

# **REQUEST FOR QUALIFICATIONS**

**MICHIGAN DEPARTMENT OF TRANSPORTATION**

**University Region  
Design-Build Project**

**US-12 Operational Improvements near Willow Run**

**Job Numbers: 131071**

**Control Section: 81063 / 81082 / 82011**

**Federal Project Number:**

**Federal Item Number:**

**Original Issue**

**October 19, 2016**



---

## Table of Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	PROCUREMENT PROCESS.....	1
1.2	PROJECT GOALS .....	1
1.3	SUBMITTER INFORMATION .....	2
<b>2</b>	<b>BACKGROUND INFORMATION; RFQ PROCESS .....</b>	<b>2</b>
2.1	PROJECT DESCRIPTION; SCOPE OF WORK .....	2
2.2	PROJECT SCHEDULE .....	3
2.3	INQUIRIES AND GENERAL INFORMATION .....	3
2.4	PREQUALIFICATION.....	4
2.5	MAJOR PARTICIPANTS.....	5
2.6	MDOT CONSULTANT/TECHNICAL SUPPORT .....	5
2.7	CONFLICTS OF INTEREST .....	5
2.8	CHANGES TO ORGANIZATIONAL STRUCTURE.....	5
2.9	EQUAL EMPLOYMENT OPPORTUNITY .....	5
2.10	DISADVANTAGED BUSINESS ENTERPRISES.....	5
<b>3</b>	<b>CONTENT OF STATEMENT OF QUALIFICATIONS .....</b>	<b>6</b>
3.1	INTRODUCTION (PASS/FAIL) .....	6
3.2	UNDERSTANDING OF PROJECT (25 POINTS) .....	6
3.3	QUALIFICATIONS OF TEAM (30 POINTS).....	6
3.3.1	<i>Organization of Project Team</i> .....	7
3.3.2	<i>Project Team Communication</i> .....	7
3.3.3	<i>Staff Service Experience</i> .....	7
3.4	SUBMITTER EXPERIENCE (30 POINTS) .....	9
3.5	PAST PERFORMANCE OF DESIGNERS (15 POINTS) .....	9
3.6	LEGAL AND FINANCIAL (PASS/FAIL).....	9
3.6.1	<i>Acknowledgment of Addenda</i> .....	9
3.6.2	<i>Organizational Conflicts of Interest</i> .....	9
3.6.3	<i>Legal Structure</i> .....	10
3.6.4	<i>Financial Viability</i> .....	10
<b>4</b>	<b>EVALUATION PROCESS.....</b>	<b>10</b>
4.1	SOQ EVALUATION.....	10
4.2	SOQ SCORING.....	10
4.3	DETERMINING SHORT-LISTED SUBMITTERS .....	10
4.4	NOTIFICATION OF SHORT LISTING.....	11
4.5	DEBRIEFING .....	11
<b>5</b>	<b>SOQ SUBMITTAL REQUIREMENTS .....</b>	<b>11</b>
5.1	DUE DATE, TIME AND LOCATION.....	11
5.2	FORMAT .....	11
<b>6</b>	<b>PROCUREMENT PHASE 2 .....</b>	<b>12</b>
6.1	REQUEST FOR PROPOSALS .....	12
6.2	RFP STRUCTURE.....	12
6.3	PROPOSAL EVALUATIONS .....	12
6.4	STIPENDS .....	12

---

**Attachments**

ATTACHMENT A LOCATION MAP ..... 13

ATTACHMENT B PRELIMINARY REFERENCE INFORMATION DOCUMENTS ..... 14

ATTACHMENT C CONFLICT OF INTEREST DISCLOSURE ..... 20

ATTACHMENT D EXAMPLE NOTICE OF SHORTLISTING RESULTS ..... 21

# 1 INTRODUCTION

The Michigan Department of Transportation (MDOT), University Region, is requesting Statements of Qualifications (“SOQs”) from entities (“Submitters”) interested in submitting proposals for road and bridge improvements on US-12 from Gates Avenue to Ecorse Road and on Wiard Road from Tyler Road to US-12 (the “Project”). The Project will help support the adjacent American Center for Mobility (ACM). Westbound traffic will be moved to the eastbound roadbed. 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 a minimum of three, and up to five, Submitters 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. Please note that, MDOT is considering a bidding process where the short-listed Submitters provide bids for items of work for an overall fixed price. The intent is to maximize the amount of work that can be done for the allocated budget.

## 1.2 Project Goals

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

- A. The following improvements are mandatory as part of the Project’s scope:
  - i. Pavement widening and resurfacing of EB US-12.
  - ii. Construction of permanent crossovers routing WB US-12 traffic to and from the existing EB US-12 roadbed.
  - iii. Reconstruct the WB US-12 on ramp from WB Ecorse Road to tie into the existing EB US-12 roadbed.
  - iv. Capital Preventative Maintenance (CPM) road work on existing pavement on EB and WB US-12 and Wiard Road, excluding the portion of WB US-12 to be utilized by ACM.
  - v. Removal of Wiard Road bridge over Airport Drive.
  - vi. Convert Wiard Road from divided boulevard to undivided road along the current SB Wiard Road roadbed.
  - vii. Construct roundabout at new intersection of Wiard Road and Airport Drive.
  - viii. Operational improvements to intersection at US-12 and Dorset Avenue.
  - ix. Pavement Markings.
  - x. Permanent Signing.
  - xi. Signals installation/modernization and lighting.
- B. CPM bridge improvements on the structures below are desirable as part of the Project’s scope. However, the budget may not be sufficient to complete all these items and these work items may not be included in the final RFP. If this work is included, the RFP will describe the bidding and scoring process for incorporation these work items into the Project:
  - i. S04 of 81063 (NB Wiard Road over EB US-12)
  - ii. S04-5 of 81063 (EB US-12 over SB Wiard Road)

- iii. S05 of 81063 (NB GM Exit Drive over EB US-12)
- iv. S05-5 of 81063 (EB US-12 over SB GM Exit Drive)
- v. S01 of 82011 (WB Ecorse Road over EB US-12)
- vi. S03 of 81063 (Ecorse Road/Old M-17 over WB US-12)

The following goals have been established for the Project:

- A. Safety
  - i. Provide a safe Project area for all roadway users and workers during execution of the Project
  - ii. Provide a solution consistent with current MDOT, FHWA, and AASHTO practices, guidelines, policies, and standards and the EA.
- B. Quality – Provide a high quality product that minimizes future maintenance
- C. Mobility – Minimize impacts to US-12 and Wiard Road traffic
  - i. Minimize impacts to US-12 ramps to and from Wiard Road and Ecorse Road
  - ii. Minimize impacts to pedestrians and bicycles on US-12, Dorset Avenue and Wiard Road
- D. Budget – Complete the project or the proposed maximum amount of work 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](http://www.michigan.gov/ic).

## 2 BACKGROUND INFORMATION; RFQ PROCESS

### 2.1 Project Description; Scope of Work

The Project is located in Ypsilanti Township, Washtenaw County and Van Buren Township, Wayne County on US-12 and Wiard Road. The Project includes converting US-12 from a divided boulevard to an undivided road. EB US-12 will be widened and resurfaced to accommodate both eastbound and westbound lanes. A permanent crossover will be constructed east of Ecorse Road to direct WB US-12 lanes into the existing EB US-12 roadbed and west of Wiard Road to direct WB US-12 lanes back to the existing WB US-12 roadbed. Wiard Road will also be converted to an undivided road on the existing SB Wiard Road roadbed. CPM roadwork, including milling, resurfacing, and detail repairs, will be performed on existing pavement within project limits, excluding county roads and the portion of WB US-12 to be utilized by ACM. The CPM work at the current EB US-12 bridges includes deck patching, epoxy overlay, joint repairs, and as-needed substructure repairs. Any pedestrian railing on current EB US-12 bridges will be removed to accommodate four lanes of traffic. The structure at Wiard Road over Airport Drive is to be removed. A roundabout will be constructed at the new intersection of Wiard Road and Airport Drive. No work is to be done at US-12 bridges over the railroad, with the exception of pavement striping, maintenance of traffic, and changing traffic patterns.

Operational and safety improvements will be made to the Dorset Avenue intersections at US-12 and M-17 (Ecorse Road), including signal modernization and ADA ramp realignment. A Road Safety Audit (RSA) has been completed for the Dorset Avenue intersection. Alternative configurations of these intersections are currently being studied. The RFP will include the final requirements for these intersections.

The project scope encompasses 3 control sections and 1 project number as follows:

JN 131071 CS 81063 / 81082 / 82011 – Roadway widening and resurfacing of US-12 and associated items. The Project Point of Beginning (POB) for the improvements on US-12 is near Gates Avenue. The Project Point of Ending (POE) on US-12 is east of Ecorse Road. Improvements to Wiard Road extend from Tyler Road to the US-12 intersection.

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 US-12 at any time.
- No road closures or traffic stoppages along US-12 or Wiard Road will be allowed at any time.
- No lane closures or work will be allowed during the Memorial, July 4<sup>th</sup> and Labor Day holiday periods.

Project information and data is included in attachments as follows:

- Attachment A – Location Map
- 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 \$10,500,000. 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	October 19, 2016
Deadline for submitting RFQ questions	November 9, 2016
SOQ due date	November 16, 2016 (1:00PM EST)
Evaluation of SOQs	November 16-23, 2016
Anticipated Notification of short-listed Submitters (Proposers)	December 5, 2016

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

Issue Draft RFP	Late December, 2016
Deadline for submitting Draft RFP questions	February 7, 2017
Issue RFP	February 14, 2017
Technical and Price Proposals due	Mid March, 2017
Proposer with Low Bid Announced	Mid March, 2017
Anticipated Contract Award	April, 2017
Anticipated Substantial Completion	Mid November, 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 on MDOT’s innovative contracting website: [www.michigan.gov/ic](http://www.michigan.gov/ic). Click on “US-12 Operational Improvements near Willow Run (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.

**MDOT Project Manager**

Lynne Kirby  
Michigan Department of Transportation, Brighton TSC  
Phone: (810) 225-2627  
E-mail: KirbyL@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

- 10500 Cb (Hot Mix Asphalt/Bituminous Paving)  
or
- 10500 Ea (Grading, Drainage Structures and Aggregate Construction)

Lead Engineering Design Prequalification Requirements

- Design – Roadway: Intermediate

Recommended Secondary Design Prequalification Requirements

- Design – Bridges
- Design – Geotechnical
- Design – Hydraulics II
- Design – Traffic: Capacity & Geometric Analysis
- Design – Traffic: Pavement Markings
- Design – Traffic: Safety Studies
- Design – Traffic: Signal
- Design – Traffic: Signal Operations – Complex
- Design – Traffic: Signing – Freeway
- Design – Traffic: Signing – Non-Freeway
- Design – Traffic: Work Zone Maintenance of Traffic
- Design – Traffic: Work Zone Mobility & Safety
- Design – Utilities: Roadway Lighting
- Design – Surveying: Construction Staking
- Landscape Architecture

---

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 Mannik Smith Group.

## **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 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 5%**.

### **3 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. 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 at a minimum 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 Submitter's 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 design, construction, mobility, safety and operations requirements and similar environmental and geotechnical conditions.
- B. Effective project management structure and interaction with MDOT, ACM, utility companies 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
- 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 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 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. 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 determined based on the Service Vendor Performance Evaluations 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**

Provide a statement in the cover letter (Section 3.1) which identifies 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 3.6.2 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 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

Short-listed teams will have their names and scores posted on MDOT’s innovative contracting website, which will serve as the shortlisting announcement. Teams that are not short-listed will only have their scores posted; 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 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.

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 will be “**SOQ – 131071 US-12 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:

Lynne Kirby, MDOT Project Manager  
Brighton TSC  
10321 E. Grand River, Suite 500  
Brighton, MI 48116  
E-mail: KirbyL@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 3.6.
- 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 – 131071 US-12 DB**”.
- G. Graphics are allowed within established page limits.

---

## **6 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.

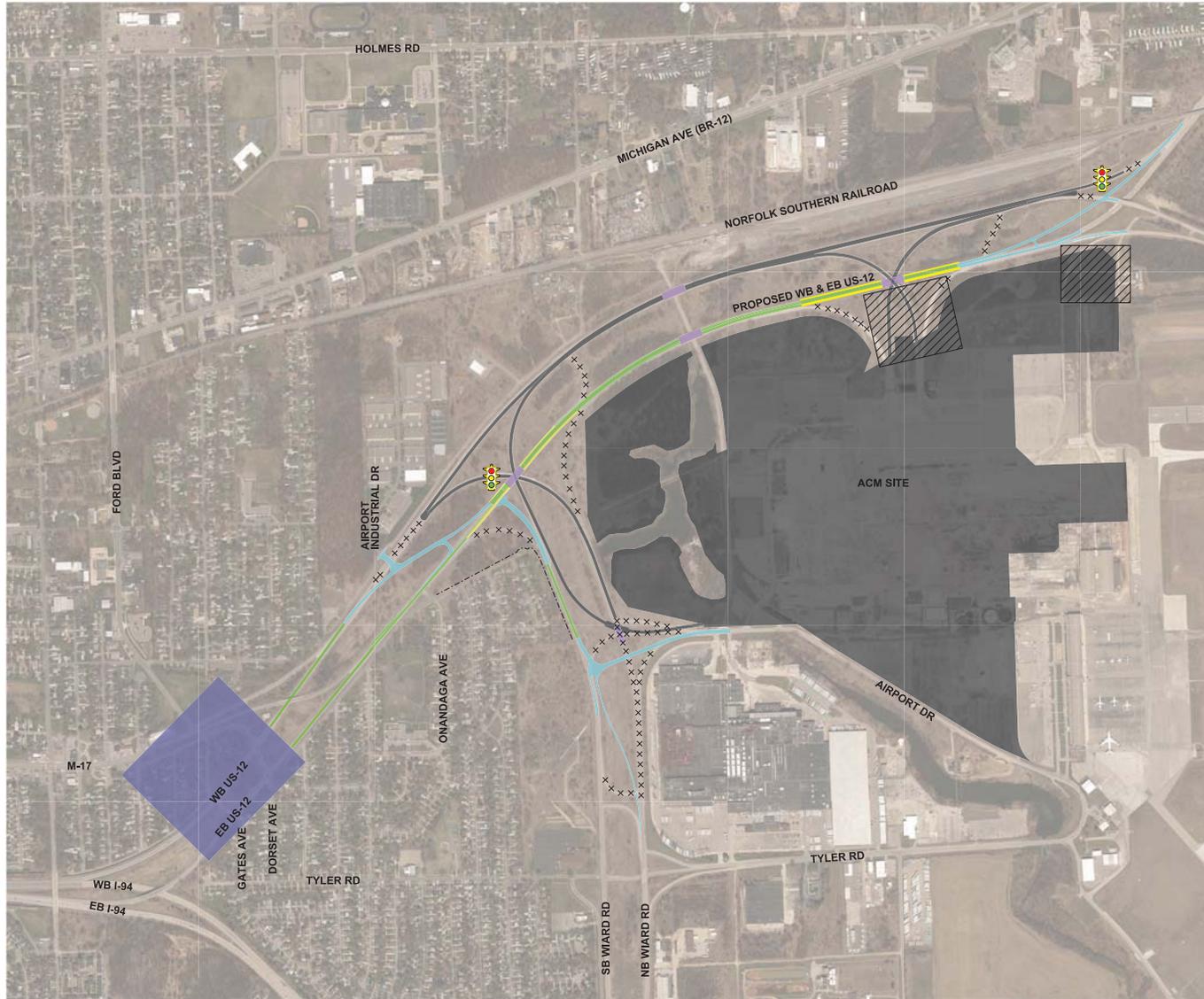
### **6.4 Stipends**

MDOT will pay a \$40,000 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**

W:\Projects\Projects K-O\MDOT\0076\CAD\BASE\Traffic Exhibit\UN130032\_SITE\_Overall.dgn 9/19/2016



### LEGEND

- PROPOSED NEW ROADWAY
- PROPOSED RESURFACING
- PROPOSED ROAD WIDENING
- PROPOSED BRIDGE MODIFICATIONS
- EXISTING RIGHT OF WAY
- PROPOSED SIGNALIZED INTERSECTION
- PROPOSED STOP SIGN
- TRAFFIC MOVEMENT
- PAVEMENT REMOVAL
- PROPOSED GATED EMERGENCY ACCESS
- ACM USE
- RECOMMENDED SAFETY IMPROVEMENTS  
US-12 AT DORSET

**Attachment B Preliminary Reference Information Documents****INDEX OF REFERENCE INFORMATION DOCUMENTS**

These documents are provided in a virtual data room. Data room access can be obtained by contacting Lynne Kirby, MDOT Project Manager at: [KirbyL@michigan.gov](mailto:KirbyL@michigan.gov).

<b>RID AS-BUILTS</b>
(Descriptions of as-builts are provided for information only and may not be entirely accurate)
06087_HMA Overlay Log Plans 81063_1973.pdf Plans for improvements to US-12 from I-94 to US-12 BR (1973)
11368-11369_US-12 81063-S04_1977.pdf Plans for deck and railing repair of US-12 Onramp (from NB Wiard to WB US-12) over EB US-12 (1997)
28089_US-12 Guardrail & Safety Work 81063_1988.pdf Plans for improvements to US-12 from Wiard interchange to Ecorse interchange (1988)
32181_Airport Drive_1990.pdf Plans for improvement to Airport Drive from Wiard Road to Willow Run Airport entrance (1990)
39923_WAT_1997.pdf Plans for improvements to Wiard Road, Tyler Road and Airport Drive (1997)
45688_82061 US-12 Storm Sewer Detention Plans_2000.pdf Plans for improvements to US-12 and US-12 BR from Ecorse Road to Beck Road (2000)
81041_US-12 Ford Lake_1959.pdf Plans for improvements to Wiard Road and Old US-12 (1959)
81063_Old Ecorse_1955.pdf Plans for improvements to US-12 west of Wiard Road interchange (1955)
81063_US-12 Between Tri Levels_1942.pdf Plans for improvements to US-12 from Wiard interchange to airport interchange (1942)
81063_US-12 Construction Plans_1941.pdf Plans for construction of US-12 between Harris Road and county line (1941)
81063-S04_US-12 Tri-Level_1964.pdf Plans for improvements to Tri-level structures at the US-12 EB / Wiard Road interchange (1964)
81063-S04_US-12 Tri-Level B2 of 81-20-8B_1942.pdf Plans for construction of Tri-level structures at the US-12 EB / Wiard Road interchange (1942)

81063-S05_US-12 Tri-Level_1964.pdf Plans for improvements to Tri-level structures at the US-12 EB / airport interchange (1964)
81063-S05_US-12 Tri-Level B3 of 81-20-8B_1942.pdf Plans for construction of Tri-level structures at the US-12 EB / airport interchange (1942)
81063-X01_US-12_1966.pdf Plans for improvement to structure carrying EB US-12 over railroad (1966)
81063-X01-X02_US-12 X1 of 81-20-8A_1942.pdf Plans for construction of structure carrying EB US-12 over railroad (1942)
81063-X02_US-12_1966.pdf Plans for improvement to structure carrying WB US-12 over railroad (1966)
81063-X02_US-12_X1 of 81-20-8A_1942.pdf Plans for construction of structure carrying WB US-12 over railroad (1942)
82041-S01_Ecorse B01 of 82-21-8B_1942.pdf Plans for construction of structure carrying WB Ecorse Road over EB US-12 (1942)
82041-S01_Ecorse B1 of 82-21-8_1942.pdf Plans for construction of structure carrying WB Ecorse Road over EB US-12 (1942)
82041-S01_Ecorse C2 B1 of 82-21-8B_1942.pdf Plans for construction of structure carrying WB Ecorse Road over EB US-12 (1942)
82041-S01_Ecorse C3_1963.pdf Plans for improvements to structure carrying WB Ecorse Road over EB US-12 (1963)
123009_Wiard Bridge Rem over Tyler Rd_Const Plans_2015.pdf Plans for the removal of the structure carrying NB Wiard Road over Tyler Road (2015)
B1-B2 of 81-20-13b_Wiard_1942.pdf Plans for construction of structures on NB Wiard Road (1942)
B2 of 81-20-13b_Wiard_1974.pdf Plans for improvements to structure carrying Wiard Road over Tyler Road (1974)
W2_06a_Wiard_1941.pdf Plans for improvements to Wiard Road between Chase Road and Old Ecorse Road (1941)
W2_08_Wiard_1942.pdf Plans for improvements to Wiard Road between Chase Road and Old Ecorse Road (1942)
<b>RID CONCEPT PLANS AND DATA</b>
<b><u>Design Calculations</u></b>

<b><u>Concept Plans</u></b>
130032_WillowRun_Preferred Alt_2016-08-23.pdf
US-12 Public Meeting PowerPoint_2016-10-05.pdf
US-12_ACM_final_public_meeting_exhibits_2016-09-20.pdf
<b><u>CADD Reference Files</u></b>
JN13032_US12_Bridge_x-sections.dgn
JN13032_US12_Road_Typical.dgn
JN13032_US12_Road_x-sections.dgn
JN13032_Wiard_Road_Typical.dgn
JN130032_Airport_Opt3_Crossover.dgn
JN130032_Base.dgn
JN130032_Ecorse_Opt1_Crossover.dgn
JN130032_SITE_Overall.dgn
JN130032_SITE_Overall_no box.dgn
JN130032_West_End_Upgrade.dgn
JN130032_WestEndBase.dgn
JN130032_Wiard_Opt3_Crossover.dgn
<b>RID MISCELLANEOUS REFERENCE</b>
<b><u>Environmental</u></b>
E-130032_Delineated Wetlands & Streams Zoomed.pdf
E-131071_Was Co Water Resources (Co Drains) Map_2016-05-11.pdf
Wetland Culvert & Stream Shape Files
<b><u>Geotechnical</u></b>
<b><u>ROW</u></b>
131071_T3S-R7E_Section 12.pdf
131071_T3S-R7E_Section 12-South Half

131071_Willow Run System.pdf
K-11-11-405-005_1960-05-20.pdf
K-11-12-100-003_1925-02-11.pdf
K-11-12-200-001_1924-09-17.pdf
K-11-12-400-002A_1990-08-23.pdf
K-11-12-400-002B_1991-04-12.pdf
<b><u>Structures</u></b>
10972_BSIR_2015-06-30.pdf
10972_Photo Log_2015-06-30.pdf
11009_BSIR_2015-04-16.pdf
11009_Photo Log_2015-04-16.pdf
11009_Wiard Full Application for Removal-FY2018.pdf
81063-S04_Scoping Binder_2012-02-29.pdf
81063-S04-5_Scoping Binder_2012-02-17.pdf
81063-S05_Scoping Report-Final_2008-06.pdf
81063-S05-5_Scoping Binder_2012-02-14.pdf
82011-S01_SCOPE_2007-11-05.pdf
<b><u>Survey</u></b>
S-ALTA with site overlay_2016-08-10.pdf
S-DCA SURVEY NO 20071 EXCEPTION SKETCHES_2016-09-01.pdf
S-DCA SURVEY NO 20071 SHEET 1.dwg
S-DCA SURVEY NO 20071 SHEET 2.dwg
S-DCA SURVEY NO 20071 SHEET 3.dwg
S-DCA SURVEY NO 20071 SHEET 4.dwg
S-DCA SURVEY NO 20071 SHEET 5.dwg
S-DCA SURVEY NO 20071 SHEET 6.dwg
S-DCA SURVEY NO 20071 SHEET 7.dwg
S-DCA SURVEY NO 20071 SHEET 8.dwg
S-DCA SURVEY NO 20071_2016-08-01.pdf
S-WILLOW RACER AERIAL.dwg

S-WILLOW RACER DTM.dwg
S-WILLOW RACER OBSCURED.dwg
S-WILLOW RACER VOIDS.dwg
S-WILLOW RUN LEGEND.dwg
<b><u>Traffic</u></b>
127117_US-12 Road Safety Audit-Final_2016-09.pdf
130032_DRAFT_Alternative Analysis Report_2016-09.pdf
130032_DRAFT_Alternative Analysis Report_Appendix A.pdf
130032_DRAFT_Alternative Analysis Report_Appendix B.pdf
130032_DRAFT_Alternative Analysis Report_Appendix C.pdf
130032_DRAFT_Alternative Analysis Report_Appendix D.pdf
Concepts near US-12 & Dorset (Not Explored) 130032_West End Option 3.pdf 130032_West End Options.pdf US-12 @ I-94 Roundabouts-reduced_2016-08-18.pdf
Roundabout Analysis 130032_GHD_Roundabout Concept Memo_2016-09-12.pdf 130032_GHD_Roundabout_125ICD_2016-09-12.dgn 130032_Preliminary Analysis-Roundabout_2016-08-15.pdf US-12 @ I-94 Roundabouts_2016-08-18.pdf US-12 @ I-94 Roundabouts-reduced_2016-08-18.pdf US-12 at Ecorse and Dorset.pdf US-12 at Ecorse and Dorset-email from Rosemary_2016-08-16.pdf Wiard Road at Airport Road 2040 AM 50% CL.jpg Wiard Road at Airport Road 2040 PM 50% CL.jpg
Signal Information MDOT signal_warrants (US-12 at Ecorse)_2016-09-15.xls MDOT signal_warrants (US-12 at Wiard)_2016-09-15.xls Response from Signal unit on Warrant Analysis_2016-09-16.pdf Signal comments in relation to the US-12 ACM Project near Willow Run Airport_2016-09-19.docx WB US-12 at Wiard left_turn_phasing.xls

Traffic Counts

- 81063\_MDOT traffic count US-12 summary\_2012-2014.pdf
- 81063\_MDOT traffic counts US-12 part 1\_2012-2014.pdf
- 81063\_MDOT traffic counts US-12 part 2\_2012-2014.pdf
- 81082\_MDOT traffic count M-17 near Ford Blvd\_2015.pdf
- 81082\_MDOT traffic summary M-17\_2012-2014.pdf
- 82011\_MDOT traffic count US-12 at Co Line\_2013.pdf
- 100521\_Signal timing permit at US-12 EB at Dorset\_2013-01-17.pdf
- 100521\_Signal timing permit at US-12 WB at Dorset\_2013-01-17.pdf
- 131071\_Existing 2016 No Build Turn Count.pdf
- 131071\_Proposed 2040 Volumes\_081616 preferred alternative\_2016.pdf
- US-12 EB Offramp\_2015-06.pdf
- Wayne Ecorse Eastbound Crash Info\_2010-2014.pdf
- Wayne Ecorse Traffic Counts\_2003.pdf
- Wayne Ecorse Westbound Crash Info\_2010-2014.pdf
- Wiard at Tyler\_24 hour volumes\_2015.pdf
- Wiard NB north of Airport Dr\_2015-07.pdf
- Wiard NB on WB US-12 Ramps\_2015-06.pdf
- Wiard SB north of Airport Dr\_2015-06.pdf

Syncro Files

**Utility**

Utility Company Responses:	AT&T CenturyLink Comcast DTE (Electric and Gas) Fiber Link Level 3 MDOT ITS Nexus TransCanada Washtenaw County Water Resources Windstream Wolverine Pipeline Ypsilanti Community Utility Authority
----------------------------	--

## 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)

**US-12 Operational Improvements near Willow Run Design-Build Project  
MDOT Job No. 131071**

The following teams have been short listed for US-12 Operational Improvements near Willow Run Design-Build Project:

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