

REQUEST FOR QUALIFICATIONS

MICHIGAN DEPARTMENT OF TRANSPORTATION

Metro Region

Design-Build Project

Mound Road Industrial Corridor Technology and Innovation Project

Job Number: 207178

Addendum 1: September 11, 2020



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1 INTRODUCTION

The Michigan Department of Transportation (MDOT) is requesting Statements of Qualifications (“SOQs”) from entities (“Submitters”) interested in submitting proposals for the Mound Road Industrial Corridor Technology and Innovation Project on Mound Road between I-696 and M-59 in the cities of Warren and Sterling Heights, Macomb County, Michigan (the “Project”). The Project will be funded with local 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 intends, through this procurement, to enter into a Contract that will result in cost-effective and expedited completion of all elements of the Project. The Contract will obligate the design-build contractor (“Design-Builder”) to administer, design, and construct the Project. MDOT will use a two-phase procurement process to select a design-build contractor (“Design-Builder”) to deliver the Project. This Request for Qualifications (RFQ) is issued as part of the first phase to solicit information, in the form of SOQs, that MDOT will evaluate to determine which Submitters are the most highly qualified to successfully deliver the Project. MDOT intends to shortlist a minimum of three, but not more than five Submitters that are eligible to receive the Request for Proposals (RFP). In the event that there are less than three total Submitters, MDOT may cancel the procurement or re-advertise the Project.

In the second phase, MDOT will issue an RFP for the Project to the shortlisted Submitters. Only the shortlisted Submitters will be eligible to submit technical and price proposals in response to the RFP for the Project. Each shortlisted Submitter that submits a proposal in response to the RFP (if any) is referred to herein as a “Proposer.” MDOT intends to award a Contract for the Project, if any, to the Proposer offering the lowest responsive bid, to be determined as described in the RFP.

The Contract will include a fixed price to complete the Project. The Contract will set forth the terms of the Design-Builder compensation and additional details of the Design-Builder’s anticipated obligations and the responsibilities in connection with the administration, design and construction of the Project.

Award of a Design-Build Contract will be conditioned upon finalization of a Design-Build Contract, and the satisfaction of other conditions that will be set forth in the RFP.

1.2 Project Goals

The following goals have been established for the Project:

1. Improve highway infrastructure system to a state of good repair
2. Provide greater safety for motorists, pedestrians, bicyclists, and transit users
3. Implement advanced technology for operational, safety, and network maintenance improvements
4. Enhance and support national and regional economic efficiency, productivity, and competitiveness
5. Reduce congestion and improve freight movement within the corridor
6. Maintain corridor mobility and provide a predictable and reliable trip time during construction within the project limits
7. Deliver the Project within the overall Innovate Mound Program budget
8. Develop and implement a DBE Engagement Plan that achieves the DBE goal for the Project.

1.3 Submitter Information

If an entity intends to submit a 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 BACKGROUND INFORMATION; RFQ PROCESS

2.1 Project Description; Scope of Work

The Project is a partnership of Macomb County, the City of Sterling Heights, the City of Warren, and MDOT with the objective of transforming approximately nine miles of the Mound Road corridor to a next-generation critical commercial corridor of national significance. The existing boulevard will be reconstructed between I-696 and M-59, with the addition of a fourth travel lane in each direction from 17 Mile Road northerly to M-59. Roadway improvements include new concrete pavement, drainage, curbs, and driveways; signal optimization, roadway widening, connected vehicle, and fiber optic communications technology; non-motorized facilities; and energy-efficient LED lighting. The Project area includes major intersections at each “mile” road along with several other intersecting roadways.

The Project includes the following:

- Reconstruction of all cross-road intersections, including the Mile Roads and all other intersections located between the Mound Road Point of Beginning (POB) and Point of Ending (POE).
- Reconstruction of all driveways connected to Mound Road within MCDR provided Right-of-Way located between the Mound Road POB and POE.
- Rehabilitation or replacement of drainage systems including the replacement of the Bear Creek Drain and rehabilitation of large culverts and sewers at Big Beaver Creek and Sterling Relief Drain.
- Rehabilitation and structure widening of northbound (NB) and southbound Mound Road over Plum Brook bridges to accommodate a fourth travel lane in each direction.
- Rehabilitation of Mound Road over Red Run Drain bridge, including expansion joint replacement.
- Removal and replacement of existing guardrail within the Project limits.
- Turf establishment.
- Signing and pavement markings.
- Traffic signal modernization.
- Energy efficient LED street lighting systems.
- Intelligent Transportation Systems (ITS) including fiber optic communications and other connected vehicle technologies.
- Municipal utility relocations and betterments.
- Roadway maintenance during construction on NB and SB Mound Road where traffic is maintained.
- Construction of new non-motorized facilities.

The Mound Road Industrial Corridor Technology and Innovation Project team will comply with the Federal Final Rule on Work Zone Safety and Mobility, effective October 2007, by developing a traffic management plan (TMP) for the Project. MDOT and their PMT (Project Management Team) will develop a draft TMP with traffic microsimulation to define the construction staging requirements and work zone mobility requirements to guide the Project team to identify and address work zone impacts at both the facility and network levels. The final TMP will be the responsibility of the Design-Builder and include comprehensive signal infrastructure and signage improvements to maintain traffic flow and safety along the corridor for passenger and commercial traffic alike. The RFP will contain the final requirements for maintaining traffic.

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
- Attachment E – Submitter Introduction Form

The RID and reference to any website (including the Project webpage) in this RFQ are provided for reference and background information only. MDOT has not determined whether the RID are without error, complete, pertinent, or of any other value to potential Design-Builders. MDOT makes no representation as to the accuracy,

completeness, or pertinence of the RID or information in any referenced website (including the Project Webpage), and, in addition, shall not be responsible for any interpretations thereof or conclusions drawn therefrom. The information contained in the RID or set forth in any referenced website (including the Project Webpage) reflects information as of any date or time identified therein.

The RID provided are in draft format and are being provided for informational purposes only. The RID provided are subject to revision, correction, or alteration. MDOT may not provide notification of such changes. The RID provided will not be used or relied upon for bidding or estimating purposes, nor will they otherwise be considered contractual or binding in nature.

2.2 Project Schedule

MDOT anticipates carrying out the first phase of the procurement process contemplated hereby in accordance with the following schedule:

Phase 1 – Request for Qualifications

Issue RFQ	August 11, 2020
Deadline for submitting RFQ questions	September 4, 2020 4:00pm EDT
Virtual Industry Forum	September 22, 2020 10:00am EDT
SOQ due date	October 6, 2020 3:00pm EDT
Anticipated Notification of shortlisted Submitters (Proposers)	October 28, 2020
Release of the Working Draft RFP for Industry Review	October 29, 2020
Anticipated Substantial Completion	Late 2023 / Early 2024

This schedule is subject to modification at the sole discretion of MDOT. Submitters will be notified of any change by an addendum to this RFQ. MDOT intends to issue the RFP shortly after selection of the shortlisted Proposers and to prosecute the procurement to a Contract award thereafter. MDOT anticipates awarding a Contract for the Project in April of 2021. 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 at https://www.michigan.gov/mdot/0,4616,7-151-9625_21539_53226-518150--,00.html

In order to facilitate receipt, processing, and response, all questions regarding the Project must be submitted by email to the MDOT Innovative Contracting 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, MCDR staff, their Owner's Representative Consultant (ORC), City of Warren Staff, or City of Sterling Heights staff (including members of the selection team) other than the MDOT Innovative Contracting Project Manager, or their designee, to obtain information on the Project. Such contact may result in disqualification.

MDOT may make edits in addenda to this RFQ in response to clarification requests. Alternatively, MDOT may respond to those questions that MDOT deems to be material and not adequately addressed through potential addenda to the RFQ. MDOT will post any such responses and/or addenda to this RFQ on the MDOT Innovative Contracting website.

MCDR Project Manager

John Crumm, AICP

Macomb County Department of Roads

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MDOT Innovative Contracting Project Manager

Jonathon Stratz, P.E.

Michigan Department of Transportation, Innovative Contracting Unit

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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. Submitters are responsible for monitoring the MDOT Innovative Contracting website for information concerning this procurement as teams responding to this RFQ will be required to acknowledge in Attachment E, Submitter Introduction Form, that they have received and reviewed all Addenda posted thereon.

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. Observers During Evaluation:

Submitters are advised that observers from federal or other agencies affected by the Project, and local governmental entities may observe the SOQ evaluation process and will have the opportunity to review the SOQs after the SOQ Due Date.

4. 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

- 208500 B (Concrete Pavement)
- 208500 Ea (Grading, Drainage Structures & Agg. Cons)

Lead Engineering Design Firms Prequalification Requirements

- Design – Roadway: Complex
- Design – Bridges

Anticipated Secondary Engineering Design Firms Prequalification Requirements (Firms that satisfy the requirements denoted with an asterisk (*) below must be identified in the SOQ. Firms that satisfy the remainder of the requirements do not need to be identified in the SOQ.)

- Design – Bridges: Load Rating
- Design – Geotechnical: Advanced
- Design – Hydraulics II*
- Design – Traffic: Capacity & Geometric Analysis*
- Design – Traffic: ITS – Design & System Manager*
- 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: Municipal*
- Design – Utilities: Roadway Lighting
- Landscape Architecture
- Surveying: Right of Way
- Surveying: Road Design*
- Surveying: Structures*

Additional design prequalification classifications 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 30 percent or greater interest in the Submitter; any subcontractor(s) that will perform work valued at 30 percent or more of the overall contract amount; the lead engineering/design firm(s); and each engineering/design sub-consultant that will perform 30 percent 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: HNTB Michigan, Inc., Somat Engineering, Inc., Surveying Solutions, Inc., and Hubbell, Roth & Clark.

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 submitting team.

2.8 Changes to Organizational Structure

All changes in Key Personnel or a Major Participant from a Submitter’s SOQ to the Submitter’s Proposal in response to the RFP must be approved by MDOT in writing by submitting Form 5100G. Changes in Key Personnel or a Major Participant 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 Innovative Contracting Project Manager as identified in Section 2.3 (Forms can be found at this website: <https://mdotjboss.state.mi.us/webforms/WebFormsHome.htm>).

2.9 Federal Requirements

Submitters are advised that the RFP will be drafted based on the assumption that the Project will be eligible for federal-aid funds. Therefore, the procurement documents and the Contract shall conform to requirements of applicable federal law, regulations, and policies. MDOT anticipates that certain federal procurement requirements will apply, including but not limited to Equal Opportunity requirements (Title VI of the Civil Rights Act of 1964, as amended), requirements applicable to Disadvantaged Business Enterprises ("DBEs") (Title 49 Code of Federal Regulations Part 26, as amended), Small Business requirements (United States Code Sections 631 et seq.), Buy America requirements (49 Code of Federal Regulations Part 661), and Davis-Bacon wage rates. MDOT reserves the right to modify the procurement process described herein to address any concerns, conditions, or requirements of federal agencies, including the Federal Highway Administration ("FHWA"). Proposers shall be notified in writing via an addendum of any such modifications.

2.10 Equal Employment Opportunity

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

2.11 Disadvantaged Business Enterprises

It is the policy of MDOT that 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 6%**.

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. SOQs shall be submitted exclusively in the English language, inclusive of English units of measure and cost terms in United States of America dollar denominations.

3.1 Introduction (Pass/Fail)

The Submitter must complete and sign the Submitter Introduction Form (see Attachment E). **The form certifies the truth and correctness of the contents of the SOQ.** This information will be used to identify the Submitter team structure and composition, 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. **An additional page for Attachment E is allowed but does not relieve the Submitter from providing the requested information in the narrative as described in Section 3.3.1.**

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, potential issues and risks affecting the Project, and Submitter approach to delivering the Project and potential solutions to probable impacts and risks. Demonstrate an understanding of the Project goals discussed in Section 1.2 as the following is specifically addressed:

1. Understanding of Project scope.
2. Understanding of the construction and schedule requirements needed for the Project.
3. Understanding of the design requirements needed for the Project.
4. Understanding of mobility and safety concerns.
5. Understanding of impacts on the adjacent communities and traveling public.
6. Understanding of utility coordination efforts and process for resolving conflicts.
7. Understanding the environmental concerns for the Project.
8. Understanding the potential risks associated with the Project and mitigation efforts that will be needed to remove or reduce the risk to meet the Project goals.
9. Understanding the criteria related to the maintenance of traffic.
10. Understanding of ITS, Connected Vehicle (CV)/Automated Vehicles (AV) and Electric Vehicle (EV) technologies.
11. Provide a draft of the Submitter's DBE Engagement Plan that will be implemented to achieve the DBE goal. The description should indicate specific good faith efforts and a process for reporting quarterly to MDOT on specific activities.

3.3 Qualifications of Team (40 Points)

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

1. Management and staff experience, capabilities, and functions on projects of similar scope and with similar design, construction, traffic operations and safety, technology, mobility and similar environmental and geotechnical conditions
2. Effective project management structure and interaction with MDOT or other entities
3. Effective utilization of personnel and experience of team members working together

4. Experience with expedited schedules and timely completion on comparable projects
5. Experience with on-budget completion of comparable projects
6. Experience with integrating design and construction activities
7. Company experience and qualifications that are relevant to the Project scope
8. Experience with utility coordination efforts and conflict resolutions
9. Experience with meeting NEPA and permit requirements and mitigation efforts required when environmentally sensitive areas are encountered
10. Experience with successful maintenance of traffic and maintaining traffic mobility during construction on comparable projects

3.3.1 Organization of Project Team

A narrative describing the Submitter’s teaming arrangements, its management structure, and design-build management approach. The narrative should include, at a minimum, a discussion of the following:

1. How the Submitter team will operate, in light of the complexity and sequencing of the Project
2. The experience of the team members working together on other comparable projects and the results of that experience
3. How the management structure will facilitate the management of the Project risks

Describe the roles of all Key Personnel, Major Participants, and identified subcontractors. The entity meeting each of the construction prequalification classifications and subclassifications listed in section 2.4 must be identified. 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 subcontractors who are providing construction and design 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 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 within the Submitter organization, with MDOT, and with others 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 favor Submitters who provide a clear and concise communication plan that incorporates and integrates all components of the Submitter’s 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 Key Personnel

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, which may be approved in MDOT’s sole discretion. SOQs 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:

1. Submitter’s Project Manager
2. Construction Manager
3. Construction Quality Control Manager
4. Design Quality Control Manager
5. Design Manager
6. Lead Road Engineer
7. Lead Maintenance of Traffic Engineer
8. Lead Structures Engineer
9. Lead ITS Engineer
10. Lead Hydraulics Engineer
11. Lead Utility Engineer
12. Design Lead Professional Traffic Operations Engineer
13. Civil Rights Manager

Include the following items on each resume:

1. Relevant licensing and registration
2. Years of experience performing similar work
3. Actual work examples on similar projects, including project description, 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.

1. Project Manager:

The Submitter’s Project Manager shall have a minimum of 10 years of recent experience managing the design and construction of highway construction projects with a similar scope of work, including design-build experience. The Submitter’s Project Manager will be responsible for the overall design, construction, quality management, and contract administration for the Project and will:

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

2. Construction Manager:

The Construction Manager shall have a minimum of 10 years of recent experience managing field operations on highway construction projects of similar scope. The Construction Manager must be on site during all construction activities (or the Approved designee must be on site). The Construction Manager must work under the direct supervision of Submitter's Project Manager. The Construction Manager is responsible for ensuring that the Project is constructed in accordance with the Project requirements. The Construction Manager is responsible for managing the Design-Builder construction personnel, scheduling of the construction activities, and administering all construction requirements of the Contract.

3. Construction Quality Control Manager:

The Construction Quality Control Manager is expected to have a minimum of 10 years of recent experience overseeing the inspection and materials testing on highway construction projects of similar scope.

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:

- a. Not be assigned any other duties or responsibilities on the Project.
- b. Visit the site weekly and report on that visit to the Design-Build Project Manager and the MCDR Project Manager.
- c. Be available whenever any construction activities are being performed.
- d. Have the authority to stop any and all work that does not meet the standards, specifications, or criteria established for the Project.

4. Design Quality Control Manager:

The Design Quality Control Manager shall have a minimum of 10 years of experience managing the design quality component of highway construction projects of similar scope and complexity and shall be a licensed Professional Engineer in the State of Michigan by the award of the Project. The Design Quality Control Manager will be responsible for design quality assurance for the project. The Design Quality Control Manager will:

- a. Be independent of design production and associated activities.
- b. Work under the direct supervision of Design-Builder's management team.

5. Design Manager:

The Design Manager is expected to have a minimum of 10 years of experience in managing the design of highway construction projects and must be a licensed professional engineer in the State of Michigan by the award of the Project. The Design Manager is expected to have recent relevant project experience managing similar types of projects and with design-build experience. 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:

- a. Be available whenever design activities are being performed.
- b. Work under the direct supervision of Submitter's Project Manager.
- c. Be responsible for managing the Design-Builder's design personnel and administering all design requirements of the contract.

6. Lead Road Engineer:

The Lead Road Engineer shall be experienced in roadway design related to roadway reconstruction and rehabilitation projects, including large roadway corridor projects of similar scope. The experience should be focused on urban boulevard reconstruction and rehabilitation in commercial areas. The Lead Road Engineer must be a registered professional engineer in the State of Michigan by the award of the Project.

7. Lead Maintenance of Traffic Engineer:

The Lead Maintenance of Traffic Engineer shall be experienced in work zone safety, work zone traffic control design, and have significant recent experience in maintenance of traffic engineering and traffic management on similar projects. This experience should be focused on high commercial ADT urban boulevards. The Lead Maintenance of Traffic Engineer must be a registered professional engineer in the State of Michigan by the award of the Project.

8. Lead Structures Engineer:

The Lead Structures Engineer shall be experienced in structure design of the size and type required for the Project and must be a registered professional engineer in the State of Michigan by the award of the Project.

9. Lead ITS Engineer:

The Lead ITS Engineer shall have a minimum of 5 years of recent experience in ITS design, system management and oversight of field hardware integration for CV/AV projects of similar size and scope. The Lead ITS Engineer must be a registered professional engineer in the State of Michigan by the award of the Project. The Design Lead ITS Engineer will:

- a. Be available whenever ITS design activities are being performed.
- b. Be available whenever field hardware integration activities are being performed.
- c. Have recent experience consisting of at least 2 relevant projects from the last 5 years with similar scope that have been completed.

10. Lead Hydraulics Engineer:

The Lead Hydraulic Engineer shall be experienced in hydraulic engineering as required for this Project, including storm sewer design, ditch design, and water detention/retention system design. The Lead Hydraulics Engineer must be a registered professional engineer in the State of Michigan by the award of the Project.

11. Lead Utility Engineer:

The Lead Utility Engineer shall have recent relevant experience with coordinating and resolving utility conflicts on similar projects, including design-build projects. They shall demonstrate their ability to work with multiple utilities at once and identify, mitigate, and resolve complex utility conflicts in a timely manner.

12. Design Lead Professional Traffic Operations Engineer:

The Design Lead Professional Traffic Operations Engineer must be experienced in traffic operational analysis and safety studies, including traffic optimization studies, work zone safety & mobility, signing design, pavement marking design, and have significant recent experience in traffic engineering and traffic management on similar projects. The Design Lead Professional Traffic Operations Engineer must be a registered professional engineer in the State of Michigan by the award of the Project.

13. Civil Rights Manager:

The Civil Rights Manager shall be experienced in the successful development, implementation, and monitoring of DBE Engagement plans to achieve a project's DBE goals and comply with equal employment opportunity laws. The Civil Rights Manager will be responsible for all aspects of the Good Faith Effort Plan and the DBE Engagement Plan including monitoring the DBE participation with respect to the Project goal.

SOQs shall include an express written statement from the Submitter committing that the Key Personnel designated in the SOQ for the positions or roles described in this Section 3 shall be available to serve the role so identified in connection with the Project.

Proposers are advised that additional Key Personnel may be required to be identified at the RFP stage.

3.4 Submitter Experience (25 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, experience with innovative solutions, 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 25 points available in this category. The experience of the Major Participants will account for a maximum of 10 points out of the 25 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:

1. Name of the project and either the owner's contract number or state project number
2. Owner's project manager (i.e., the owner's construction manager for construction project or the owner's design manager for design projects) and their current telephone number
3. Dates of design, construction, and project management
4. Description of the work or services provided and percentage of the overall project actually performed
5. Description of scheduled completion deadlines and actual completion dates
6. Original design or construction budget and final design or construction cost
7. Description of innovative design and construction means and methods and construction materials used

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

3.5 Past Performance of Designers (10 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 Contracts Tracking System (CTRAK) 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 this 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 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) that may result in, or could be viewed as a potential conflict of interest on this Project; (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 3.6.1 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.

3.6.2 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. MDOT will verify the legal structure of Submitters with paperwork currently on file with MDOT. 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.

3.6.3 Financial Viability

The Submitter must supply form 1300 EZ with their SOQ if one is not currently on file with MDOT 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. MDOT will verify the financial viability of Submitters who have a current 1300EZ form on file with MDOT.

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:

1. Understanding of Project (25 Points)
2. Qualifications of Team (40 Points)
3. Submitter Experience (25 Points)
4. Past Performance of Designers (10 Points)

4.3 Determining Shortlisted Submitters

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

Shortlisted teams will have their Submitter’s names and scores posted on MDOT’s innovative contracting website, which will serve as the shortlisting announcement. Teams that are not shortlisted will have only their scores posted; however, each Submitter will receive their individual score sheet from MDOT via email within five working days of the scores and shortlist results being posted. See Attachment D for an example of the shortlisting announcement.

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. MDOT and MCDR reserve the right to conduct virtual meetings to protect the health and safety of meeting participants.

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

SOQs are due on the 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.

SOQs shall be delivered via email to the MDOT Innovative Contracting Project Manager and copied to the MCDR Project Manager for Design and Construction identified in Section 2.3. The SOQs shall have the subject line of **“SOQ Mound Road Industrial Corridor Technology and Innovation Project – Metro Region”**. MDOT will not accept SOQs by facsimile or any other means of delivery.

5.2 Format

All SOQ’s must comply with the following:

1. Provide a Portable Document File (PDF) that is bookmarked. The maximum file size allowable for emailing is 14 megabytes (MB). The subject of the email shall be **“SOQ Mound Road Industrial Corridor Technology and Innovation Project – Metro Region”**.
2. The SOQ must not exceed 12 single-sided pages. The 12-page limit does not include key personnel resumes (Appendix A – Resumes of Key Personnel), 1300EZ forms, Conflict of Interest Statement, submitter introduction (Appendix E – Submitter Introduction Form), and the required legal information (Appendix B – Legal and Financial) defined in Section 3.6. In the 1300EZ form, the references to “Bidder” shall mean “Submitter”.
3. Pages shall be 8.5 inches by 11 inches.
4. Font must be a minimum of 12 point. **Tables and graphics may use 10-point font.**
5. All pages must be numbered continuously throughout and in the format of “Page 1 of _”, including resumes, 1300EZ forms, and legal understanding.
6. Graphics are allowed within established page limits. Text used on graphics must be legible and shall be used to describe the contents of the graphic. Any additional narrative text that does not directly relate to a graphic may be excluded from MDOT consideration at MDOT’s sole discretion.

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 shortlisted Submitters must only rely on the actual RFP if and when it is issued. This Section 6.0 does not contain requirements related to the SOQ. The Project Managers responsible for the design and construction aspects of the Design-Build project are shown in Section 2.3.

6.1 Request for Proposals

The Submitters remaining on the shortlist 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 shortlisted Submitters will be allowed to submit a response to the RFP.

6.2 RFP Structure

The RFP will be structured as follows:

1. Instructions to Proposers
2. Contract Documents
 - a. Book 1 (Contract Terms and Conditions)
 - b. Book 2 (Project Requirements)
 - c. Book 3 (Standards)
3. 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 bids will be evaluated by combining the construction cost, shared risk items, and road user delay impacts (if applicable) to achieve a low bid.

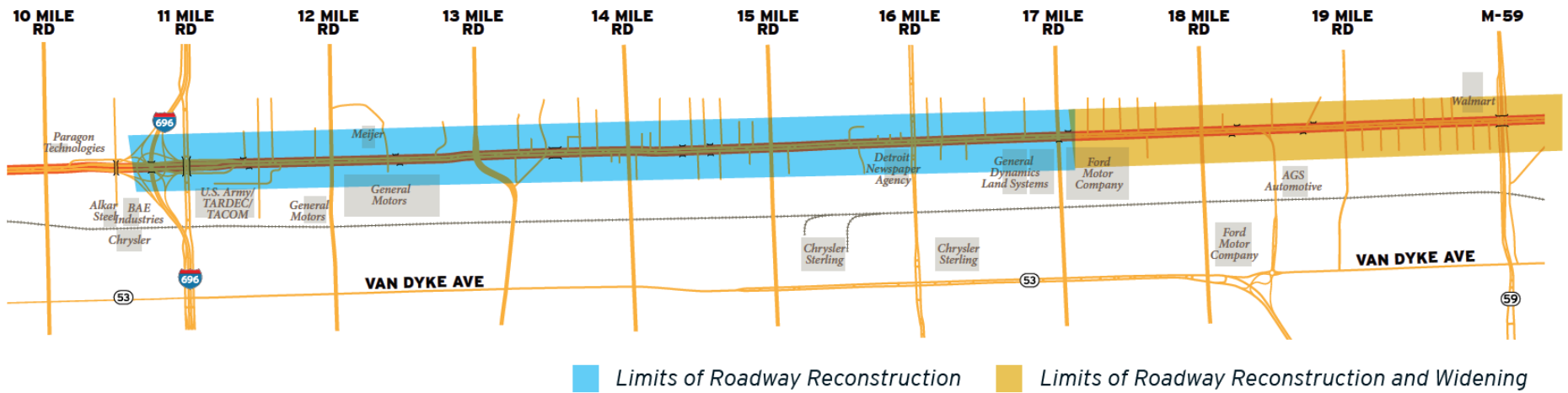
6.4 Stipends

MDOT will pay a \$150,000 stipend for responsive proposals submitted by Proposers (shortlisted 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 shortlisted Proposers.

MDOT may require shortlisted firms to complete additional paperwork, such as MDOT Form 5100J, in order to process the payment of the stipend.

Attachment A: Location Map



Attachment B: Preliminary Reference Information Documents

INDEX OF RID

The RID documents can be found within the ProjectWise link: [Innovate Mound Rd \(DB\) \(Local Agency Project-Macomb County\)](#)

Access to ProjectWise can be obtained by contacting Jonathon Stratz, P.E., MDOT Innovative Contracting Unit at stratzj@michigan.gov. When requesting access, also carbon copy (cc) John Crumm, AICP, MCDR Project Manager at jcrumm@rcmcweb.org.

RID AS-BUILTS
(Descriptions of as-builts are provided for information only and may not be entirely accurate)
Bear Creek 6238-016A-010.pdf Bear Creek Drain (1960)
Red Run 6240-Plans.pdf Red Run Drain (1996)
Big Beaver Creek 6242-Plans.pdf Big Beaver Creek (1996)
Plum Brook Creek 6244_6245-Plans.pdf Plum Brook Creek (1991)
203267_Road.pdf Signal Plans (2019)
203267_Proposal.pdf ITS Proposal information
RID MISCELLANEOUS REFERENCE
Environmental
Wetland T&E Species Report_2020.pdf
Wetland Delineation Report_2020.pdf
Structures
6238-Inspection Information - Mound Road over Sharkey Drain.pdf
6240-Inspection Information - SB & NB Mound Road over Red Run Drain.pdf
6242-Inspection Information - NB & SB Mound Road over Big Beaver Creek.pdf
6243-Inspection Information - Mound Road over Sterling Relief Drain.pdf
6244-Inspection Information - NB Mound Road over Plum Brook Drain.pdf
6245-Inspection Information - SB Mound Road over Plum Brook Drain.pdf
Traffic
Mound Rd_June 2020_Final Traffic Analysis Report.pdf
Mound Road Traffic Forecasting Methodology Memo_2019.pdf
Utility
*Utility_Conflict_Matrix.pdf
*Mound_Utility_Information20200901.pdf
MoundRoad_WaterValves_2020-05-15.dgn

*Additional information posted for Addendum 1.

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)

Mound Road Industrial Corridor Technology and Innovation Design-Build Project

The following teams have been shortlisted for the Innovate Mound Design-Build Project:

Shortlisted Team Name	Cumulative Score (100 Pts. Max.)	Criterion #1 Project Understanding (30 Pts. Max.)	Criterion #2 Team Qualifications (30 Pts. Max.)	Criterion #3 Submitter Experience (30 Pts. Max.)	Criterion #4 Past Performance of Designers (10 Pts. Max.)
Company 1					
Company 2					
Company 3					
Company 4					
Company 5					
Non-Shortlisted Scores (Names are not provided)	Cumulative Score (100 Pts. Max.)	Criterion #1 Project Understanding (30 Pts. Max.)	Criterion #2 Team Qualifications (30 Pts. Max.)	Criterion #3 Submitter Experience (30 Pts. Max.)	Criterion #4 Past Performance of Designers (10 Pts. Max.)
(Intentionally Left Blank)					
(Intentionally Left Blank)					
(Intentionally Left Blank)					
(Intentionally Left Blank)					

Attachment E: Submitter Introduction Form

Submitter Organization Information: *If the Submitter is a joint venture, include information from each member of the joint venture.*

Business Name:	
Business Address:	
Business Type: (corporation, partnership, joint venture, etc.)	

Submitter’s Point of Contact: *This person will be the single point of contact on behalf of the Submitter organization, responsible for correspondence to and from the organization to MDOT. MDOT will send all Project-related communications to this contact person.*

Name:	
Address:	
Telephone number:	
Email Address:	

Major Participants:

Major Participant Name/Contact	Address of Head Office	Description of Role/Prequalification

Acknowledgement of RFQ Addenda: *Identify and acknowledge all RFQ addenda provided by number and date.*

Addenda Number:	Addenda Date:	Acknowledgement: (check box)
		<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>

Signatures:

This form is required to be signed by authorized representatives of the Submitter organization. If the Submitter is a joint venture, the joint venture members shall sign the form. It should be noted, that Lead Engineering Firms or other consultants providing professional services cannot serve as a member of a joint venture. If the Submitter is not yet a legal entity, the known Major Participants shall sign the form.

By signing below, the Submitter certifies the truth and correctness of the contents of the SOQ, including this Submitter Introduction Form.

Printed Name:	Signature:	Date:	Organization/Role: