REQUEST FOR QUALIFICATIONS

MICHIGAN DEPARTMENT OF TRANSPORTATION

Metro Region

Design-Build Project

I-94 Modernization

Drainage Tunnel

Job Number: 222848

Control Section: 82025

Original Issue

October 17, 2025

MDOT

Michigan Department of Transportation

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Attachments

1 INTRODUCTION

The Michigan Department of Transportation (MDOT) is requesting Statements of Qualifications ("SOQs") from entities ("Submitters") interested in submitting proposals for the design and construction of a soft ground stormwater drainage tunnel to accommodate the 100 year, 24 hour event, launch shaft, retrieval shaft, drop shafts, junction chamber, pump station, adit tunnel connections, and other associated work. (the "Project"). The Project will be funded with state and federal-aid dollars thereby requiring the Submitters adhere to all applicable federal, state and local requirements. MDOT has concluded that harnessing private-sector creativity through a design-build approach is the best way to ensure cost-effective and expedited delivery of this Project that maximizes opportunities to achieve the Project goals.

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-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 SOQ's, that MDOT will evaluate to determine which Submitters are the most qualified to successfully deliver the Project. MDOT intends to shortlist between three (3) and five (5) of the most qualified Submitters that are eligible to receive the Request for Proposals (RFP). MDOT may, in its sole discretion, shortlist fewer than three (3) or more than five (5) Submitters.

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 is referred to herein as a "Proposer." MDOT intends to award a Contract for the Project to the Proposer offering the best value proposal as described in Section 6.3 and to be further 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 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 identified for the Project:

A. Mobility
   i. Minimize impacts to I-94 traffic and the local streets adjacent to the Project
   ii. Avoid or minimize impacts to I-94 WB ramp from NB Conner
   iii. Avoid or minimize construction vehicle traffic on residential streets
   iv. Maintain access at all times for residents, pedestrians, and other stakeholders
B. Utilities
   i. Develop designs that recognize, minimize, and resolve avoidable impacts to utilities and implement effective strategies to minimize conflicts.
C. Maximize Disadvantaged Business Enterprise ("DBE") participation with an approach appropriate for the unique nature of this tunnel project.
D. Avoid or minimize Project related environmental impacts.
E. Promote resiliency by increasing the capacity to accommodate and recover from extreme rainfall and flooding events, minimizing damage to critical infrastructure and public safety.
F. Safety

i. Provide and maintain a safe Project area for the traveling public and workers during construction of the Project.

ii. Provide means and methods that minimize surface disruption and ground settlement along the entire Project corridor.

iii. Develop a solution consistent with current MDOT, FHWA, and AASHTO practices, guidelines, policies, and standards.

G. Quality

i. Provide a high-quality Project that meets the contract specifications and optimizes whole-life performance.

H. Budget

i. Complete the Project within MDOT's established budget.

I. Schedule

i. Complete the project on or before the Completion Deadline.

J. Stakeholder Coordination and Communications

i. Facilitate effective coordination and interface among the Design-Builder, MDOT, FHWA and all other Project stakeholders including but not limited to Conrail, Stellantis, Wayne County Community College, Coleman A. Young International Airport, Great Lakes Water Authority, City of Detroit Department of Water and Sewerage, community groups, and other local agencies.

ii. Establish a professional relationship with MDOT, Conrail, and federal agencies to coordinate Project design and proactively resolve issues as they arise. This relationship will be critical to maintain operations and to deliver the Project on schedule.

2 BACKGROUND INFORMATION; RFQ PROCESS

2.1 Project Description; Scope of Work

The Project is located along I-94 in the City of Detroit, Wayne County, and includes the design and construction for the following major items of work:

- Construction of a soft-ground stormwater drainage tunnel between Cadillac Avenue and Barrett Street along the north side of the I-94 corridor to accommodate a 100 year, 24 hour event.
- Construction of shafts including:
    i. Launch shaft near Cadillac Avenue
    ii. Retrieval shaft near Barrett Street
    iii. Off-line drop shafts between Cadillac Avenue and Conner Avenue
- Construction of a junction chamber near the Conner Avenue Interchange.
- Construction of a new pump station including pumps and monitoring equipment in the northwest quadrant of the Conner Avenue interchange.
- Construction of adit tunnel connections.
- Site work and other ancillary elements of work associated with the Project.
- Comply with environmental clearance and permitting requirements.
- Provide close coordination with affected utilities, railroad company, and other stakeholders.

The Project scope encompasses the following project number and control section as follows:

JN 222848

CS 82025 – I-94 from approximately Gratiot Avenue to Barrett Street in the City of Detroit, Wayne County

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

- In general, shoulder closures will be permitted on I-94 at any time.
- Right lane closures on EB Harper for materials hauling will be allowed.
- Maintain access to/from I-94 and Conner Avenue at all times.
- Lane closures will not be permitted on Cadillac Avenue.
- It is anticipated that closure of the ramp from WB French Road to WB I-94 will be allowed. Restrictions will be in place for closure durations and concurrent closures.
- All traffic must be in their normal lanes during seasonal suspensions. Work that does not impact traffic may be allowed during seasonal suspensions. MDOT will not compensate the Design-Builder for any extra costs associated with performing work during the seasonal suspensions.

Project information and data are included in attachments as follows:

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

Reference Information Documents (RID) and references 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 in accordance with the following schedule:

Issue RFQ	October 17, 2025
Deadline for submitting RFQ questions	November 14 2025, 4:00 pm EST
SOQ due date	November 26, 2025, 4:00 pm EST
Evaluation of SOQs	December 12, 2025
Anticipated Notification of shortlisted Submitters (Proposers)	December 30, 2025
Anticipated RFP Issuance	February 20, 2026
Anticipated Letting	July 2026
Anticipated Contract Award	September 2026
Anticipated Substantial Completion	June 2029

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 proceed to procurement to Contract award thereafter. The RFP will establish the Project schedule, including 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: I-94 Drainage Tunnel (DB).

(https://www.michigan.gov/mdot/business/contractors/innovativecontracting/i-94-drainage-tunnel)

In order to facilitate receipt, processing and response, all questions regarding the Project shall be submitted by e-mail, using the Q&A template in the RID, to the MDOT Innovative Contracting Project Manager 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 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.

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

MDOT Innovative Contracting Project Manager

Miranda Spare, P.E.
Michigan Department of Transportation, Innovative Contracting Unit
E-mail: SpareM@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 E, 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 and their subcontractors must meet the following prequalification requirements:

Design-Builder Prequalification Requirements

- Project specific qualification demonstrating successful completion of construction of at least three soft ground stormwater, sanitary, or combined sewer tunneling projects of similar scope and complexity, using a pressurized face tunnel boring machine with a segmental tunnel liner, including geotechnical monitoring, completed in the United States and/or Canada and having reached completion or substantial completion within the last ten (10) years, as either the Lead Contractor or a Major Participant, as defined in Section 2.5, to the Lead Contractor.

  With subclassification:
  - Fd (Pumphouses)
  - Ea (Grading, Drainage Structures & Aggregate Construction)
  - Fa (Bridges and Special Structures)

Lead Engineering Design Firms Prequalification Requirements

- Project specific qualification demonstrating successful completion of final design of at least three soft ground stormwater, sanitary, or combined sewer tunneling projects of similar scope and complexity using a pressurized face tunnel boring machine (TBM) with a segmental tunnel liner, including geotechnical monitoring, and drop shaft design, in the United States and/or Canada, within the last ten (10) years, as either the Lead Engineering Firm or a Major Participant, as defined in Section 2.5, to the Lead Engineering Firm.

Anticipated Secondary Engineering Design Firms Prequalification Requirements.

Firms that satisfy the requirements denoted with an asterisks (*) below must be identified in the SOQ. Firms that satisfy the remainder of the requirements do not need to be identified in the SOQ.

- Project specific qualifications demonstrating successful completion of hydraulic, venting, and transient modeling of at least three stormwater, sanitary, or combined sewer tunnel projects of similar scope and complexity, in the United States and/or Canada, and having reached completion or substantial completion within the last ten (10) years, as either the Lead Engineering Firm or a Major Participant, as defined in Section 2.5, to the Lead Engineering Firm*
- Design – Geotechnical Advanced*
- Design – Hydraulics II*
- Design – Roadway
- Design – Traffic: Pavement Markings
- Design – Traffic: Signal
- Design – Traffic: Signing – Non-Freeway

- Design – Traffic: Work Zone Maintenance of Traffic
- Design – Traffic: Work Zone Mobility & Safety
- Design – Utilities: Municipal
- Design – Utilities: Pump Stations*
- Design – Utilities: Roadway Lighting
- Design - Buildings
- Surveying: Road Design
- Surveying: Construction Staking
- Surveying: Right of Way

Additional design prequalification classifications will be listed in the Project's RFP.

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; the Lead Contractor; any subcontractor(s) that will perform work valued at 30% or more of the overall contract amount; the Lead Design Firm(s); and each engineering/design sub-consultant that will perform 30% or more of the design work.

2.6 MDOT Consultant/Technical Support

MDOT has retained consultants to provide guidance in preparing and evaluating the RFQ and RFP and advising on related contractual and technical matters for this design-build project. The following consultants are not eligible to participate on any Submitter's team in any capacity: WSP, Fishbeck, Clark Dietz, Somat, HNTB, and Wade Trim.

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 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, terminate 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 shall be approved by MDOT in writing by submitting Form 5100G. Changes in Key Personnel or a Major Participant shall 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 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 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 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"). Submitters 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. Additional DBE requirements will be set forth in the RFP.

MDOT anticipates that the Project will have a **DBE goal of 5%**.

3 CONTENT OF STATEMENT OF QUALIFICATIONS

This section describes specific information that shall be included in the SOQ. SOQs shall follow the outline of this Section. 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.

3.1 Introduction (Pass/Fail)

The Submitter must complete and sign the Submitter Introduction Form (Attachment E). **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.

3.2 Understanding of Project (20 points)

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 the design requirements needed for the Project;
D. Understanding of mobility and safety concerns;
E. Understanding of impacts on the adjacent communities and traveling public;
F. Understanding of 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;
G. Understanding of utility coordination efforts and process for resolving conflicts;
H. Provide the Submitter's approach to DBE engagement and implementing the Open-Ended Performance Plan. The approach should summarize specific good faith efforts and a process for reporting monthly to MDOT on specific activities, and
I. Understanding the environmental concerns for the Project.

3.3 Qualifications of Team (40 points)

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

A. Management and staff experience, capabilities and functions on projects of comparable scope and with similar conditions;
B. Strength and depth of experience of Key Personnel for the Project listed in Submitter's response;
C. Effective project management and quality management structure, and approach to interaction with MDOT or other similar entities;
D. Effective utilization of personnel and experience of team members working together;
E. Experience with on-schedule and on-budget completion of comparable projects;
F. Experience with integrating design and construction activities;
G. Team experience and qualifications with soft ground stormwater, sanitary, or combined sewer tunneling projects of similar size and complexity;
H. Team experience completing hydraulics, venting, and transient modeling of stormwater, sanitary, or combined sewer tunnels of similar size and complexity ;
I. Team experience with drop shaft selection, design, and analysis

J. Experience with utility and railroad coordination efforts and conflict resolutions; and
K. Experience with meeting NEPA and permit requirements and mitigation efforts required when environmentally sensitive areas are encountered.

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:

A. How the Submitter team will operate, in light of the complexity and sequencing of the Project;
B. The experience of the team members working together on other comparable projects and the results of that experience; and
C. 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 percentage 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 must include a plan of how they will obtain the firm including which qualifications the firm will 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 those Submitters who provide a clear and concise communication approach 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. One person may be proposed in more than one Key Personnel role, subject to MDOT approval. 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 design and/or construction operations. If approved by MDOT, additional personnel included in the alternate staffing plan will be considered key personnel and will be subject to the requirements in Section 2.8

Key Personnel

A. Project Manager
B. Construction Manager
C. Project Superintendent
D. Construction Quality Control Manager
E. Safety Manager
F. Design Manager
G. Design Quality Control Manager
H. Lead Geotechnical Engineer
I. Lead Tunnel Engineer
J. Lead Hydraulic Engineer
K. Lead Maintenance of Traffic Engineer
L. Lead Roadway Engineer
M. Lead Utility Engineer
N. Environmental Compliance Manager
O. Tunnel Survey Manager
P. Lead Geotechnical Instrumentation Engineer
Q. 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.

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. 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 relevant experience of 10 years managing the design and construction of tunnel 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:

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. Construction Manager:

The Construction Manager shall have relevant experience of 10 years of managing field operations on tunnel construction projects of similar scope using an earth pressure balance (EPB) TBM. 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 and advising on TBM excavation and operations. 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.

C. Project Superintendent:

The Project Superintendent shall have 10 years of recent, relevant experience overseeing the day-to-day field operations for all tunneling and shaft construction work on tunnel construction projects of similar scope [using an EPB TBM]. The Project Superintendent (or MDOT approved designee) must be on site during all tunnel and shaft construction activities and must work under the direct supervision of the Construction Manager.

D. Construction Quality Control Manager:

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

It shall be the responsibility of the Construction Quality Control Manager to manage the Submitter's construction Quality Control functions and will:

i. Not be assigned any other duties or responsibilities on the Project.
ii. Visit the site as necessary to validate construction quality, respond to any quality issues, and report on that visit to the MDOT Project Manager.
iii. Attend at least one progress meeting per month to report on construction quality issues.
iv. Be independent of direct scheduling or production activities and reports directly to the Submitter's Project Manager.
v. Be available whenever any construction activities are being performed.
vi. Have the authority to stop any and all work that does not meet the standards, specifications or criteria established for the Project.

E. Safety Manager:

The Safety Manager shall have 10 years of recent, relevant experience as a lead safety manager for tunnel projects of similar scope and complexity and shall be a Certified Safety Professional as administered by the Board of Certified Safety Professionals. The Safety Manager is expected to have recent relevant experience developing, implementing, monitoring, and maintaining tunnel construction safety and health management plans. The Safety Manager will be responsible for ensuring Project safety and compliance and will:

i. Be on site during all construction activities and remain on call for notification of emergencies at all times (or the Approved designee must be on site or on call).
ii. Have full responsibility for all safety matters for the Project.
iii. Have the authority to stop any and all work that does not comply with the Safety Plan, standards, specifications or criteria established for the Project.
iv. Work under direct supervision of the Submitter's Project Manager.

F. Design Manager:

The Design Manager shall have a minimum of 10 years of experience in managing the design of infrastructure construction projects and shall be a licensed professional engineer in the State of Michigan now or by the award of the Project. The Design Manager is expected to have recent relevant project experience managing similar types of projects and has 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:

i. Be responsible for managing the Design-Builder's design personnel and administering all design requirements of the Contract.
ii. Be available whenever design activities are being performed.

iii. Work under the direct supervision of Submitter's Project Manager.

iv. Regularly attend design and construction progress meetings.

G. Design Quality Control Manager:

The Design Quality Control Manager shall have a minimum of 10 years of experience managing the design quality component of tunnel construction projects of similar scope and complexity and shall be a licensed Professional Engineer in the State of Michigan now or 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:

i. Be independent of design production and associated activities.

ii. Be available whenever design activities are being performed.

iii. Work under the direct supervision of Design-Builder's management team.

H. Lead Geotechnical Engineer:

The Lead Geotechnical Engineer shall be experienced in geotechnical engineering as required for this Project and shall have 10 years of experience managing the design of projects with similar scope, complexity, and geotechnical conditions. The individual shall have served as Lead Geotechnical Engineer on at least three similar projects within the last 10 years. The Lead Geotechnical Engineer shall be a licensed Professional Engineer in the State of Michigan or shall have the ability to obtain such license within 3 months of award.

I. Lead Tunnel Engineer:

The Lead Tunnel Engineer shall have 10 years of relevant experience managing the design of tunnels of similar scope and complexity. The individual shall have served as Lead Tunnel Engineer on at least three soft-ground tunnel projects within the last 10 years, utilizing either slurry or EPB TBMs. Each tunnel shall be at least 12 feet in diameter using a segmental precast concrete tunnel lining system, over 4,000 feet in length, and include shafts and adits. The Lead Tunnel Engineer shall be a licensed Professional Engineer in the State of Michigan or shall have the ability to obtain such license within 3 months of award.

J. Lead Hydraulic Engineer:

The Lead Hydraulic Engineer shall be experienced in hydraulics, venting, and tunnel surge modeling for tunnel design. They shall have performed modeling using the Illinois Transient Model (ITM) or a similar software capable of simulating transient flows in open channel and closed-conduit systems for a range of flow conditions. The lead hydraulic engineer shall have a minimum of 10 years' experience including hydraulic surge, air venting, and drop shaft design for at least two tunnel projects of similar scope and complexity. They shall be a licensed Professional Engineer in the State of Michigan now or within 3 months of award of the Project. The Lead Hydraulic Engineer will be responsible for ensuring that the tunnel, pump station and drainage system design work is completed in compliance with the Project requirements.

K. 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 freeways, complex interchanges, and surface streets in densely populated areas.

L. Lead Roadway Engineer:

The Roadway Engineer shall be experienced in roadway design related to roadway reconstruction and rehabilitation projects, including urban interchanges in densely populated areas.

M. 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. The person shall demonstrate their ability

to work with multiple utilities at once and identify, mitigate, and resolve conflicts.

N. Environmental Compliance Manager:

The Environmental Compliance Manager shall have recent experience on projects with similar environmental conditions. The Environmental Compliance Manager will be responsible for assuring compliance of all on-site activities with the requirements of all permits and regulatory requirements. The Environmental Compliance Manager shall report directly to MDOT and the Design-Builder's Project Manager simultaneously. The Environmental Compliance Manager shall have the authority to stop work that is not in compliance with environmental requirements.

O. Tunnel Survey Manager:

The Tunnel Survey Manager shall have 10 years' experience in the preparation, management, and performance of surveying and construction staking activities with at least five (5) years performing underground or tunnel surveying. The Tunnel Survey Manager shall demonstrate proficiency in tunnel-specific surveying techniques, including control network establishment, deformation monitoring, and tunnel alignment verification. The individual shall be capable of leading field survey teams and coordinating survey activities with construction management, engineering, and geotechnical personnel.

P. Lead Geotechnical Instrumentation Engineer:

The Lead Geotechnical Instrumentation Engineer shall have a minimum of ten (10) years of experience in the installation and monitoring of geotechnical instrumentation for the purpose of assessing ground movements associated with construction activities. The Lead Geotechnical Instrumentation Engineer shall have demonstrated experience with instruments such as inclinometers, extensometers, piezometers, and automated data acquisition systems. The individual shall be responsible for developing instrumentation plans, overseeing field installations, interpreting monitoring data, and providing timely reporting and recommendations to support construction and risk management efforts

Q. Civil Rights Manager:

The Civil Rights Manager shall be experienced in the successful development, implementation, and monitoring of DBE Engagement and Performance 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 Open-Ended Performance Plan including monitoring the DBE participation with respect to the Project goal.

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

3.4 Submitter Experience (30 points)

Describe at least three but a maximum of four soft ground stormwater, sanitary, or combined sewer tunneling projects using an EPB TBM with a segmental tunnel liner with geotechnical monitoring completed in the United States or Canada that the Submitter has constructed as the Lead Contractor or a Major Participant (if the Submitter is not yet existing or is newly formed, please explain). Also, describe at least three but a maximum of four soft ground stormwater, sanitary, or combined sewer tunneling projects using a EPB TBM with a segmental tunnel liner with geotechnical monitoring completed in the United States or Canada that 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 10 years. Cite projects with levels of scope comparable to that anticipated for the Project. Also consider citing projects where construction duration is minimized, design schedules were kept, and original design and construction budgets were not increased. Describe the experiences that could apply to this Project. If some Major Participants are unknown at the time SOQ's are submitted, the Submitter's plan (see Section 3.3.1) for obtaining the firm for this area of work will be considered.

Each project description should include the following information:

A. Name of the project and either the owner's contract number or state project number;
B. Owner's 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;
C. Dates of design, construction, and project management;
D. Description of the work or services provided and percentage of the overall project actually performed;
E. Description of scheduled completion deadlines and actual completion dates;
F. Original design or construction budget and final design or construction cost.

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

3.5 Past Performance of Designers (10 points)

MDOT's objective in evaluating Past Performance is to incorporate quality of past performance of the Submitter's Lead 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, or the Submitter's designer has not completed a project in Michigan, 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 shall 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 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.

3.6.3 Financial Viability

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

Contractors who have not been assigned an MDOT vendor number or do not have an active MDOT vendor number must submit a Construction Prequalification Application (Form 1313) through MDOT e-Proposal. New users can access e-Proposal through MILogin; a link is provided on the cover page of Form 1313. Contractors applying for prequalification should use the work classification "N" on page 5 of Form 1313 ("Contractor Statement of Experience"); this page may include completed or ongoing relevant projects within the last 5 years in lieu of the one-year time limit on the instructions for completing page 5. MDOT will evaluate the Construction Prequalification Applications to ensure that the Submitter has the financial strength and capacity to successfully complete the Project. Contractors must have an assigned MDOT vendor number by SOQ due date to be considered responsive.

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 using the scoring rubric shown in Attachment F for each SOQ. The scoring will be distributed as described in Section 3 and summarized below:

A. Understanding of Project (20 Points)
B. Qualifications of Team (40 Points)
C. Submitter Experience (30 Points)
D. 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 between three (3) and five (5) of 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 e-mail 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 meeting, phone or email at the discretion of the Project Manager, however, it will not be provided until after the award of the contract.

5 SOQ SUBMITTAL REQUIREMENTS

The following section describes requirements that all Submitters 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.

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 identified in Section 2.3 and copied to the MDOT Project Manager for Design and Construction shown below. MDOT will not accept SOQs by facsimile, or any other means of delivery.

MDOT Project Manager for Design and Construction:

Adam Wayne, P.E. – MDOT Project Manager

E-mail: WayneA1@michigan.gov

5.2 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 20 megabytes (MB). The subject of the email shall be **"SOQ Metro Region – I-94 Modernization Drainage Tunnel DB"**.

B. The SOQ shall not exceed 14 single-sided pages. The 14-page limit does not include key personnel resumes (Appendix A – Resumes of Key Personnel), 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".

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 with the exception for organization charts and figures.

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 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 shall 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 MDOT Project Manager responsible for the design and construction aspects of the Design-Build project is listed in Section 5.1.

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:

A. Instructions to Proposers
B. Contract Documents
    i. Book 1 (Contract Terms and Conditions)
    ii. Book 2 (Project Requirements)
    iii. Book 3 (Standards)
C. Reference Information Documents (RID)

6.3 Proposal Evaluations

MDOT has determined that the Project will be awarded to the responsive Proposer with the best value proposal, selected based on the evaluation criteria included in the RFP that quantify the technical merit, cost, and schedule submitted by the Proposer, meeting or exceeding the Project goals.

6.4 Stipends

MDOT will pay a $450,000 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 REFERENCE INFORMATION DOCUMENTS

These documents are provided on MDOT ProjectWise. Access can be obtained by contacting Miranda Spare, P.E., MDOT Innovative Contracting Project Manager at SpareM@michigan.gov. When requesting access, also copy (cc) Adam Wayne, P.E. MDOT Project Manager at WayneA1@michigan.gov.

RID AS-BUILTS (Descriptions of as-builts are provided for information only and may not be entirely accurate)
See List and Files of Applicable As-Builts within the Project Area on ProjectWise
RID CONCEPT PLANS AND DATA
CADD Reference Files
16’ Inside Tunnel Diameter Horizontal Alignment (DGN) 16’ Inside Tunnel Diameter Vertical Alignment (DGN)
RID MISCELLANEOUS REFERENCE
Roadway and Bridge Preliminary Plans
Preliminary Road, Structure, and Retaining Wall Plans for Future I-94 Burns to Barrett Construction
Roadway
Mainline I-94/Ramps/Service Drive and Sidestreets Horizontal Alignments (DGN) Mainline I-94/Ramps/Service Drive and Sidestreets Vertical Alignments (DGN) Mainline I-94/Ramps/Service Drive and Sidestreets Roadway Plan View Layout (DGN)
Drainage
Mainline I-94/Ramps/Service Drive and Sidestreets Near-Surface Drainage Plan View Layout (DGN)
Environmental
I-94 Note to File: Package 1 Drainage Tunnel 2019 Draft Supplement Environmental Impact Statement 2020 Combined Final Environment Impact Statement and Record of Decision
Geotechnical
I-94 Burns to Barrett Draft Geotechnical Data Report (with Appendix A-G) I-94 Burns to Barrett Draft Geotechnical Analysis Report (with Appendix A-C) I-94 Burns to Barrett Draft Geotechnical Data Report – ITS, Signing, Signals I-94 Burns to Barrett Draft Geotechnical Analysis Report – ITS, Signing, Signals Cadillac Ave Bridge over I-94 Geotechnical Report French Rd Bridge over I-94 Geotechnical Report Corridor Risked-Based Engineering Geotechnical Report
ROW

Parcel Delineation of Permanent and Temporary Acquisition for Tunneling Work (DGN)
Parcel Delineation of Permanent and Temporary Acquisition for Roadway Work (DGN)
Structures
Design Files for S23 (Lemay St) Structure (DGN)
Design Files for X01 (Conrail RR) Structure (DGN)
Design Files for P18 (Iron Belle Trail) Structure (DGN)
Design Files for S25-1 and S25-2 (Conner St) Structure (DGN)
Design Files for P03 (Malcolm St) Structure (DGN)
Design Files for S06 (Barrett St) Structure (DGN)
Preliminary Road and Retaining Wall Plans for Future I-94 Burns to Barrett Construction
Preliminary Bridge Plans for Future I-94 Burns to Barrett Construction
Survey
Topographic Survey Plan View (DGN)
Surface File showing elevations of existing ground (xml)
Traffic
Traffic Analysis Report
Utility
All known utilities in the area
3D Utility Delineation for AT&T, Comcast, DTE Electric, DTE Gas, DWSD Sewer, DWSD Watermain, GLWA, ITC and PLD.
Memorandum of Agreement between MDOT and GLWA and DWSD
Other Documents
Question and Answer Template (MDOT_IC_Template_RFQ QA.xlsx)
Draft Terms and Conditions, Design Build Book 1 Template (MDOT_Template RFP_Book 1_20251017.pdf)

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)

I-94 Modernization Drainage Tunnel **Design-Build Project**

MDOT Job No. 222848

The following teams have been shortlisted for the I-94 Modernization Drainage Tunnel **Design-Build Project:**

Shortlisted Team Name	**Cumulative Score (100 Pts. Max.)**	**Criterion #1 Project Understanding (20 Pts. Max.)**	**Criterion #2 Team Qualifications (40 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 (20 Pts. Max.)**	**Criterion #2 Team Qualifications (40 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:	
E-mail 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)
		☐
		☐
		☐

Key Personnel Availability:

By signing this form, the Submitter commits that the Key Personnel designated in the SOQ for the positions or roles described in Section 3 shall be available to serve the role so identified in connection with the Project.

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:

Attachment F 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.