 2 is a concrete overlay and associated items. The Project Point of Beginning (POB) for the pavement rehabilitation on I-75 is near the south Ogemaw County line within the HMA limits. The Project Point of Ending (POE) on I-75 is after the north Cook Road bridge approach.

Traffic is expected to be maintained with the following restrictions. The RFP will contain the final requirements for maintaining traffic.

- In general, shoulder closures will be permitted on I-75 at any time.
- No freeway closures or traffic stoppages along I-75 will be allowed at any time.
- No lane closures will be allowed on northbound I-75 from 12:01 pm on Fridays until 12:01 am on Sundays from the weekend immediately preceding the Independence Day holiday period to the Labor Day holiday period.
- No lane closures will be allowed on southbound I-75 from 12:01 am on Sundays until 12:01 am on Mondays from the Memorial Day holiday period to the Labor Day holiday period.
- No lane closures will be allowed on southbound or northbound I-75 on the Memorial Day, Independence Day and Labor Day weekends.
- Single-lane closures on I-75 will be allowed at other times, but may be subject to Lane Rental.

Project information and data is included in attachments as follows:

- Attachment A – Location Map

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- Attachment B – Preliminary Reference Information Documents (RID)
- Attachment C – Conflict of Interest Disclosure
- Attachment D – Example Notice of Shortlisting Results

The current anticipated design-build cost of the Project is estimated to be \$22,000,000. The RFP will establish the project schedule including open to traffic and completion dates.

2.2 Project Schedule

The deadline for submitting RFQ questions and the SOQ due date stated below apply to this RFQ. MDOT also anticipates the following additional Project milestone dates. This schedule is subject to revision by addenda to this RFQ or the RFP requirements.

Phase 1 – Request for Qualifications

Issue RFQ	May 2, 2016
Deadline for submitting RFQ questions	May 27, 2016
SOQ due date	June 17, 2016 (4:00pm EST)
Evaluation of SOQs	June 17-24, 2016
Anticipated Notification of short-listed Submitters (Proposers)	June 27, 2016

Phase 2 – Request for Proposals – Tentative Schedule (subject to change)

Issue Draft RFP	July 5, 2016
Deadline for submitting Draft RFP questions	October 3, 2016
Issue RFP	October 7, 2016
Technical and Price Proposals due	November 30, 2016
Proposer with Low Bid with Lane Rental Announced	December 2, 2016
Anticipated Contract Award	January 2, 2017
Anticipated Substantial Completion	November 11, 2017

The RFP will establish the project schedule including open to traffic and completion dates.

2.3 Inquiries and General Information

Information regarding this RFQ, including addenda to the RFQ, questions and answers, and project specific information, will be posted at the following website: www.michigan.gov/ic. Click on “North Region – I-75, Pavement Rehabilitation (DB)” under the 2016 Innovative Contracting Projects heading.

All questions regarding the Project must be submitted by e-mail to the MDOT Project Manager listed below. Questions shall be sent by the date indicated in Section 2.2. All such questions and their answers will be placed on the MDOT website as soon as possible after receipt of the questions. The names of the entity submitting questions will not be disclosed. The employees and representatives of the Submitter may not contact any MDOT staff (including members of the selection team) other than the MDOT Project Manager, or their designee, to obtain information on the Project. Such contact may result in disqualification.

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MDOT Project Manager

Garrett Dawe

Michigan Department of Transportation, North Region

E-mail: DaweG@michigan.gov

1. Addenda to the RFQ

MDOT reserves the right to revise this RFQ at any time before the SOQ due date. . Such revisions, if any, will be announced by addenda and posted on the aforementioned MDOT website.

2. News Releases

Any news releases pertaining to this RFQ or the services, study, data or project to which it relates will not be made without prior written MDOT approval, and then only in accordance with the explicit written instructions from MDOT.

3. Disclosure

All information in a Submitter’s SOQ and any contract resulting from this RFQ are subject to disclosure under the provisions of the “Freedom of Information Act,” 1976 Public Act No. 442, as amended, MCL 15.231, et seq.

2.4 Prequalification

The Submitter and their subcontractors must meet the following prequalification requirements:

Design-Builder Prequalification Requirements

- 22000 B (Concrete Pavement)
- or
- 22000 Cb (Hot Mix Asphalt/Bituminous Paving)

Engineering Design Firms Prequalification Requirements

- Roadway Rehabilitation & Rural Freeways
- Hydraulics
- Maintaining Traffic Plans and Provisions
- Pavement Marking Plans
- Permanent Freeway Traffic Signing Plans
- Road Design Surveys

Additional design prequalifications will be listed in the Project’s Request for Proposal.

2.5 Major Participants

As used herein, the term “Major Participant” means any of the following entities: all general partners or joint venture members of the Submitter; all individuals, persons, proprietorships, partnerships, limited liability partnerships, corporations, professional corporations, limited liability companies, business associations, or other legal entity however organized, holding (directly or indirectly) a 20% or greater interest in the Submitter; any subcontractor(s) that will perform work valued at 20% or more of the overall contract amount; the lead engineering/design firm(s); and each engineering/design sub-consultant that will perform 20% or more of the design work.

2.6 MDOT Consultant/Technical Support

MDOT has retained consultants to provide guidance in preparing and evaluating the RFP and advice on related contractual and technical matters for this design build project. The following consultants are not eligible to participate on any submitter's team: AECOM, Surveying Solutions Inc. and Gourdie-Fraser, Inc.

2.7 Conflicts of Interest

The Proposer shall accept responsibility for being aware of the requirements of 23 Code of Federal Regulations (CFR) 636.116 and include a full disclosure of all potential organizational conflicts of interest in the Proposal.

The Submitter shall complete a Conflict of Interest Statement (See Attachment C) certifying that they have read and understand MDOT's policy regarding conflict of interest and the CFR and that each Major Participant has done the same. The Submitter shall certify that they and each Major Participant have no conflict of interest with the Project. If there is a conflict with the Project, then the Submitter needs to describe the conflict.

The Submitter agrees that, if after award, an organizational conflict of interest is discovered, the Submitter must make an immediate and full written disclosure to MDOT that includes a description of the action that the Submitter has taken or proposes to take to avoid or mitigate such conflicts. If an organizational conflict of interest is determined to exist, MDOT may, at its discretion, cancel the design-build contract for the Project. If the Submitter was aware of an organizational conflict of interest prior to the award of the contract and did not disclose the conflict to MDOT, MDOT may terminate the contract for default.

MDOT may disqualify a Submitter if any of its Major Participants belong to more than one Submitter organization.

2.8 Changes to Organizational Structure

All changes in Key Personnel from a Submitters SOQ to the Submitters proposal in response to the RFP must be approved by MDOT in writing by submitting Form 5100G. Changes in Key Personnel must be approved by MDOT prior to submitting a proposal in response to the RFP. MDOT may revoke an awarded contract if any Key Personnel or Major Participant identified in the SOQ is removed, replaced or added without MDOT's prior written approval. To qualify for MDOT approval, the written request must document that the proposed removal, replacement or addition will be equal to or better than the Key Personnel or Major Participant provided in the SOQ. MDOT will use the criteria specified in this RFQ to evaluate all requests. Form 5100G Changes in Key Personnel must be submitted to MDOT's Project Manager as identified in Section 2.3 (Forms can be found at this website: <http://mdotcf.state.mi.us/public/webforms/index.cfm>).

2.9 Equal Employment Opportunity

The Submitter will be required to follow both State of Michigan and Federal Equal Employment Opportunity (EEO) policies.

2.10 Disadvantaged Business Enterprises

It is the policy of MDOT that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, and other small businesses shall have the maximum feasible opportunity to participate in contracts financed in whole or in part with public funds. Consistent with this policy, MDOT will not allow any person or business to be excluded from participation in, denied the benefits of, or otherwise be discriminated against in connection with the award and performance of any U.S. Department of

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Transportation (DOT)-assisted contract because of sex, race, religion, or national origin. MDOT has established a DBE program in accordance with regulations of the DOT, 49 CFR Part 26. In this regard, the Submitter will take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBEs have the maximum opportunity to compete for and perform the contract. Additional DBE requirements will be set forth in the RFP.

MDOT anticipates that the Project will have a **DBE goal of 7%**.

3.0 CONTENT OF STATEMENT OF QUALIFICATIONS

This section describes specific information that must be included in the SOQ. SOQs must follow the outline of this Section 3.0. Submitters shall provide brief, concise information that addresses the requirements of the Project consistent with the evaluation criteria described in this RFQ.

3.1 Introduction (Pass/Fail)

Provide a letter stating the business name, address, business type (e.g., corporation, partnership, joint venture) and roles of the Submitter and each known Major Participant. The Submitter shall state which type (HMA or concrete) pavement they will provide or if they are capable and prequalified in both and will determine which option to pursue during the RFP phase of the project. Identify one contact person and his or her address, telephone and fax numbers, and e-mail address. This person shall be the single point of contact on behalf of the Submitter organization, responsible for correspondence to and from the organization and MDOT. MDOT will send all Project-related communications to this contact person. Authorized representatives of the Submitter organization must sign the letter. If the Submitter is a joint venture, the joint venture members must sign the letter. If the Submitter is not yet a legal entity, the known Major Participants must sign the letter. **The letter must certify the truth and correctness of the contents of the SOQ.** This information will be used to identify the Submitter and its designated contact, and will be reviewed on a pass/fail basis only and not as part of the qualitative assessment of the SOQ.

3.2 Understanding of Project (25 points)

Based on preliminary information available at the time of the RFQ, provide a synopsis demonstrating the Submitter's understanding of the physical description of the Project, probable impacts of the Project, and potential issues affecting the Project. Demonstrate an understanding of the Project goals discussed in Section 1.2 as the following is specifically addressed:

- a. Understanding of Project scope
- b. Understanding of the construction and schedule requirements needed for the Project
- c. Understanding of the design requirements needed for the Project
- d. Understanding of mobility and safety concerns
- e. Understanding of impacts on the adjacent communities and traveling public

3.3 Qualifications of Team (30 Points)

Provide the qualifications of the Submitters team that includes both construction firm and design firm personnel. The information should address the following:

- a. Management and staff experience, capabilities and functions on projects of similar scope and with similar environmental and geotechnical conditions.
- b. Effective project management structure and interaction with MDOT or other entities
- c. Effective utilization of personnel and experience of team members working together
- d. Experience with expedited schedules and timely completion on comparable projects

- e. Experience with on-budget completion of comparable projects
- f. Experience with integrating design and construction activities
- g. Company experience and qualifications that are relevant to the Project scope

3.3.1 Organization of Project Team

Describe the roles of all Key Personnel, Major Participants and identified subcontractors. Include what percent of the named role that the entity is expected to provide.

Provide an organizational chart(s) showing the flow of the “chain of command” with lines identifying participants who are responsible for major functions to be performed and their reporting relationships, in managing, designing and building the Project. The chart(s) must show the functional structure of the organization down to the design discipline leader or construction supervisor level and must identify Key Personnel by name. Identify the Submitter and all known Major Participants in the chart(s).

Submitters may be unable to identify all Major Participants or other subcontractors who are providing construction services (design services meeting the prequalification requirements listed in Section 2.4 must be provided). If a Submitter is unable to provide the name of the construction Major Participants or other subcontractors, they should include a plan of how they will obtain the firm including what qualifications they would expect the firm to provide.

3.3.2 Project Team Communication

The Submitter shall provide information that will show how the Submitter communicates during the execution of the Project. MDOT’s desire is to have a strong single point of contact who controls the project during all phases, including planning, design, and construction. Scoring will be greatest to those Submitters who provide a clear and concise communication plan that incorporates and integrates all components of the Submitters team (i.e. primary designers, sub-consultant designers, construction managers, construction field personnel, construction office personnel, material testing personnel, etc.) and inserts MDOT personnel and other appropriate stakeholders (i.e. local residents and businesses, public agencies) within that communication plan (i.e. process for design and construction submittals to MDOT, MDOT involvement in quality checkpoints during design and construction, incorporating MDOT review of design changes during construction, public information plan, etc.).

3.3.3 Staff Service Experience

3.3.3.1 Resumes of Key Personnel

Resumes of Key Personnel shall be provided as Appendix A – Resumes of Key Personnel to the SOQ. Resumes of Key Personnel shall be limited to two pages each and will not be counted towards the overall SOQ page limit. If an individual fills more than one position, only one resume is required. The listing below describes the minimum key personnel for the Project (“Key Personnel”), others may be added by the Submitter. Submitters may propose alternate plans to staff and manage the Project. SOQ’s with alternate staffing plans are required to have details of the key staff and their roles and responsibilities in a manner similar to the requirements listed below, including their responsibility on the project and their authority over the design and/or construction operations.

Key Personnel

- a. Submitter’s Project Manager
- b. Project Supervisor
- c. Construction Quality Control Manager
- d. Design Manager

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- e. Design Lead Road Engineer
- f. Design Lead Traffic Engineer

Include the following items on each resume:

- a. Relevant licensing and registration.
- b. Years of experience performing similar work.
- c. Actual work examples on similar projects, including projects, project dates, duties performed and their percentage of time on the project.

3.3.3.2 Minimum Qualifications of Key Personnel

Key Personnel will be evaluated, in part, based on the extent they meet and/or exceed minimum qualifications including, but not limited to, relevant education, training, certification, and experience. The following provides minimum qualifications of the Key Personnel assigned to the Project. Any certifications required to meet the requirements of the RFQ shall be in place by the time the first notice to proceed is issued. Key Personnel, except as noted, may perform Work in more than one position in the organization.

a) Submitter’s Project Manager

The Submitter’s Project Manager is expected to have significant experience managing the construction of highway construction projects. Submitter’s Project Manager will be responsible for the overall design, construction, quality management and contract administration for the Project and will:

- (i) Have full responsibility for the prosecution of the Work,
- (ii) Act as agent and be a single point of contact in all matters on behalf of Submitter,
- (iii) Be available (or the Approved designee will be available) at all times that Work is performed, and
- (iv) Have authority to bind Submitter on all matters relating to the Project.

b) Project Supervisor

The Project Supervisor is expected to have recent experience in highway construction and material testing. The Project Supervisor, or the Approved designee, must be on site during all construction activities. The Project Supervisor must work under the direct supervision of Submitter’s Project Manager.

c) Construction Quality Control Manager

The Construction Quality Control Manager is expected to have significant recent experience overseeing the inspection and materials testing on highway construction projects.

The Construction Quality Control Manager must work under the direct supervision of Submitter’s Project Manager. It must be the responsibility of the Construction Quality Control Manager to manage the Submitter’s assigned Quality Control functions and will:

- (i) Not be assigned any other duties or responsibilities on the Project.
- (ii) Visit the site weekly and report on that visit to the MDOT Project Manager.
- (iii) Be available whenever any construction activities are being performed.
- (iv) Have the authority to stop any and all work that does not meet the standards, specifications or criteria established for the Project.

d) Design Manager

The Design Manager is expected to have significant experience in managing the design of

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highway construction projects and must be a licensed professional engineer in the State of Michigan now or by the award of the project. The Design Manager will be responsible for ensuring that the overall Project design is completed and design criteria requirements are met. The Design Manager will:

- (i) Be available whenever design activities are being performed.
 - (ii) Work under the direct supervision of Submitter's Project Manager.
- e) Design Lead Road Engineer
The Design Lead Road Engineer must be experienced in roadway design related to roadway reconstruction projects that include bridge approach work, and road rehabilitation and must be a registered professional engineer in the State of Michigan now or by the award of the project.
- f) Design Lead Traffic Engineer
The Design Lead Traffic Engineer must be experienced in work zone safety, work zone traffic control design, signing design, pavement marking design, have significant recent experience in traffic engineering and traffic management on similar projects, and must be a registered professional engineer in the State of Michigan now or by the award of the project.

3.4 Submitter Experience (30 points)

Describe at least two but a maximum of four projects the Submitter has completed or participated in (if the Submitter is not yet existing or is newly formed, please explain) and at least two but a maximum of four projects each listed Major Participant has managed, designed and/or constructed. For projects in which several of the proposed Major Participants were involved, the Submitter may provide a single project description. Highlight experience relevant to the Project the Submitter/Major Participants have gained in the last 5-10 years. Cite projects with levels of scope comparable to that anticipated for the Project. Also consider citing projects where construction duration is minimized, design schedules were kept, and original design and construction budgets were not increased. Describe the experiences that could apply to this Project. The experience of the Submitter will account for 15 or more of the points out of the 30 points available in this category. The experience of the Major Participants will account for a maximum of 15 points out of the 30 points available in this category. If some Major Participants are unknown at the time SOQ's are submitted, the Submitter's plan (see Section 3.3.1) for obtaining the firm for this area of work will be considered.

Each project description should include the following information:

- a. Name of the project and either the owner's contract number or state project number;
- b. Owner's construction engineer, design engineer, and geotechnical engineer and their current telephone number;
- c. Dates of design, construction, and project management;
- d. Description of the work or services provided and percentage of the overall project actually performed;
- e. Description of scheduled completion deadlines and actual completion dates;
- f. Original design or construction budget and final design or construction cost.

MDOT may elect to use the information provided above as a reference check.

3.5 Past Performance of Designers (15 Points)

MDOT's objective in evaluating Past Performance is to incorporate quality of past performance of the Submitter's design firm(s) into the overall technical score. Past performance of the design firm(s) will be

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determined based on the Service Vendor Evaluation System at MDOT. If performance evaluations have not been performed, the selection team will contact previous clients and base scoring on feedback received. Past performance for the Submitter's construction company is reflected in the level the firm can bid and will not be part of this score.

3.6 Legal and Financial (Pass/Fail)

The information required in response to Section 3.6 shall be submitted as Appendix B – Legal and Financial. Information provided in response to these sections will not count towards the overall page limitation defined in Section 5.2. Information required by this section will be evaluated on a pass/fail basis.

3.6.1 Acknowledgment of Addenda

Identify all addenda provided by date and version.

3.6.2 Organizational Conflicts of Interest

Identify all relevant facts relating to past, present or planned interest(s) of the Submitter's team (including the Submitter, Major Participants, proposed consultants, contractors and subcontractors, and their respective chief executives, directors and key project personnel) which may result, or could be viewed as, an organizational conflict of interest in connection with this RFQ.

Disclose: (a) any current contractual relationships with MDOT (by identifying the MDOT contract number and project manager); (b) present or planned contractual or employment relationships with any current MDOT employee; and (c) any other circumstances that might be considered to create a financial interest in the contract for the Project by any current MDOT employee if the Submitter is awarded the contract. The foregoing is provided by way of example, and shall not constitute a limitation on the disclosure obligations.

For any fact, relationship or circumstance disclosed in response to this Section 3.7.2 identify steps that have been or will be taken to avoid, neutralize or mitigate any organizational conflicts of interest.

In cases where Major Participants on different Submitter teams belong to the same parent company, each Submitter must describe how the participants would avoid conflicts of interest through the qualification and proposal phases of the Project.

The required information for Organizational Conflicts of Interest shall be submitted using the Conflict of Interest Statement in Attachment C. Information provided in response to this section will not count towards the overall page limitation defined in Section 5.2.

3.6.3 Legal Structure

If the Submitter organization has already been formed, provide complete copies of the organizational documents that allow, or would allow by the time of contract award, the Submitter and Major Participants to conduct business in the State of Michigan. If the Submitter organization has not yet been formed, provide a brief description of the proposed legal structure or draft copies of the underlying agreements.

3.6.4 Financial Viability

The Submitter must supply form 1300 EZ with their SOQ to show they will bid on the project when it is advertised. Form 1300 EZ will be required to be resubmitted again before letting. Submitters do not need to provide MDOT Form 1381.

4.0 EVALUATION PROCESS

4.1 SOQ Evaluation

MDOT will initially review the SOQs for responsiveness to the requirements of this RFQ. The information in the SOQ will then be measured against the evaluation criteria described in Section 3. Submitter's SOQ response shall be complete based on the RFQ requirements. A non-responsive or partially non-responsive SOQ missing required information may result in a "fail".

4.2 SOQ Scoring

MDOT will evaluate all responsive SOQs and measure each Submitter's response against the project goals and evaluation criteria set forth in this RFQ, resulting in a numerical score for each SOQ. The scoring will be distributed as described in Section 3 and summarized below:

- a. Understanding of Project (25 Points):
- b. Qualifications of Team (30 Points):
- c. Submitter Experience (30 Points)
- d. Past Performance of Designers (15 Points)

4.3 Determining Short-listed Submitters

MDOT will total the scores for each responsive SOQ and prepare a ranked list of Submitters. MDOT intends to short list the most highly qualified Submitters.

MDOT reserves the right, in its sole discretion, to cancel this RFQ, issue a new RFQ, reject any or all SOQs, seek or obtain data from any source that has the potential to improve the understanding and evaluation of the responses to this RFQ, seek and receive clarifications to an SOQ and waive any deficiencies, irregularities or technicalities in considering and evaluating the SOQs.

This RFQ does not commit MDOT to enter into a contract or proceed with the procurement of the Project. MDOT assumes no obligations, responsibilities and liabilities, fiscal or otherwise, to reimburse all or part of the costs incurred by the parties responding to this RFQ. All such costs shall be borne solely by each Submitter.

4.4 Notification of Short Listing

All scores will be posted on MDOT's website in conjunction with the posting of the short list. No submitter names will be provided; however, each Submitter will receive their individual score sheet from MDOT via facsimile or e-mail within three working days of the scores and selection results being posted.

4.5 Debriefing

Feedback may be provided via face to face meeting, phone or email at the discretion of the Project Manager however, it will not be provided until after the award of the contract.

5.0 SOQ SUBMITTAL REQUIREMENTS

The following section describes requirements that all Submitters must satisfy in submitting SOQs. Failure of any Submitter to submit their SOQ as required in this RFQ may result in rejection of its SOQ.

5.1 Due Date, Time and Location

SOQ's are due on the due date and time listed in Section 2.2. Any SOQ that fails to meet the deadline or delivery requirement will be rejected without opening, consideration or evaluation. MDOT will not accept SOQs by facsimile.

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SOQ's shall be delivered to the MDOT Project Manager via email or in person. If SOQ's are e-mailed the subject of the email should be "**SOQ North Region – I-75 DB**". If SOQ's are delivered in person, the Submitter shall provide 5 copies of the SOQ, and one electronic copy of the SOQ on a CD or flash drive.

SOQ's shall be delivered to the following person and location or email address:

Garrett Dawe, MDOT Project Manager
North Region
1088 M-32 East
Gaylord, MI 49735
E-mail:DaweG@michigan.gov

5.2 Format

All SOQ's must comply with the following:

- a. The SOQ must not exceed 10 single-sided pages. The 10 page limit does not include key personnel resumes (Appendix A – Resumes of Key Personnel), required 5100 forms, Conflict of Interest Statement, the cover letter and the required legal information (Appendix B – Legal and Financial) defined in Section 3.7.
- b. Pages shall be 8 ½ inches by 11 inches.
- c. Font must be a minimum of 12 point.
- d. All pages must be numbered continuously throughout and in the format of "Page 1 of _", including resumes, 5100 forms and legal understanding.
- e. If delivered in person, submittals shall be stapled in the upper left hand corner and shall be completely recyclable. (E.g. no binders, plastic, spiral binding, etc.)
- f. All electronic files shall be bookmarked Portable Document Files (PDFs). The maximum size allowable for emailing is 14 megabytes (MB). The subject of the email will be titled "**SOQ North Region – I-75 DB**".
- g. Graphics are allowed within established page limits.

6.0 PROCUREMENT PHASE 2

This Section 6.0 is provided for informational purposes only so that each Submitter has information that describes the second phase of the Project procurement process, including a summary of certain anticipated RFP requirements. MDOT reserves the right to make changes to the following, and the short-listed Submitters must only rely on the actual RFP when and if it is issued. This Section 6.0 does not contain requirements related to the SOQ.

6.1 Request for Proposals

The Submitters remaining on the short list following Phase 1 of the procurement process will be eligible to move to Phase 2 and receive an RFP. While MDOT may make the RFP available to the public for informational purposes, only short-listed submitters will be allowed to submit a response to the RFP.

6.2 RFP Structure

The RFP will be structured as follows:

- a. Instructions to Proposers
- b. Contract Documents
 - i. Book 1 (Contract Terms and Conditions)
 - ii. Book 2 (Project Requirements)
 - iii. Book 3 (Standards)
- c. Reference Information Documents (RID)

6.3 Proposal Evaluations

MDOT has determined that award of the Project will be based on a qualified bid to obtain the most cost effective and efficient Proposer to deliver the Project. The bid is qualified by combining construction cost, pavement life cycle costs and road user delay impacts to achieve a low bid.

6.4 Stipends

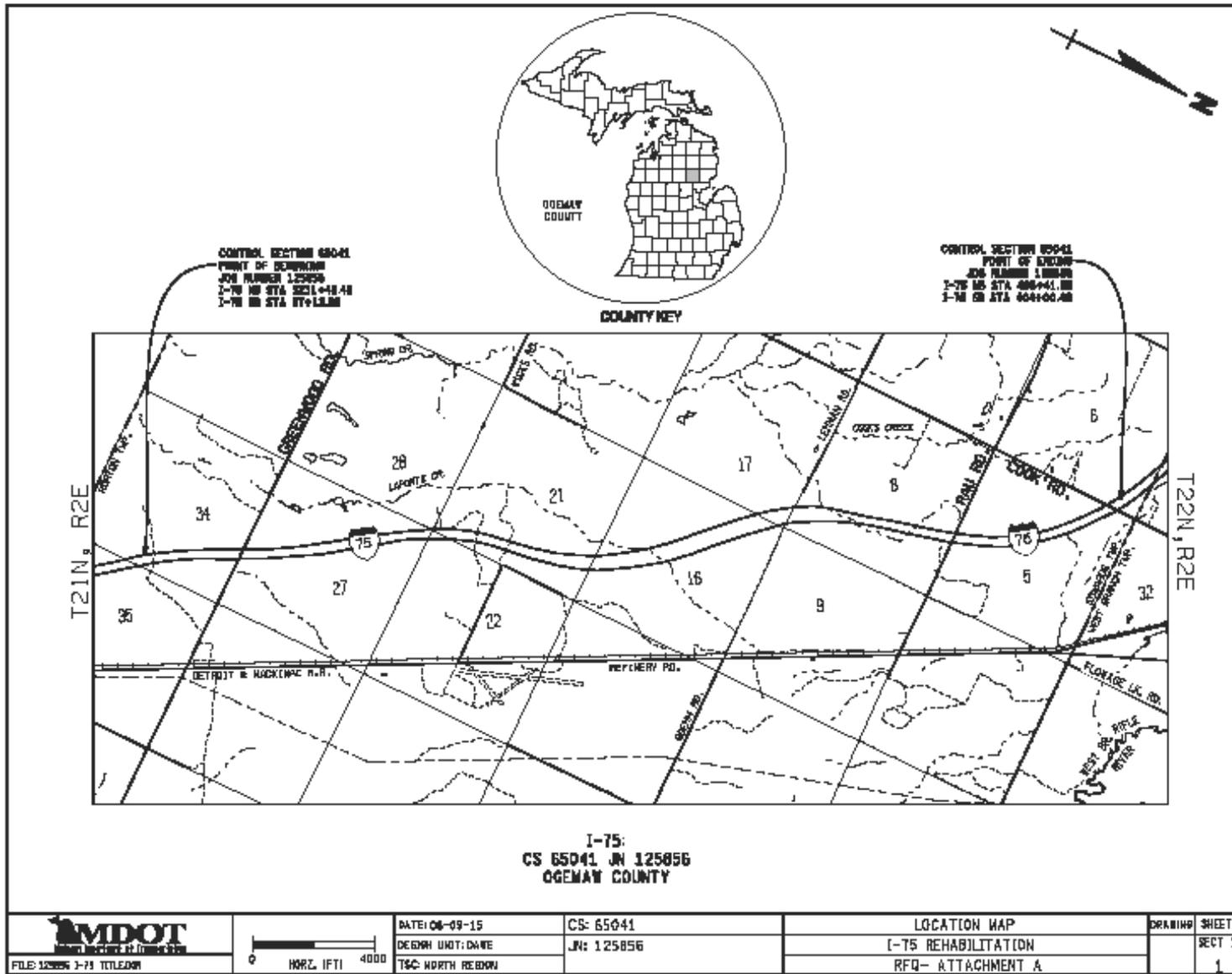
MDOT will pay a \$42,000 stipend for responsive proposals submitted by Proposers (short-listed Submitter). A stipend will not be paid to the successful Proposer. No stipends will be paid for submitting SOQs.

In consideration for paying the stipend, MDOT may use any ideas or information contained in the proposals in connection with any contract awarded for the Project or in connection with a subsequent procurement, without any obligation to pay any additional compensation to the unsuccessful short-listed Proposers.

ATTACHMENT A

Location Map

MICHIGAN DEPARTMENT OF TRANSPORTATION – NORTH REGION



ATTACHMENT B

Preliminary Reference Information Documents

MICHIGAN DEPARTMENT OF TRANSPORTATION – NORTH REGION

INDEX OF REFERENCE INFORMATION DOCUMENTS

These documents are provided in a virtual data room. Data room access can be obtained by contacting Garrett Dawe, MDOT Project Manager at: DaweG@michigan.gov.

RID AS-BUILTS	
(Descriptions of as-builts are provided for information only and may not be entirely accurate)	
00941A-65041_I-75_1971.pdf	Plans for construction of the NB I-75 from West Branch Rest Area (1971)
00944A_I-75_1970.pdf	Plans for construction of I-75 from Cook Rd to Gray Rd (1970)
00944_I-75_S06_1970.pdf	Plans for construction of I-75 bridge over Cook Rd (1970)
00944A_I-75_S05_1970.pdf	Plans for construction of I-75 bridge over Cook Rd (1970)
00944A-65041_I-75 Bridge_1970.pdf	Plans for construction of I-75 bridges over Cook Rd and M-30 (1970)
00945-65041_I-75_Bridge_1970.pdf	Plans for construction of I-75 bridges over M-55/M-76 (1970)
00945A-65041_I-75_Interchange_1970.pdf	Plans for construction of I-75 around the M-55/M-76 interchange (1970)
06111_I-75_1967.pdf	Plans for construction of I-75 (1967)
09035_I-75_1965.pdf	Plans for construction of I-75 from Union Rd to North of Beaver Rd (1965)
51272-65041_I-75_Rest Area_2000.pdf	Plans for improvement to the NB I-75 West Branch Rest Area (2000)
65041_I-75_S04_1969.pdf	Plans for construction of Rau Rd bridge over NB I-75 (1969)
65041_I-75_1969.pdf	Plans for construction of I-75 from Ogemaw County Line to M-76 (1969)
65041_I-75_S01_1969.pdf	Plans for construction of Greenwood bridge over I-75 (1969)

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65041_I-75_S03_1969.pdf Plans for construction of Rau Rd bridge over I-75 (1969)
65041-002_I-75_Partial_1969.pdf Partial plans for construction of I-75 between the Arenac/Ogemaw county line and Cook Road (1969)
65041-002_I-75_1969.pdf Plans for construction of I-75 between the Arenac/Ogemaw county line and Cook Road (1969)
65041A_I-75_1968.pdf Plans for construction of I-75 between the Arenac/Ogemaw county line and Cook Road (1968)
75454_SP_Concrete Joint Repair_2002.pdf MDOT Special Provision for Concrete Joint Repair, Case A (2002)
103008_I-75NB_Repair Proposal_2009.pdf Proposal for full depth concrete pavement repairs and joint resealing on I-75 NB from the Ogemaw/Arenac county line to Cook Road and from Ski Park Road to the Ogemaw/Roscommon county line (2009)
104392_I-75SB_Repair Proposal_2010.pdf Proposal for full depth concrete pavement repairs on I-75 SB between the southern Ogemaw county line and Cook Rd (2010)
105797_I-75_Culvert Rehab Proposal_2009.pdf Proposal for culvert rehabilitation on I-75 from north of the Arenac county line northerly, Ogemaw County (2009)
RID CONCEPT PLANS AND DATA
<u>CADD Reference Files</u>
S-125856_Survey_3D_SSI_MTL_Prelim_2015-03-12.dgn
RID MISCELLANEOUS REFERENCE
<u>Drainage</u>
125856_Culvert Video List.pdf
125856_Culverts.xlsx
<u>Environmental</u>
E-125856_PACS, I-75, south of West Branch_2014-10-02.pdf
E-125856_PM Questions_2010-10-01.pdf
E-125856_Regulated Stream Maps_2014-10-02.pdf
E-125856_Wetland Maps_2014-10-13.pdf

MICHIGAN DEPARTMENT OF TRANSPORTATION – NORTH REGION

<u>Geotechnical</u>
G-125856_I-75 West Branch NB_FWD RESULTS.xlsx
G-125856_I-75 West Branch SB_FWD RESULTS.xlsx
G-125856_Prelim Pavt Designs_2015-01-26.pdf
G-125856_Preliminary Soil Boring Information_2014-11-03.pdf
<u>ROW</u>
Arenac_County_ROW.pdf
MDOT_ROW_Releases.pdf
Ogemaw_County_ROW.pdf
<u>Structures</u>
<u>Survey</u>
Alignment Alignment ASCII Files Survey CADD Files
Control Points Horizontal Vertical S-125856C_All Points.kml S-125856C_Final Control.csv S-125856C_Final Control.pdf S-125856C_Final Control.xls S-125856C_Final Targets.csv S-125856C_Final Targets.pdf S-125856C_Final Targets.xls S-125856C_MDOT_Survey_Info_Sheet_2015-02-09.doc S-125856C_Survey_Info_Sheet.pdf S-125856C_Survey_Info_Sheet_2015-04-06.doc S-125856C_Survey_Info_Sheet_2015-04-06.pdf S-125856C_Test_Hole_Station_Offset_and_Elev.xls

MICHIGAN DEPARTMENT OF TRANSPORTATION – NORTH REGION

<p>Culvert</p> <p>Station Offset</p> <p>S-125856C_70136.01 Culvert Info Table.xls</p> <p>S-125856C_MP DATA.xls</p>
<p>Mapping</p> <p>DGN Files</p> <p>Geopak</p> <p>MTL Mapping</p> <p>Raw Data</p> <p>Sketches</p> <p>Underclearance Sketches</p> <p>Utilities Connectivity Inventory</p>
<p>Property</p> <p>LCRC's</p> <p>Text Files</p> <p>S-125856C_GIS_Tax_Map.pdf</p> <p>S-125856C_GLO_Notes.pdf</p> <p>S-125856C_GLO_PLATS.pdf</p> <p>S-125856C_Government_Corner_List_2015.pdf</p> <p>S-125856_I-75_Property_Report.docx</p> <p>S-125856C_I-75_Property_Report.pdf</p> <p>S-125856C_Recorded_Surveys</p> <p>S-123239C_Sta-Offset_for_Prop_Irons_2015.pdf</p> <p>S-125856C_Tax_Desc_of_Adj_Parcels.pdf</p>
<p>QAQC Checklist Certification</p> <p>S-125856C_MDOT_QAQC_Checklist.pdf</p> <p>S-125856C_QAQC_Certification.pdf</p> <p>S-125856C_Survey_Checklist.pdf</p>
<p>S-125856C_Survey_Receipt_2015-4-8.pdf</p>
<p>S-1258569C_Surveyors Report_2015-4-13.pdf</p>
<p>S-125856C_Vacinity Map.pdf</p>
<p><u>Traffic</u></p>
<p>125856C_TAR_2014-10-28.pdf</p>

MICHIGAN DEPARTMENT OF TRANSPORTATION – NORTH REGION

125856_I-75 SPRT Memo Pavement Rec_2015-02-06.pdf	
<u>Utility</u>	
U-125856_ReqInfo_Ltr_10-20-14.pdf	
U-125856_UtilityMatrix_11-17-14.pdf	
Utility Company Responses:	

ATTACHMENT C

Conflict of Interest Disclosure

_____ (Prime Contractor Name) certifies that it has read and understands the following:

The PRIME CONTRACTOR, its team members, and its Affiliates agree not to have any public or private interest, and shall not acquire directly or indirectly any such interest in connection with the project, that would conflict or appear to conflict in any manner with the performance of the services under this Contract. The PRIME CONTRACTOR and its team members are aware of and understand the requirements of 23 CFR, subsection 636.116. "Affiliate" means a corporate entity connected to the PRIME CONTRACTOR through common ownership. "Team member" means any known entity the PRIME CONTRACTOR intends to be in a contractual relationship with to complete the work associated with the project. The PRIME CONTRACTOR, its team members, and its Affiliates agree not to provide any services to any entity that may have an adversarial interest in the project, for which it has provided services to the DEPARTMENT. The PRIME CONTRACTOR, its team members, and its Affiliates agree to disclose to the DEPARTMENT all other interests that the PRIME CONTRACTOR, its team members, or sub consultants have or contemplate having during each phase of the project. The phases of the project include, but are not limited to, planning, scoping, early preliminary engineering, design, and construction. In all situations, the DEPARTMENT will decide if a conflict of interest exists. If the PRIME CONTRACTOR, its team members, and its Affiliates choose to retain the interest constituting the conflict, the DEPARTMENT may terminate the Contract for cause in accordance with the provisions stated in the Contract.

- Certification for Subject Project: Based on the foregoing, the PRIME CONTRACTOR certifies that no conflict exists with the subject project for it, or any of its team members and/or Affiliates

- Disclose of Conflict with Subject Project: Based on the foregoing, the PRIME CONTRACTOR certifies that a potential conflict does or may exist with the subject project for it, and/or any of its team members and/or Affiliates. The attached sheets describe the potential conflict

This form, and any attachments, must be certified by a person from the PRIME CONTRACTOR who has contracting authority.

Certified by: Printed Name: _____
Signature: _____
Title: _____
Company Name: _____
Date: _____

ATTACHMENT D

Example Notice of Shortlisting Results



(DATE OF POSTING)

Pavement Rehabilitation of I-75 from the south Ogemaw County Line to Cook Road Design-Build Project

MDOT Job No. 125856

The following teams have been short listed for the I-75 Ogemaw County Design-Build Project:

Shortlisted Team Name	Cumulative Score (100 Pts. Max.)	<u>Criterion #1</u> Project Understanding (25 Pts. Max.)	<u>Criterion #2</u> Team Qualifications (30 Pts. Max.)	<u>Criterion #3</u> Submitter Experience (30 Pts. Max.)	<u>Criterion #4</u> Past Performance of Designers (15 Pts. Max.)
Company 1					
Company 2					
Company 3					
Company 4					
Company 5					
Non-Shortlisted Scores (Names are not provided)	Cumulative Score (100 Pts. Max.)	<u>Criterion #1</u> Project Understanding (25 Pts. Max.)	<u>Criterion #2</u> Team Qualifications (30 Pts. Max.)	<u>Criterion #3</u> Submitter Experience (30 Pts. Max.)	<u>Criterion #4</u> Past Performance of Designers (15 Pts. Max.)
<i>(Intentionally Left Blank)</i>					
<i>(Intentionally Left Blank)</i>					
<i>(Intentionally Left Blank)</i>					
<i>(Intentionally Left Blank)</i>					