

REQUEST FOR QUALIFICATIONS

MICHIGAN DEPARTMENT OF TRANSPORTATION

Superior Region

Construction Manager/General Contractor Project

Portage Lake Lift Bridge

(US-41 & M-26 over Portage Lake, Houghton Hancock Lift Bridge)

Job Numbers: 204761, 212997

Control Section: 31012

Original

May 12, 2025



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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 Construction Manager / General Contractor (CMGC) services for lift bridge rehabilitation on US-41 and M-26 over Portage Lake, in the Cities of Houghton and Hancock, Houghton County (the “Project”). The Project will be funded with state and federal-aid dollars thereby requiring the Submitters adhere to all pertinent federal, state and local requirements. MDOT has concluded that harnessing private-sector expertise and input through a collaborative CMGC approach is the best way to ensure cost-effective and expedited delivery of this Project to meet the Project goals.

The purpose of utilizing this innovative delivery method is to benefit the public and Project by minimizing mobility impacts and completing the project as quickly and efficiently as possible through improvements to the design plans, staging, and project coordination as well as improving the owner/contractor interaction and outreach to the public during the project’s development. MDOT desires to have technical feasibility and constructability reviews of the project’s design by an experienced contractor team familiar with work on moveable structures. It is beneficial to have the CMGC contractor engaged during the design of the project to review the in-progress design plans and discuss means and methods, constructability, risk, and feasibility of all the work planned.

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 CMGC to perform the pre-construction services outlined in Section 3.2 and be responsible for the final construction of the project if an agreement on price is reached. This Request for Qualifications (RFQ) is issued to solicit information, in the form of SOQs, that MDOT will evaluate to determine which Submitter is most qualified to successfully deliver the Project.

MDOT staff with the assistance of a design consultant is in the process of preparing design plans. The design phase has not started. MDOT will procure a separate Independent Cost Estimator (ICE), with whom MDOT and the CMGC will collaborate with throughout the design phase of the Project.

As the design nears completion, the selected CMGC will prepare and submit a Final Opinion of Probable Construction Cost (OPCC) in accordance with Section 3.2 in order to begin final price negotiations. Subject to a successful price negotiation with MDOT, the CMGC will be awarded the construction portion of the project and responsible to complete the construction while directly performing at least 30 percent of the work. The remaining portion of work may be completed by subcontractors. If an acceptable Construction contract price cannot be reached, the project will be advertised following MDOT’s design-bid-build process with project specific qualifications in accordance with Section 5.5.

By submitting a SOQ, Submitters agree to be bound by the requirements outlined in this RFQ, be held to any commitments made in a submitted SOQ and shall satisfy all requirements developed during the design phase of the Project. Failure of the Submitter to meet these requirements may result in rejection of the CMGC process, and the Project may be advertised following MDOT’s normal design-bid-build process or the design-bid-build process with project specific qualifications.

1.2 Project Goals

The following goals have been established for the Project:

- A. Minimize impacts while maintaining multi-modal mobility throughout the duration of construction.
 - i. This includes one lane of traffic in each direction as well as maintaining marine traffic, pedestrians, cyclists, and snowmobilers.
 - ii. Limited nighttime, off-peak intermittent short-term bridge closures to vehicular traffic will be allowed as required, exception for emergency vehicles.

- iii. Maintain marine traffic and coordinate with United States Coast Guard (USCG).
- B. Coordinate with local emergency services, local agencies, local airport, and Michigan Technological University (MTU) to ensure they have access.
- C. Maintain reliable bridge operations.
 - i. Schedule construction operations to provide operational functionality of the structure.
- D. Complete the work efficiently through coordinated staging in order to avoid delays or complications during construction season.
- E. Utilize innovative processes and materials.
- F. Maximize Disadvantaged Business Enterprise (“DBE”) participation
 - i. Develop and implement a DBE Engagement Plan that achieves the DBE goal for the Project.
- G. Minimize environmental impacts
 - i. Avoid or minimize impacts within environmentally sensitive areas.
 - ii. Work within falcon restrictions.
 - iii. Comply with EGLE and United States Army Corps of Engineers (USACE) permit requirements.
- H. Safety
 - i. Provide a safe Project area for the traveling public and workers during execution of the Project
 - ii. Provide a solution consistent with current MDOT, FHWA, and AASHTO practices, guidelines, policies, and standards.
- I. Quality - Provide a high-quality product that minimizes future maintenance
- J. Budget - Complete the Project within MDOT’s established budget
- K. Meet the Project schedule or complete the Project early

Failure to address or determine the means to accomplish these goals during the pre-construction phase may lead to the Project being advertised by MDOT’s traditional design-bid-build process instead of having the project constructed by the selected CMGC.

2 BACKGROUND INFORMATION; RFQ PROCESS

2.1 Project Description; Scope of Work

The Project is located along US-41 and M-26 in the Cities of Houghton and Hancock, Houghton County, and includes construction for the following major items of work:

- Road/ITS:
 - Traffic and safety improvements including signing, pavement marking, traffic signals
 - Installing an overheight detection system
 - Structural:
 - Replace strip seal joint at Pier 3 and Pier 8.
 - Replace end joints at both abutments.
 - Replace the south bridge approach and curb and gutter.
 - Remove and replace the upper and lower grid decks on the lift span.
 - Remove and replace the deck on Span 11.
 - Replace all lift span stringers and lateral bracing.
 - Install miscellaneous bolted steel repairs for both end floor beams at the finger joints.
 - Partial cleaning and coating of structural steel to include:
 - i. All structural steel on the lift span.
 - ii. The outside fascia and bottom flange of the approach span girders (Spans 1-4 and Spans 8-11)
 - iii. All interior steel within 5 feet of the girder ends at Pier 3 and Pier 8
 - iv. All interior and exterior tower steel from the masonry plates up to the level of the top chord when the lift span is in the intermediate position.
 - v. All light poles on the bridge.
 - vi. All counterweight guide rails.
 - Replace individual deteriorated stairs from the roadway level leading to the machinery room and all steps from the roadway to the operator's house.
 - Substructure patching.
 - Deck and sidewalk patching on all spans not replaced.
 - Replace missing fenders on Pier 6.
 - Clean pigeon debris and install a means of bird deterrent under Span 2.
 - Repair southeast pier protection pile cluster
 - Replace lower-level handrails and kickplates on the sidewalk ramps leading up to the lift span.
 - Mechanical:
 - Replace southeast machinery brake thrustor.
 - Replace non-desiccant breather plugs with desiccant breathers on the reducers.
 - Replace lockbar and modify sleeves with shimmable receiver assemblies with grease ports and self-lubricating material.
 - Rehabilitate span lock receiver metal work and surrounding truss work.
 - Adjust counterweight guides to minimize contact with the guide rails.
- Electrical:
- Upgrade to full PLC Control.
 - Replace power panels and relay cabinets
 - Replace Control Console
 - Replace Auxiliary Control Cabinet
 - Replace Lighting Panel Board

The Project scope encompasses two project numbers and one control section as follows:

JN 212997 – Bridge rehabilitation work

CS 31012 – US-41 and M-26 over Portage Lake
(Portage Lake Lift Bridge/Houghton Lift Bridge)(B01-31012)

JN 204761 – ITS improvements

CS 31012 – ITS overheight vehicle detection system installed in advance of the bridge.

Traffic is expected to be maintained with the following restrictions:

- All modes of traffic must be maintained throughout the duration of the project.
 - This includes one lane of vehicular traffic in each direction as well as marine traffic, pedestrians, cyclists, and snowmobiles.
- It is anticipated that nighttime, off-peak intermittent short-term bridge closures to vehicular traffic will be allowed as required.

Project information and data is included in attachments as follows:

- Attachment A – Location Map
- Attachment B – Preliminary Reference Information Documents (RID)

Reference Information Documents (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 CMGCs. 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.

To access RID documentation, a Non-Disclosure Agreement (Attachment C) must be signed by the Contractor and returned to Talia Belill, MDOT Innovative Contracting Project Manager, at belillt@michigan.gov.

2.2 Project Schedule

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

Procurement Phase

Issue RFQ	May 12, 2025
Deadline for submitting RFQ questions	June 2, 2025, 4:00 pm EST
SOQ due date	June 9, 2025, 1:00 pm EST
Notification of Selection	June 2025
Scope Verification Meeting**	July 9 or July 10, 2025, 10am EST

Implementation – Design Phase

Pre-Construction Services Contract Award	July 2025
Preliminary Plan Review	October 2025
Final Project Coordination (FPC) Review	February 2026
Final OPCC	May 2026
Finalize Negotiations	July 2026

Plan Turn-in for Letting (unsuccessful negotiations)	August 2026
Letting (unsuccessful negotiations)	November 2026
Implementation – Construction Phase	
Construction Services Contract Award/Begin Construction*	Fall 2026-Spring 2028

* Start date will be determined during the design phase of the project in order to meet the required completion dates.

**Dates are provided to expedite the contracting process.

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.

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: [Houghton Lift Bridge Rehabilitation \(CMGC\)](#).

In order to facilitate receipt, processing and response, all questions regarding the Project shall be submitted by e-mail to the MDOT Innovative Contracting Project Manager (IC PM) listed below by the date indicated in Section 2.2. The employees and representatives of the Submitter may not contact any MDOT staff (including members of the selection team) other than the MDOT IC PM, 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.

Proposers are responsible for monitoring the Project Webpage for information concerning this procurement.

MDOT Innovative Contracting Project Manager

Talia Belill, P.E.

Michigan Department of Transportation, Innovative Contracting Unit

E-mail: belillt@michigan.gov

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 MDOT Innovative Contracting 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 F, Submitter Introduction Form, that they have received and reviewed all Addenda posted thereon.

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.

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.

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 must meet the following prequalification requirements:

- 36000 Fa, N4 Subclassification

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% or greater interest in the Submitter; and any subcontractor(s) that will perform work valued at 30% or more of the overall contract amount .

2.6 Project Team

The Project Team, as referenced herein, is composed of MDOT staff, MDOT’s design consultant, the ICE, the CMGC, potentially key subcontractors to the CMGC, and any additional Project stakeholders.

MDOT has retained the following consultants to prepare the design as the Engineer of Record (Designer): Hardesty & Hanover, LLC.

2.7 Conflicts of Interest

The Submitter shall include a full disclosure of all potential organizational conflicts of interest in the SOQ.

The Submitter shall complete a Conflict of Interest Statement (See Attachment D) certifying that they have read and understand MDOT’s policy regarding conflict of interest 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 shall 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 CMGC 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 the selected CMGC’s SOQ during the pre-construction or construction phase of the Project shall be approved by MDOT in writing by submitting Form 5100G. It is expected that Key Personnel presented in the SOQ will be available for the duration of the project. 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 shall 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 shall be submitted to MDOT’s IC PM 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 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 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 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.

MDOT anticipates that the Pre-Construction services will have a **DBE goal of 0%**.

Construction services DBE Percentage and goals for minority and women will be determined during the pre-construction phase.

3 SCOPE OF SERVICES

3.1 Design Responsibility

The CMGC is being selected early in the project to join the Project Team. The CMGC, including its subcontractors, will not be the design Engineer of Record (Designer) for the project but will provide the Project Team with design feedback on construction expertise and technical experience to assist in project decision-making, ensure the technical challenges are addressed, and provide input on items affecting construction costs, schedule, constructability, risk, and market conditions.

3.2 Phase 1 – Preconstruction Services

General Responsibilities:

Partnering – The CMGC shall consult with the Project Team during the design phase to develop, implement, and maintain a spirit of cooperation and open communication among the parties so that the goals and objectives of each are clearly understood, potential problems are resolved promptly, and upon completion, the Project is deemed a success by all.

Reviews and Analyses – The CMGC shall deliver pre-construction services by performing reviews and analyses in-progress design, details, and specifications developed by MDOT’s Designer and providing input as follows:

- Identify potential construction and constructability issues and risks for each to assist the Project Team in selecting the appropriate design for the Project.
- Provide alternative design concepts and offer suggestions with respect to the means and methods, materials, innovations, maintaining traffic concepts, and construction sequencing to improve efficiency, cost effectiveness, completeness or clarity.
- Provide input to the Project Team regarding current construction industry practices, labor market, and material and equipment availability.
- Notify the MDOT Project Manager, in writing, of all problems, conflicts, and/or deficiencies identified during the review and evaluation of design drawings.
- Assist the MDOT Project Manager and design team in resolving problems, conflicts, and/or deficiencies identified during the review and evaluation of design drawings.

Staffing – The CMGC shall provide staff to assist in pre-construction that will be active and have a lead role in the field during construction. It is allowable to use subcontractors or engineering consultants to supplement pre-construction services to provide necessary expertise. Critical or key subcontractor involvement is desired during the pre-construction phase by mechanical or other subcontractors not part of the selected CMGC team.

Project Coordination Task:

Initial Partnering Workshop – Attend a workshop with the Project Team to kick off the implementation of the pre-construction services and discuss roles and responsibilities of the Project Team members, communications, the design and pre-construction services schedule, document control, and any other project management or coordination strategies, as well as updates in the development of technical aspects of the project. Provide recommendations for optimizing all aspects of project management and coordination related to the pre-construction services, including accelerating the design schedule and improving clarity of communications between the CMGC, other members of the Project Team and stakeholders, including but not limited to the public, private utilities, and businesses.

Site Visit – Attend in-person field visit(s) of the Project site.

QA/QC Plan – Within two weeks of award of the pre-construction services contract, provide a Quality Assurance/Quality Control (QA/QC) document, developed specifically for the Project, that is between two and four pages in length. This document shall provide details on how the CMGC will perform all

pre-construction services (review the plans and specifications, perform quantity take-offs, perform constructability reviews, help identify and mitigate risks, make recommendations, etc.).

Initial Risk Assessment – Provide an Initial Risk Assessment in accordance with MDOT’s [Risk Management Workbook](#) or approved equal. Meet with the Project Team for an Initial Risk Assessment Workshop to identify risks, determine a preliminary response, and discuss allocation strategies.

Coordination Meetings - Attend meetings to review and discuss various elements of the project.

- Design Progress Meetings
- Cost Estimate Progress Meetings
- General Project Coordination Meetings
- Subcontractor Coordination Meetings

The CMGC shall attend pre-construction coordination meetings with the Project Team, as detailed on the included Pre-construction Task Sheet. Attendance shall include the Project Manager, Project Supervisor, and Cost Estimator, at a minimum. Subcontractors shall attend meetings as requested by MDOT.

Risk Assessment Updates – Provide risk assessment updates, as necessary, to enhance coordination with the Project Team. Risk management is a continuous process throughout the lifecycle of a CMGC project, and regular review and update of identified risks is required, as well as identifying and assessing new risks.

DBE Plan – Prepare a DBE Engagement Plan documenting how the CMGC will obtain sufficient DBE participation to meet the DBE goal of the Project, including information regarding good faith efforts to be undertaken. At a minimum, the plan shall:

1. identify specific, economically feasible work units of the Project that the CMGC considers appropriate for performance by DBEs;
2. describe the outreach efforts and other steps the CMGC will take to meet the Project’s DBE goals;
3. include a system of reports and procedures that will document adjustments and maintenance of the DBE participation schedule, achievement of the Project’s DBE goal and compliance with the requirements of applicable governmental rules; and
4. include an affirmation regarding the CMGC’s intention to use good faith efforts to achieve the Project’s DBE participation goal.

The CMGC must continue to make updates to the plan at milestone submittals and submit to MDOT’s Project Manager who will provide to the MDOT Office of Business Development.

Subcontracting Management Plan – The Subcontracting Plan shall include:

- details of the CMGC’s contracting plans and Subcontractor plans;
- the CMGC’s competitive selection process;
- approach to advertise subcontracting opportunities;
- procurement process;
- information regarding subcontractor availability and local economic conditions.

Any Subcontractors the CMGC wishes to select for best value shall be approved by MDOT prior to competitive selection.

Milestone Tasks:

At each project milestone, the CMGC shall provide deliverables and attend meetings as described below. The following milestones will apply to this project:

- Preliminary Plan
- Final Project Coordination (FPC)
- Final OPCC

Milestone Plan and Specification Review – Provide reviews of in-progress plans and specifications, and within one week of receiving plans, provide written comments and a report of items MDOT should consider improving for any aspect of the project. For the Final OPCC review, provide a written final review of the plans to demonstrate that the final plans, specifications, items of work, and quantities have been reviewed and are reasonable and accurate to complete the project. The Project Supervisor must be involved in the review and evaluation of construction documents.

Milestone Plan and Specification Review Meeting – Attend milestone review meetings with the Project Team to discuss the plans and the CMGC’s written comments and report.

Cost Model – Within one week of the milestone review meeting, provide a document that clarifies the CMGC’s approach to structuring the cost estimate and states all relevant assumptions including the proposed “buckets”, breakdown of direct and indirect costs and activities, staffing and labor personnel, equipment and, materials including sales tax, subcontracted work, and any other considerations (inflation, contingency, etc.). The intent of this document is to provide a common starting point for the CMGC, Designer, and ICE to develop their estimates with the goal of streamlining the negotiation process. Format must be in accordance with Attachment I or approved equal and contents must include, at a minimum, unless otherwise approved by the MDOT Project Manager:

- Narrative – Provide a description of the elements that will comprise the OPCC, including scheduling, quantities, direct costs, indirect costs, unique commercial costs (bonding and insurance), exclusions to the Guaranteed Maximum Price (GMP) (e.g. Provisional Sum items), assumptions and clarifications, risk assessment summary, and recommendations. Include a DBE participation description, if participation is required.
- Construction Schedule – Develop a baseline Critical Path Method (CPM) schedule during design using software agreed to by MDOT. This schedule will be used to analyze the impacts of maintaining traffic alternatives and demonstrate the constructability of the project within the allotted project milestones. It is anticipated that the contract will include the Special Provision for Critical Path Method Network Schedule, so it is expected that the CMGC if awarded the contract will be able to use the baseline CPM developed during design as the baseline CPM for construction. In the event the CMGC is not awarded the contract, the design CPM will become the property of the Department.
- Quantities – Provide a detailed list of quantity takeoffs, including a comparison to Designer and ICE quantities, if available at a particular milestone.
- Work Breakdown Structure – Include a breakdown of all items or “buckets” (direct, indirect, commercial) that detail what is included in each cost to facilitate alignment of the estimates.
- Sketches and Engineering Drawings – Provide any necessary drawings to illustrate CMGC means and methods (staging areas, temporary work platforms, etc.)
- Risk Assessment – Include a copy of the current risk register.
- Subcontractor and Supplier Quotes– The CMGC shall solicit at least three bids on work that will be subcontracted, unless otherwise approved by MDOT. Placeholder “plugs” may be used for Preliminary Plan and FPC, if approved by MDOT.
- DBE Engagement Plan
- Subcontracting Management Plan
- OPCC Template Worksheet (without prices) in Microsoft Excel format, to be utilized by Designer and ICE to facilitate estimate comparison by MDOT.
- OPCC in Excel format.

Cost Model Meeting – Attend a meeting to present the Cost Model document to the Project Team and discuss all aspects of the document and the CMGC’s approach to structuring their OPCC. The rest of the Project Team will provide comments to be considered and incorporated as agreed upon with the CMGC.

OPCC – Provide a construction cost estimate within four weeks of the Cost Model Meeting. Unless otherwise approved by MDOT, the estimates will provide a unit price on standard MDOT pay items. If

items of work cannot be estimated at these stages, provide a report of what the items are, the reasons a price cannot be estimated, and factors which will impact the item's pricing. Contents must include, at a minimum:

- Cost Model without current OPCC (updated based on comments from Cost Model Meeting), to be shared with the Project Team
- Cost Model with current OPCC, to be reviewed by the PM and IC PM
- OPCC in excel format, utilizing the format shared with the Designer and ICE, to be reviewed by the PM, IC PM, and other MDOT staff as needed
- Supporting documentation, if requested

OPCC Alignment Meeting – Following submission of the cost estimate, the PM, IC PM, and other MDOT staff as needed, will compare estimates provided by the CMGC, Designer, and ICE, and the Project Team will meet to discuss pay items with the most significant cost differentials. The goal of the meeting is to align the composition of these pay items within each estimate to reduce cost differences. The ICE may assist in comparing OPCCs in whole or in part, if requested by the PM and IC PM.

Risk Workshop – At each milestone, participate in a risk assessment and risk workshop with the Project Team. Following the FPC review, finalize the development of the contract documents and reach an agreement on the payment methods to be used by the CMGC to develop the OPCC.

Additional Final OPCC Tasks/Criteria:

The Final OPCC shall meet the requirements of the milestone tasks above, in addition to the following:

Final OPCC Submission – The CMGC shall submit a Final OPCC, including the final Cost Model document and attachments, when the plans and construction documents are completed to a level sufficient to do so. All costs associated with developing and negotiating the Final OPCC is included in the Preconstruction Service Fee. The Final OPCC can include two possible payment methods areas; a GMP and Provisional Sum to determine the Contract Price.

- The GMP consists of the items of work which are required to complete the project scope that are not identified as part of the Provisional Sum, and which are to be constructed in accordance with the Contract and compensated as a GMP given an agreed upon risk assessment by the Department and Contractor. If the Contractor's means and methods to complete the work require the use of pay items not identified in this provision, such pay items will be considered to be included in the GMP and additional compensation will not be provided. For the items of work included in the GMP pay item, the Measurement and Payment section in the Standard Specifications for Construction and the special provisions in the Contract are for tracking purposes only. These items will not be paid according to the measurement and payment sections but are considered to be included in the GMP pay item.
- Provisional Sum typically consists of individual work items with estimated quantities and contractual unit prices which are to be constructed in accordance with the Contract and compensated based on actual quantity placed, built, or constructed given an agreed upon risk assessment by the Department and Contractor. Provisional Sum also includes any work items that cannot be accurately identified and quantified at the time the GMP is submitted.

Negotiations Meetings – The CMGC should expect several rounds of negotiations to arrive at an agreed upon contract price. Negotiation meetings will primarily occur with staff from the CMGC, MDOT's Project Manager, MDOT Construction Engineer, and IC PM. Additional people, including the ICE, may be brought into the negotiations if it is agreeable by the CMGC and MDOT.

Preliminary Schedule of Values – Following submission of the Final OPCC, provide a preliminary Schedule of Values that incorporates the below items unless otherwise approved by MDOT. If proposed, other payment mechanisms will be considered for approval.

- Be described, in writing, with sufficient detail of the specific work included in the Schedule of Value Item and the limits of the Schedule of Value items so it can be accurately performed, tracked,

invoiced and paid

- Identify applicable MDOT standard pay items associated with SOV Item
- Identify the dollar value associated with the Schedule of Value Item
- Include at a minimum, a level of detail that approximately matches the applicable construction activities shown in the Contract plans
- Be identified in the CPM Schedule
- Have a duration of not more than 15 Working Days

The CMGC shall make available all cost and budget estimates upon request, including bid documents to MDOT.

If the MDOT and the CMGC cannot agree on a contract price, MDOT reserves the right to terminate the CMGC services without penalty or payment, except payment for Preconstruction Services, and to proceed with design-bid-build with project specific qualifications in accordance with Section 5.5. Any information provided by the CMGC during the Preconstruction phase will be used to develop the plans and specifications for the letting. Additional information such as meeting minutes, correspondence, and other submittals provided during the development phase may be provided to bidders if a price cannot be reached.

3.3 Phase 2 – Construction Services

The CMGC shall, once the contract price is agreed to:

- Construct, bid any remaining sub-contractor work, and manage all construction related contracts while meeting the DBE, if required, and other requirements. Update the DBE Engagement Plan quarterly.
- Execute the Quality Control Plan.
- Bond and insure the construction.
- Address and adhere to all federal, state, and local permitting and environmental requirements.
- Maintain a safe clean and well-organized work zone work site.
- Directly perform, with their own forces, the required percent of all construction work specified in Section 2, excluding any identified specialty items.
- Substantially complete the construction no later than Spring 2028
- In the event that the contract is terminated after the award of the construction phase to the CMGC, the termination procedures in the 2020 MDOT Standard Specifications for Construction shall be followed.

4 CONTENT OF STATEMENT OF QUALIFICATIONS

This section describes specific information that shall be included in the SOQ. SOQs shall follow the outline of this Section 4. Submitters shall provide brief and 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.

4.1 Introduction (Pass/Fail)

The Submitter must complete and sign the Submitter Introduction Form (Attachment F). **The form certifies the truth and correctness of the contents of the SOQ.** This information will be used to define 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.

4.2 Understanding of Service (20 points)

The Submitter shall provide an understanding of the Project, Preconstruction services, and construction services. Based on 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 areas are specifically addressed:

- A. Understanding of Project scope;
- B. Understanding of the construction and schedule requirements needed for the Project;
- C. Understanding of mobility and safety concerns;
- D. Understanding of impacts on the adjacent communities and traveling public;
- E. 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.
- F. Understanding movable bridge operations and the unique aspects of the structural, mechanical and electrical components.
- G. Provide the Submitter's DBE Engagement Plan approach that will be implemented to achieve the construction DBE goal. The approach should indicate specific good faith efforts and a process for reporting monthly to MDOT on specific activities.
- H. Understanding the environmental concerns for the Project

Submitters should demonstrate an understanding of how the Project goals will be met through the CMGC process and include a brief narrative describing why they are the best qualified to perform the services outlined in this RFQ.

Submitters should describe their ability to provide preconstruction services and the advantages offered to MDOT and the Project from these services. Submitter should describe their ability to coordinate with MDOT to improve constructability and provide input on construction methods based on their team's expertise and experience. The submitter should also detail their approach for this coordination.

Submitters should describe their ability to perform the anticipated construction services for the Project along with their approach to Quality Assurance / Quality Control.

The Submitter should include sufficient information to familiarize reviewers with their project approach and their ability to satisfy the technical and construction requirements, review of quantities, development of OPCCs including the GMP, and address the public's concerns related to schedule and access. As part of the Understanding of Service, the Submitter should provide their approach to communications, outlining their understanding of how communications between the CMGC and MDOT will occur.

4.3 Qualifications of Team (30 points)

Provide the qualifications of the Submitter’s team. The information should address the following:

- A. Management and staff experience, capabilities and functions on projects of comparable scope and with similar conditions.;
- B. The strength and depth of experience of the Key Personnel for the Project listed in Submitter’s response;
- C. Effective project management structure and interaction with MDOT or other entities;
- D. Effective utilization of personnel and experience of team members working together;
- E. Experience on projects that successfully integrated construction and design activities.
- F. Experience rehabilitating movable bridges including mechanical and electrical work.
- G. Experience cleaning and coating structural steel on moveable bridge;
- H. Experience with expedited schedules and timely completion on comparable projects;
- I. Experience with on-budget completion of comparable projects;
- J. Company experience and qualifications that are relevant to the Project scope; and
- K. Qualifications and experience relating to successful Maintenance of Traffic operations on comparable projects.

4.3.1 Organization of Project Team

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

- A. How the Submitter team organization will promote collaboration with the MDOT Project Team during Preconstruction and construction services;
- B. How the Submitter team will operate, in light of the complexity and sequencing of the Project;
- C. The experience of the team members working together on other comparable projects and the results of that experience; and
- D. How the management structure will facilitate the management of the Project risks.

Describe the roles of all Key Personnel, Major Participants and identified subcontractors for all phases of the project. It is expected that CMGC staff that will be active during construction are also active during the project’s preconstruction phase. 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) for Preconstruction and Construction services 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 and building the Project. The chart(s) must show the functional structure of the organization down to the 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 Preconstruction and Construction services. 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.

4.3.2 Project Team Communication

The Submitter shall demonstrate how communication will occur with internal staff, subcontractors, MDOT, MDOT’s consultants, as well as their anticipated communication and involvement with the public.

4.3.3 Key Personnel

4.3.3.1 Resumes of Key Personnel

Resumes of Key Personnel shall be provided as Appendix – 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. 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 operations. A maximum of four additional resumes for non-key staff will be allowed if an alternate staffing plan is utilized by the Submitter.

Key Personnel

- A. Project Manager
- B. Project Supervisor
- C. Lead Cost Estimator
- D. Painting Lead
- E. Electrical Lead
- F. Civil Rights Manager

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.

4.3.3.2 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. One person may be proposed in more than one Key Personnel position, unless otherwise noted.

A. Project Manager:

The Submitter’s Project Manager shall have recent, relevant experience on similar projects managing the construction of bridge construction projects with a similar scope of work, including experience integrating design and construction operations. The Submitter’s Project Manager will be responsible for the Preconstruction Services, 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 shall have recent, relevant experience on similar projects managing field operations on bridge construction projects of similar scope. The Project Supervisor or an Approved designee must be on site during all construction activities. The Project Supervisor must work under the direct supervision of the Submitter’s Project Manager. The Project Supervisor is responsible for ensuring that the Project is constructed in accordance with the Project requirements. The Project Supervisor is responsible for managing the CMGC construction personnel, scheduling of the construction activities, administering all construction requirements of the Contract, and coordinating with the Project Team during Preconstruction services.

C. Lead Cost Estimator:

The Lead Cost Estimator is preferred to have recent, relevant experience on similar projects estimating

costs on projects of similar scope. The Lead Cost Estimator must work under the direct supervision of the Submitter's Project Manager. The Lead Cost Estimator is responsible for ensuring that the milestone estimates and OPCC is developed in accordance with Project requirements and reflects discussion and correspondence with MDOT. The Lead Cost Estimator is responsible for clearly communicating the basis of the estimate to MDOT, identifying missing or incomplete information needed for current or future estimates, and collaborating with the Project Team to reach a common understanding of Project costs.

D. Painting Lead:

The Painting Lead shall have recent, relevant experience on similar projects managing field operations on bridge cleaning and coating projects. The Painting Lead or an Approved designee must be on site during all cleaning and coating activities. The Painting Lead must work under the direct supervision of Submitter's Project Supervisor. The Painting Lead is responsible for ensuring that the Project is cleaned and coated in accordance with the project requirements.

E. Electrical Lead:

The Electrical Lead shall have recent, relevant experience on similar bridge projects. The Electrical Lead or an Approved designee must be on site during all electrical construction activities. The Electrical Lead must work under the direct supervision of the Submitter's Project Supervisor. The Electrical Lead is responsible for ensuring that the electrical components are constructed in accordance with the Project requirements. The Electrical Lead is responsible for reviewing plans and assisting with cost estimation of the electrical components, and coordinating with the Project Team during Preconstruction services.

F. Civil Rights Manager:

For preconstruction and construction, 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 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 4 shall be available to serve the role so identified in connection with the Project and attend meetings in person, if needed.

4.4 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). 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. Cite projects with levels of scope comparable to that anticipated for the Project. Also consider citing projects where construction duration is minimized, schedules were kept, and original construction budgets were not increased. Describe the experiences that could apply to this Project.

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 project manager and their current telephone number;
- C. Dates of construction;
- 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 construction budget and final construction cost.

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

The Submitter should demonstrate how they completed the projects with success in the areas of schedule, safety, quality, cost and maintenance of traffic, including their role in the success of the projects.

Describe what work is intended to be self-performed and what items will be bid to prequalified sub-contractors.

4.5 Work Zone Safety, Schedule Management, and Innovations (25 points)

4.5.1 Work Zone Safety

The Submitter shall discuss and describe how work zone crashes can be minimized or mitigated. The Submitter should also provide information related to potential areas for contractor staging areas/yards and the access to and from the project.

4.5.2 Schedule Management

The Submitter shall provide information that will demonstrate how they could reduce and/or improve the overall construction schedule. MDOT's desire is to expedite the construction schedule while minimizing impacts to the traveling public while completing the work in an effective manner. Scoring will be greatest to those Submitters who provide a clear understanding and provide information on how they expect to meet these goals and demonstrate how their input during the design will be beneficial to MDOT's schedule goals.

4.5.3 Innovations

The Submitter shall list any potential innovations and innovative approaches to completing the project. At a minimum, innovations should specifically address how the Submitter expects to provide input into the design to improve the project and what can be done to expedite the schedule and limit impacts to traffic.

4.6 Legal and Financial (Pass/Fail)

The information required in response to this Section 4.8 shall be submitted as Appendix – Legal and Financial. Information provided in response to these sections will not count towards the overall page limitation defined in Section 6.2. Information required by this section will be evaluated on a pass/fail basis.

4.6.1 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 4.8.1 identify steps that have been or will be taken to avoid, neutralize or mitigate any organizational conflicts of interest.

The required information for Organizational Conflicts of Interest shall be submitted using the Conflict of Interest Statement in Attachment D.

4.6.2 Legal Structure

If the Submitter organization has already been formed but does not currently have paperwork on file with MDOT, 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.

4.6.3 Financial Viability

The Submitter is required to have a maximum prequalification capacity that exceeds the requirement for the project, and by signing Attachment F – Submitter Introduction Form, shall commit to ensure that it will meet adequate financial capacity requirements of the project prior to execution of the construction contract. MDOT will verify the maximum prequalification rating during the SOQ evaluation process, and the selected CMGC contractor will be required to submit MDOT forms 1300EZ and 1381 prior to award of construction contract.

5 EVALUATION PROCESS

5.1 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 4. 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".

5.2 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 4 and summarized below:

- A. Understanding of Service (20 Points)
- B. Qualifications of Team (30 Points)
- C. Submitter Experience (25 Points)
- D. Work Zone Safety, Schedule Management, and Innovations (25 Points)

5.3 Interviews (30 points)

An interview may be required if the scoring of the SOQs is inadequate to clearly identify the most qualified Submitter. The interview will allow the Submitter the opportunity to present on the qualifications of their team, project approach or on other areas they feel will add value. MDOT will have the opportunity to ask Submitters general questions or questions that are specific to their SOQ. Interviews will be at the sole discretion of MDOT. If interviews are required, MDOT will notify no more than the three most qualified firms to set up an interview. MDOT may provide firms questions to be addressed at the interview. Interviews are limited to 60 minutes. If an interview is conducted the selection will be based on the Submitter with the highest combined total score (130 possible points).

5.4 Determining Selected Submitter

MDOT will total the scores for each responsive SOQ and prepare a ranked list of Submitters. Selection will be based on the Submitter with the highest total combined score (100 possible points) if MDOT does not require an interview. If an interview is conducted the selection will be based on the Submitter with the highest combined total score (130 possible points).

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.

5.5 Project Specific Qualifications

In the event MDOT does not successfully negotiate the construction contract with the selected CMGC Contractor, MDOT will proceed with a design-bid-build letting for the project utilizing project specific qualifications. MDOT will use the scores of the SOQs submitted for the CMGC preconstruction services to develop a list of qualified Submitters who are eligible to bid the project (shortlisted) if not awarded to the CMGC Contractor. In such an event, only responsive Submitters on this initial solicitation meeting a minimum score requirement will be eligible to bid on the project. The minimum qualifying SOQ score is 70 points out of the 100 possible points (no interview scores will be included). See Attachment H for the scoring criteria.

Prior to letting where project specific qualified (shortlisted) contractors only can bid on the project, the qualified contractors will verify capacity to perform the required work, they have maintained the required prequalifications listed in the RFQ, they have financial capacity to perform the work, and they have retained key personnel or replaced key staff who meet or exceed the qualifications defined in this RFQ. Pre-bid instructions will be included in the letting plans and proposal at the time of advertisement, and all other standard bidding procedures will apply, including submission of standard forms to MDOT Contract Services Division.

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.

5.6 Notification of Selection

The selected team will have their Submitter's name and score posted on MDOT's innovative contracting website, which will serve as the selection announcement. Teams that are not selected will only have their scores posted; however, each Submitter will receive their individual score sheet from MDOT via e-mail within five working days of the scores and selection results being posted. See Attachment G for an example of the selection announcement.

5.7 Debriefing

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

6 SOQ SUBMITTAL REQUIREMENTS

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

6.1 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 IC PM identified in Section 2.3 and copied to the MDOT Project Manager shown below. The SOQs shall have the subject line of “**SOQ Superior Region – Portage Lake Lift Bridge CMGC**”. MDOT will not accept SOQs by facsimile, or any other means of delivery.

MDOT Project Manager:

Matt Beatty, P.E. – MDOT Project Manager

E-mail: beattym2@michigan.gov

6.2 Format

All SOQ’s shall comply with the following:

- A. Provide a Portable Document File (PDF) that is bookmarked. The maximum file size allowable for emailing is 24 megabytes (MB). The subject of the email shall be “**SOQ Superior Region – Portage Lake Lift Bridge CMGC**”.
- B. The SOQ shall not exceed 12 single-sided pages. The 12 page limit does not include appendices of key personnel resumes, required legal information, and submitter introduction.
- C. Pages shall be 8 ½ inches by 11 inches. 11 inch by 17 inch pages are allowed for organizational charts.
- D. Font must be a minimum of 12 point.
- E. All pages must be numbered continuously throughout and in the format of “Page 1 of _”, including resumes and legal understanding.
- F. Graphics are allowed within established page limits. Text used on graphics shall 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.

6.3 Ownership of SOQs

SOQ’s and any other information submitted by the Submitter’s shall become the property of MDOT. All or any part of the proposed Submitter innovation or method may be used or disclosed on this or future projects without obligation or compensation to the Submitter.

6.4 Validity Period

SOQ’s are to be valid for MDOT’s acceptance for a minimum of 49 days after the Statement of Qualification Due Date to allow time for evaluation and selection. A SOQ, if accepted, shall remain valid for the duration of the Contract.

7 PRECONSTRUCTION SERVICES FEE AND TERMINATION

7.1 Preconstruction Fee

The selected Submitter will be notified after the SOQ(s) have been reviewed and evaluated. The selected Submitter will be required to attend a scope verification meeting at a location determined by the MDOT PM. Following the scope verification meeting, the Submitter must submit a price proposal. MDOT Price Proposal Documents and Vendor/Consultant Payments information (travel rates, vehicle expenses, etc.) are available at [MDOT - Vendor/Consultant Services \(michigan.gov\)](http://MDOT - Vendor/Consultant Services (michigan.gov)).

The Preconstruction Services Fee for this project will be \$261,000. Compensation shall be divided into payments for the completion of a portion of the services (deliverables) as follows:

- Task #1 – Preliminary Plans - \$87,000
- Task #2 – Final Plan Coordination (FPC) - \$87,000
- Task #3 - Final OPCC - \$87,000

The MDOT Project Manager will authorize payment of tasks upon completion of each. See Attachment E for a summary of activities included in each task.

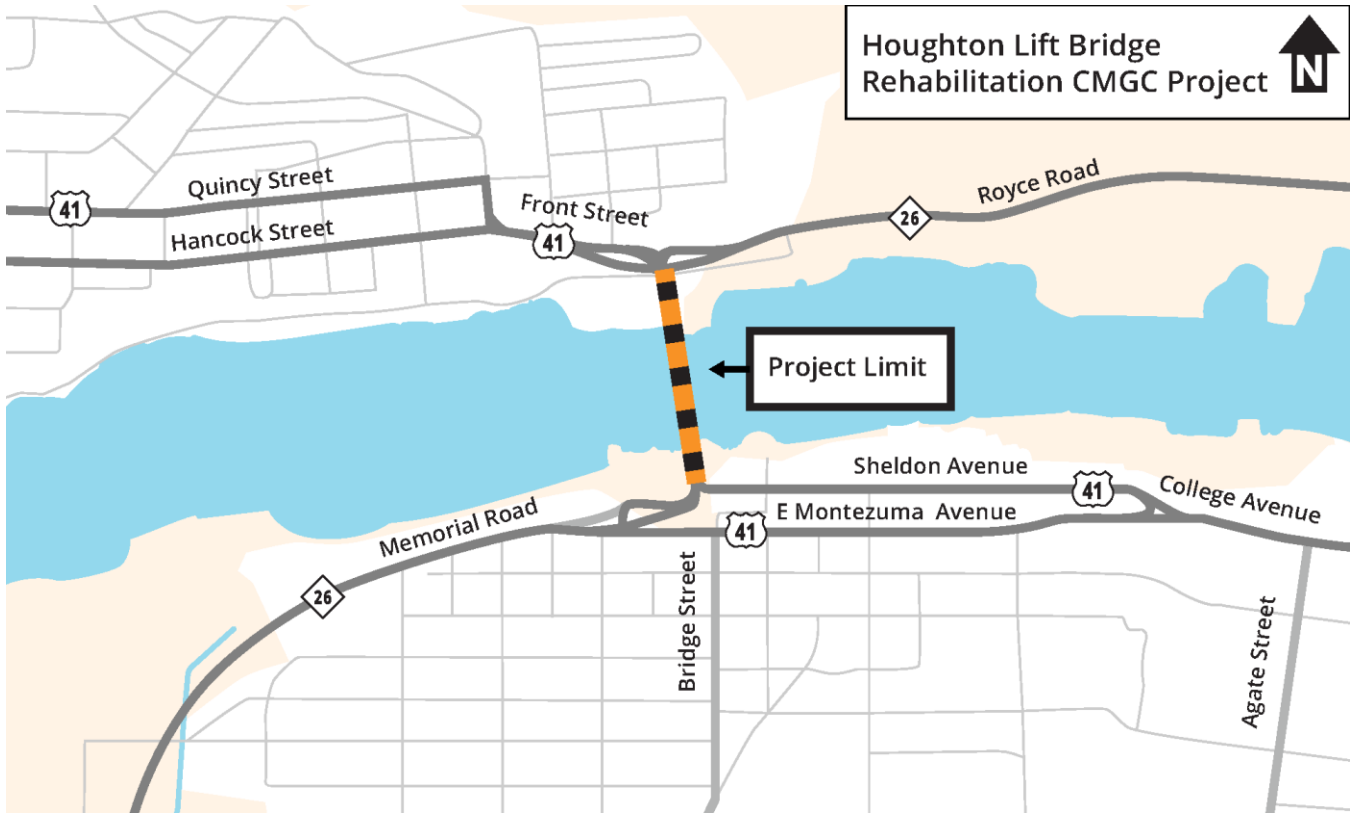
All billings for services must be directed to the Department and follow the current guidelines. The latest copy of the "[Professional Service Reimbursement Guidelines for Bureau of Finance and Administration](#)" is available on MDOT's website. This document contains instructions and forms that must be followed and used for billing. Payment may be delayed or decreased if the instructions are not followed.

Payment to the Consultant for Services rendered shall not exceed the maximum amount unless an increase is approved in accordance with the contract with the CMGC. Typically, billings must be submitted within 60 days after the completion of services for the current billing. The final billing must be received within 60 days of the completion of services. Refer to your contract for your specific contract terms.

7.2 Termination of Preconstruction Services

MDOT may terminate the contract with the CMGC Contractor if preconstruction services and coordination are not provided as negotiated and/or expected, or for convenience. A written 15-day notice will be sent to the CMGC before the services are completed. If the contract is terminated for any reason during the preconstruction phase, MDOT will determine if partial compensation for services rendered shall be paid to the CMGC Contractor.

Attachment A Location Map



Attachment B Preliminary Reference Information Documents

INDEX OF REFERENCE INFORMATION DOCUMENTS

These documents are provided on MDOT ProjectWise. To access RID documentation, a Non-Disclosure Agreement (Attachment C) must be signed by the Contractor and returned to Talia Belill, MDOT Innovative Contracting Project Manager, at belillt@michigan.gov. If there are access issues, contact Talia Belill, MDOT Innovative Contracting Project Manager, at belillt@michigan.gov and Matt Beatty, MDOT Project Manager at beattym2@michigan.gov.

RID AS-BUILTS
(Descriptions of as-builts are provided for information only and may not be entirely accurate)
<ul style="list-style-type: none"> - Existing Plans: various existing plan sheets
RID MISCELLANEOUS REFERENCE
<u>Structures</u>
<ul style="list-style-type: none"> - Mechanical Span Lock Intermediate Seat.pdf: Sketch of the span lock Intermediate Seats - Inspection Report Mechanical Repair Items.pdf: Inspection descriptions of mechanical work item repairs and photos - BSIR.pdf: Most recent bridge safety inspection report with photos - Additional Photos.docx: Misc additional photos - Lift Movement Log.pdf: Historical activity log of bridge lift movements per month from 2022-2024

Attachment C Non-Disclosure Agreement

Attachment D 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. "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, 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 E Preconstruction Task Sheet

TASK #1	SUBTASK DESCRIPTION	SUB TASK ESTIMATED UNITS
PRELIMINARY PLANS	1-A: Initial Partnering Workshop*	1
	1-B: Initial Site Visit**	1
	1-C: QA/QC Plan	1
	1-D: Initial Risk Assessment and Meeting	1
	1-E: Design Progress Meetings	7
	1-F: General Project Coordination Meetings	1
	1-G: Subcontractor Coordination Meetings	1
	1-H: Preliminary Plan Review	1
	1-I: Plan Review Meeting	1
	1-J: Cost Model Documentation	1
	1-K: Cost Model Meeting	1
	1-L Preliminary Plan OPCC	1
	1-M: Preliminary OPCC Alignment Meeting*	1

TASK #2	SUBTASK DESCRIPTION	SUB TASK ESTIMATED UNITS
FINAL PROJECT COORDINATION (FPC)	2-A: FPC Site Visit**	1
	2-B: Design Progress Meetings	10
	2-C: General Project Coordination Meetings	1
	2-D: Subcontractor Coordination Meetings	1
	2-E: FPC Review	1
	2-F: FPC Review Meeting	1
	2-G: Cost Model Documentation	1
	2-H: Cost Model Meeting	1
	2-I: FPC OPCC	1
	2-J: FPC OPCC Alignment Meeting*	1
	2-K: Risk Workshop	1

TASK #3	SUBTASK DESCRIPTION	SUB TASK ESTIMATED UNITS
FINAL OPINION OF PROBABLE CONSTRUCTION COST (OPCC)	3-A: Design Progress Meetings	4
	3-B: General Project Coordination Meetings	1
	3-C: Subcontractor Coordination Meetings	1
	3-D: Final Plan Review	1
	3-E: Final Plan Review Meeting	1
	3-F: Cost Model Documentation	1
	3-G: Schedule of Values and CPM Schedule	1
	3-H: Final OPCC	1
	3-I: Final OPCC Negotiations Meeting*	3
	3-J: Final Risk Assessment	1

*In person, 3hr meeting including any travel expenses

**In person, 8hr site visit including any travel expenses

Attachment F 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:	
E-mail Address:	

Major Participants:

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

By signing this Attachment F, the Submitter expressly commits that the Key Personnel designated in the Statement of Qualifications for the positions or roles described in Section 4.3 and identified in the above table shall be available to serve the role so identified in connection with the Project.

Prequalification Requirements:

Prequalification Requirement:	Entity Fulfilling Requirement
36000 Fa	
N4 Subclassification	

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"/>

Financial Viability of CMGC:

By signing this form, the Submitter confirms that, if selected as the CMGC Contractor, it commits to ensure that it will meet adequate financial capacity requirements of 36000 Fa, for the Project, prior to execution of the construction contract.

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. 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:

Attachment G Example Notice of Selection Results



(DATE OF POSTING)

[Insert project name] Construction Manager/General Contractor (CMGC) Project
 MDOT Job No. [Insert]

The following team has been selected for the [Insert project name] CMGC Project:

		<u>Criterion #1</u>	<u>Criterion #2</u>	<u>Criterion #3</u>	<u>Criterion #4</u>
Selected Team Name	Cumulative Score (100 Pts. Max.)	Understanding of Service (20 Pts. Max.)	Qualifications of Team (30 Pts. Max.)	Submitter Experience (25 Pts. Max.)	Work Zone Safety, Schedule Management, Innovations (25 Pts. Max.)
Company 1					
Non-Selected Team*	Cumulative Score (100 Pts. Max.)	<u>Criterion #1</u>	<u>Criterion #2</u>	<u>Criterion #3</u>	<u>Criterion #4</u>
		Understanding of Service (20 Pts. Max.)	Qualifications of Team (30 Pts. Max.)	Submitter Experience (25 Pts. Max.)	Work Zone Safety, Schedule Management, Innovations (25 Pts. Max.)
*					
*					
*					

*Names are not provided - Intentionally left blank

Attachment H Scoring Criteria

Excellent (81-100% of points possible)
The SOQ is considered to significantly exceed the RFQ requirements / objectives in a beneficial way (providing advantages, benefits, or added value to the project) and provides a consistently outstanding level of competency. In order for the SOQ to meet the minimum criteria to be scored as Excellent, it must be determined to have more than one significant strength, additional minor strengths and no appreciable weaknesses. There is a high expectation that the team as proposed, would be successful in delivering the Project to the owner’s satisfaction, and would most likely exceed all Project Goals.
Very Good (61-80% of points possible)
The SOQ is considered to exceed the RFQ requirements / objectives in a beneficial way (providing advantages, benefits, or added value to the project) and offers a generally better than acceptable competency. In order for the SOQ to meet the minimum criteria for consideration to be scored as Very Good, it must be determined to have at least one significant strength, additional minor strengths and no significant weaknesses. The greater the significance of the strengths and/or the number of strengths, and the fewer the minor weakness will result in a higher score. It is expected that the team as proposed, would be successful in delivering the Project to the owner’s satisfaction, and will most likely meet and/or exceed all Project Goals.
Good (41-60% of points possible)
The SOQ is considered to meet the RFQ requirements / objectives and offers an acceptable level of competency. In order for the SOQ to meet the minimum criteria for consideration to be scored as Good, it must be determined to have several strength(s), even though minor and/or significant weaknesses exist. The greater the significance of the strengths and/or the number of strengths, and the fewer the minor or significant weakness will result in a higher score. It is expected that the team as proposed, will be able to deliver the Project and meet the Project Goals.
Fair (21-40% of points possible)
The SOQ is considered to contain several minor and/or significant weaknesses, some minor strengths and no significant strengths. The greater the strengths and fewer the minor or significant weakness will result in a higher score. It is expected that the team as proposed, should be able to deliver the Project but may not be able to meet some of the Project Goals.
Poor (0-20% of points possible)
The SOQ is considered to contain significant weaknesses and no appreciable strengths. The SOQ demonstrates a low probability of meeting the RFQ requirements and may be determined to be non- responsive. The fewer the minor or significant weakness will result in a higher score. It is unlikely that the team as proposed would be able to deliver the Project to the owner’s satisfaction.

Attachment I Example Cost Model

Cost Model

Submitted by:

Project:

Control Section:

Job Number:

OPCC Version (Preliminary, FPC, etc.):

Contract Documents Dated:

Estimating Software Used:

In the following sections, provide a narrative describing the approach to preparing the Opinion of Probable Construction Cost (OPCC) to ensure a common understanding among Project Team. At a minimum, provide the information described herein, with further detail included in the attachments, as noted.

Scheduling

Provide a general description of approach to scheduling the work, including but not limited to the following:

- Staging and sequencing
- Project duration
- Work schedule (e.g. 5-day, 8-hour shifts)
- Work calendar, holidays, and weather
- Anticipated overtime or acceleration, if applicable

See attachments for Project Schedule.

Quantities

Describe any notable discrepancies found during quantity take-offs or discussion with the Project Team. Include additional quantities anticipated for contractor means and methods for consideration by the Project Team (staging areas, temporary works, additional MOT mobilizations, etc.)

See attachments for full list of quantities.

Direct Cost Items

Describe the approach to preparing the Direct Cost items, including the following:

- Labor – Crew size, number, and makeup
- Labor – Wage Rates for union labor (Davis-Bacon, etc.), non-union labor, and markup (payroll taxes, etc.)
- Equipment – List of proposed equipment, durations, rates, and to which items they apply
- Small tools, supplies, etc.
- Construction materials, if applicable

- Permanent materials – Include quotes in an attachment, if applicable, or provide anticipated “plug” values if quotes are not yet available. Three quotes shall be provided, unless otherwise approved by MDOT.
- Salvaged materials, if applicable
- Subcontracted work – List which items or subitems of work to be subcontracted. Include quotes in an attachment or provide anticipated “plug” values if quotes are not yet available. Three quotes shall be provided, unless otherwise approved by MDOT.
- Disadvantaged Business Enterprises (DBE) – If a DBE goal is applicable, list DBE opportunities
- Escalation for labor or equipment, if applicable

Propose any unique pay items or “buckets” for work that is not contemplated in the standard MDOT pay items and which may result discrepancies between the OPCC provided by the Contractor, Designer, and ICE. Examples may include items with complex work or unusual contractor means and methods such as temporary works, staging areas, etc.

Note that Mobilization should include only the actual cost to mobilize and demobilize for the project and separate Indirect Costs should be established for a CMGC project to ensure better alignment between the OPCC.

Indirect Cost Items

Describe any Indirect Cost items that may require further discussion for a common understanding among the Project Team. Examples include:

- List of salaried staff (Project Manager, Project Supervisor, etc.) and whether they are full-time or part-time (include time on the project)
- Travel expenses, lodging, if applicable

Note: Indirect Costs typically included in the Mobilization pay item on a Bid-Build project should be included in this category.

Note: A general Contingency amount may be carried in the early stages of OPCC development; however, it is desirable to mitigate during the CMGC process.

Commercial Cost Items

Describe any costs outside of the typical bonding, insurance, permit fees, and taxes.

Provisional Sum Work Items

Describe any unique considerations regarding Provisional Sum items that are not included in the GMP.

Assumptions and Clarifications

Describe all additional assumptions made in preparing the estimate and/or clarifications. Include any outstanding information needed from the Project Team to complete the estimate.

Risk Assessment Summary

Describe the cost-driving risks that are included in the estimate. Include recommendations for potential provisional sum items.

Recommendations

Include any design recommendations to save cost, improve quality or optimize schedule.

Attachments

The following documents are included in the Cost Model and OPCC, at a minimum:

- OPCC (include only in the final OPCC upon completion of final negotiations)
- Project Schedule – CPM or approved equal
- Quantities – Include comparison to Designer and ICE, if available
- Detailed Estimate Structure – Breakdown of all items (direct, indirect, commercial items)
- Material and Subcontractor Price Plugs – Include with Base, Preliminary, and FPC OPCC
- Material and Subcontractor Quotes – Include with OPCC
- Sketches and Engineering Drawings for Contactor Means and Methods (Staging Areas, Temporary Work Platforms, etc.)
- Risk Assessment – Current version of the Risk Register
- DBE Engagement Plan
- Subcontracting Management Plan

The following shall be submitted separately with the Cost Model:

- Fillable copy of OPCC form (no prices) in excel format to share with Project Team

The following shall be submitted separately with the OPCC:

- OPCC in excel format

Examples of Detailed Estimate Structure (This page can be deleted prior to submission)

Direct Costs

- Mobilization – Note: This item includes only the actual cost to mobilize/demobilize to the project site. Other items are established for indirect costs associated with the project.
- Submittals for shop drawings, engineering drawings, etc.
- Field office
- Field measurements
- Site security (fencing, etc.)
- Staging area preparation and restoration (grading, gravel, etc.)

Indirect Costs

- Salaried staff, broken down by personnel and time on project
- Office/administrative assistance not included in overhead rate
- Scheduling assistance
- Travel and expenses
- Staff vehicles
- Health and safety

- Technology
- Other site facilities

- Other project overhead

Commercial Costs

- Bonds
- Insurance
- Other

Overhead and Profit

Guaranteed Maximum Price (GMP) Total

Provisional Sum Items

- Item #1
- Item #2

Contract Price

Attachment J Sample Preconstruction Services Contract