

REQUEST FOR QUALIFICATIONS

TIMBER BRIDGES – FORSYTH AREA STPB 14-6(23)235 UPN 9886000

I. NOTICE TO CONTRACTORS/CONSULTANTS

The Montana Department of Transportation (MDT) is accepting Statements of Qualifications (SOQs) from entities (Firms) interested in providing design and construction services for the Design-Build project identified above. Firms are encouraged to submit an electronic copy of their Statement of Qualifications (SOQ) no later than **11:00 a.m.**, local time on **July 31, 2024**. Hard copies will not be accepted.

Submit a Statement of Qualifications by uploading the document to the State of Montana File Transfer Service (Okta) site, which can be accessed at the following link: <https://transfer.mt.gov>. Firms must have an Okta account set up to upload information. Uploading instructions can be accessed at <https://transfer.mt.gov/Home/Instructions>. Electronic submittals must be one single PDF file. When the SOQ has been uploaded, the Okta system will prompt the user for a delivery email. Please email the uploaded submittal to the following individuals:

Brandon Graff: bgraff@mt.gov
John Pavsek: jpavsek@mt.gov

Regardless of cause, late proposals will not be accepted and will automatically be disqualified from further consideration. It is solely the Firm's responsibility to ensure electronic delivery at the specified time. A Firm may request that the State delete late proposals. If no request is made, late proposals become the property of the Department. All submitted SOQs/Technical Proposals become the property of the MDT. Public agencies in Montana are required by Montana law at Mont. Code Ann. Title 2, Chapter 6, Part 10, to permit the public to examine documents that are kept or maintained by public agencies. All Firms submitting SOQs/Technical Proposals waive any claim for trade secret protection in the event of an open records request from another party and acknowledge the submitted SOQs/Technical Proposals are not subject to redaction by a Firm based on trade secret protection.

The costs for developing and delivering responses to this solicitation are entirely the responsibility of the Proposer. The State is not liable for any expense incurred by the Proposer in the preparation and presentation of this submittal.

Firms desiring to qualify and propose on this design-build project as a joint venture must declare their intention in a Letter of Commitment, included in the SOQ. Short-listed Firms must include an executed "Declaration of Joint Venture and Power of Attorney" affidavit with their Proposal. Firms desiring to qualify and propose on this design-build project are not required to form a Joint Venture.

The project is designated as an Adjusted Score Design-Build type best value contract. MDT will evaluate the relative ability of each Firm to perform the required services based on SOQ requirements and past experience (See Attachment A -SOQ/Technical Proposal Evaluation Criteria). The three highest scoring responsive Firms (or all responsive Firms, if three Firms submit SOQs), will be selected for a short-list from the received responses. Results of the short-listing process will be posted on the MDT website at:

<http://www.mdt.mt.gov/business/contracting/qacurrent.shtml>

Short-listed Firms will be provided a Request for Proposal (RFP) containing a Design and Construction Criteria Package (DCCP). The Firms will be requested to provide a Technical Proposal and Bid Price Proposal for the project. The total Technical Proposal Score prepared by a Technical Review Committee (including the SOQ Staffing Plan score, which will be carried over from this Statement of Qualifications), and the Bid Price Proposal Amount will be used to determine the best value proposal.

II. TECHNICAL QUESTIONS

Commencing with the formal advertisement of this Request for Qualifications, and through the selection of the Design-Build Firm, contact between the Firms and the Department will only be through the following methods:

1. The Pre-Proposal Meeting.
2. The Department's Question and Answer Forum (linked below).
3. ATC Meetings (During the Technical Proposal development phase)

Any contact outside of these methods determined to be improper, at the sole discretion of the Department, could result in disqualification of the Firm.

Questions are to be posted on MDT's "Question and Answer Forum" found at the website: <http://www.mdt.mt.gov/business/contracting/qacurrent.shtml>

Questions must be posted at least 48 hours before the SOQ is due to MDT. MDT will provide an Answer posted on the same "Question and Answer Forum". MDT will make every effort to post the answer within 48 hours after the question was posted. The Question-and-Answer Forum will close seven calendar days prior to the Technical Proposal due date.

III. PROJECT DESCRIPTION

Project Name: TIMBER BRIDGES – FORSYTH AREA

Project No.: STPB 14-6(23)235

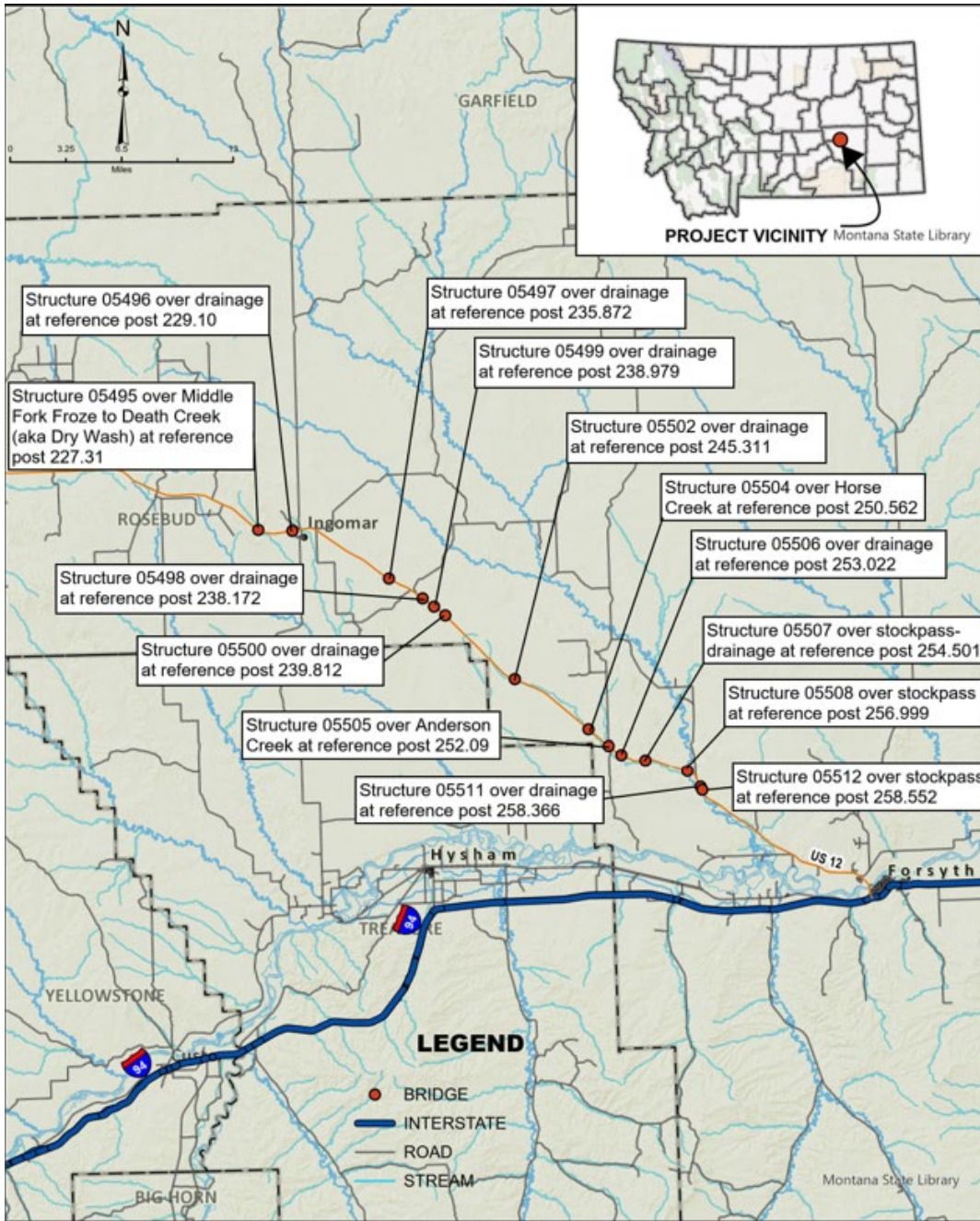
Control No.: 9886000

This project includes design and construction services required to design and reconstruct fourteen (14) existing timber bridges along US Highway 12 northwest of Forsyth, Montana. The project involves replacing the aging and deteriorating timber bridges with new structures and will reconstruct the adjacent roadways as necessary. The structures shown in Table 1 and Figure 1 below are included in the scope of this project.

Table 1: Structure Information

Structure ID	Bridge # (*load posted)	RP	Dwg No	Orig/Recon Proj No	Feature Intersection	Nearby Community	DPT Route	County	Existing Structure Length	Existing Structure Width
P00014227+03151	05495*	227.31	2580	328-13	Middle Fork of Froze to Death Creek	3 Mi W Ingomar	US 12	Rosebud	58', 3 span	26'
P00014229+03431	05496*	229.10	2580	FAP 328(13)U2	Drainage	Ingomar	US 12	Rosebud	26', 1 span	26'
P00014235+08741	05497	235.872	2278	328-J(1)	Drainage	35 Mi NW Forsyth	US 12	Rosebud	57', 3 span	26'
P00014238+01851	05498	238.172	2278	328-H(1)	Drainage	32 Mi NW Forsyth	US 12	Rosebud	39', 2 span	26'
P00014238+09851	05499	238.979	2278	328-H(1)	Drainage	32 Mi NW Forsyth	US 12	Rosebud	58', 3 span	26'
P00014239+08151	05500	239.812	2278	328-H(1)	Drainage	31 Mi NW Forsyth	US 12	Rosebud	57', 3 span	26'
P00014245+03171	05502*	245.311	2216	328-G(1)	Drainage	25 Mi NW Forsyth	US 12	Rosebud	58', 3 span	26'
P00014250+05661	05504*	250.562	2217	328-G(1)	Horse Creek	20 Mi NW Forsyth	US 12	Rosebud	101', 4 span	26'
P00014252+00981	05505*	252.09	2217	328-G(1)	Anderson Creek	19 Mi NW Forsyth	US 12	Rosebud	58', 3 span	26'
P00014253+00221	05506	253.022	1538	328-D	Drainage	18 Mi NW Forsyth	US 12	Rosebud	39', 2 span	30'
P00014254+05001	05507	254.501	1538	328-D Unit 2	Stockpass-Drainage	16 Mi NW Forsyth	US 12	Rosebud	21', 1 span	30'
P00014257+00001	05508	256.999	--	--	Stockpass	14 Mi NW Forsyth	US 12	Rosebud	20.3', 1 span	30'
P00014258+03001	05511	258.366	1538	328-D	Drainage	12 Mi NW Forsyth	US 12	Rosebud	21', 1 span	30'
P00014258+05001	05512	258.552	11(R3 OH7)	328-D	Stockpass	12 Mi NW Forsyth	US 12	Rosebud	12', 1 span	32'

Figure 1: Map of Structures



IV. PHASE 1 BRIDGING DOCUMENTS

MDT contracted with TD&H Engineering and Jacobs to complete Phase 1 Bridging Documents (Phase 1 Documents) for this project. Engineering analysis and preliminary plan concepts resulting from the Phase 1 Documents are included in Attachment B. TD&H Engineering and Jacobs are precluded from proposing on this Design-Build project.

The Phase 1 Bridging Documents have been prepared to outline the project's scope, standards, and requirements. The Firm must use these documents as the basis for developing their Technical Proposal, post award deliverables, design, and construction plans.

The Firm must:

1. Thoroughly review and understand all Phase 1 Documents provided.
2. Ensure that the final design and construction work are in compliance with the requirements and standards outlined in the Phase 1 Documents.
3. Address any ambiguities or conflicts within the Phase 1 Documents by submitting questions through MDT's Q&A Forum.
4. Present design or construction deviations from the Phase 1 Documents through the Alternative Technical Concepts (ATC) process described in section VI of this RFQ.

Completed Phase 1 Bridging Documents have been included in Attachment B and will also be provided as an attachment to the RFP. Incomplete Phase 1 Documents will be completed by the RFP date and will be attached to the RFP. Attachment C provides a table of which Phase 1 Documents are attached to the RFQ and which Phase 1 Documents will be provided with the RFP. The RFP will supersede the Phase 1 Documents. More information on Phase 1 Bridging Documents will be included in the RFP.

V. GENERAL SCOPE OF WORK

The following preliminary scope of work items are anticipated for the proposed project and provided for information and are not required SOQ submittals.

A. Bridges and Highway Sections

1. Remove the existing bridges, including the bridge piers and foundations, per the standard specifications.
2. Provide a 30-year pavement design at the new bridge approaches in accordance with Chapter 12 of the MDT Pavement Design Manual.
3. Due to snow drifting issues along US Highway 12, install a 42" Open Rail bridge rail system on bridges. Install Type 4 Box Beam Bridge Approach Sections on all ends of bridges. Install Box Beam guardrail in accordance with MDT's Road Design Manual. Install MBEAT terminal sections on all terminating ends of box beam guardrail. Refer to Detailed Drawing 606-99A (Box Beam Guardrail Hardware) for 42" Open Rail bridge rail to Type 4 Box Beam Bridge Approach rail connection details. The MDT Bridge Standard Drawing for 42" Open Rail Parapet (SBR-OR42-PP) is not applicable.
4. Prefabricated bridge elements, including jointed, prestressed, precast longitudinal concrete elements (also known as adjacent precast girder bridge systems) are allowable. However, mechanisms and features to combat the durability and fit-up challenges associated with these structure types should be incorporated into the project design.
5. The selected improvement options should appropriately acknowledge and address the guidelines provided in Section 13.3.2.6 of the Montana Structures Manual. For example, the

Firm may choose to incorporate transverse post-tensioning for serviceability, or a concrete overlay to provide improved durability. Proposed features related to this design guideline should be included in the proposal.

6. Bridges must be designed to satisfy the Montana Structures Manual and the AASHTO LRFD Bridge Design Specifications – 9th Edition.
7. Highway sections must be designed to satisfy the MDT Road Design Manual and Baseline Criteria Practitioner’s Guide.
8. Associated road reconstruction will be designed to minimize reconstruction limits with only minimal design exceptions or deviations for the newly constructed portions of the project. Design exceptions and variance requests must be presented and approved by MDT through the ATC process.
9. Profile raises at a given location are acceptable to accommodate efficient superstructure depth, low beam requirements, provide deck drainage, or where sag vertical curve corrections are necessary and/or practicable. However, roadway grade raises should be otherwise minimized.
10. Bridge replacements must be designed to satisfy Site Specific Considerations. Culvert ends must extend outside of the clear zone.
11. The required roadway width varies based on the site-specific features of each structure location. Refer to the Phase 1 Documents for more information.

B. Abutment Slopes

1. Remove and dispose of properly, the existing slope protection measures that conflict with the new abutment slopes.
2. Install new scour countermeasures as required through hydraulic analysis and in accordance with the MDT Hydraulics Manual. Avoid placement of all new scour countermeasures between the ordinary high water marks (OHWM), where defined.
3. Abutment foundations will be stable to an unsupported total scour elevation that considers long term degradation and abutment scour (abutment scour includes contraction and local scour) during the Design Scour Event or Scour Check Event, whichever results in a lower total scour elevation. Deployment of scour countermeasures or deviations to the unsupported elevation require approval of the State Hydraulic Engineer. An Abutment Scour Memo has been provided in the attachments.
4. Ensure abutment slopes meet slope stability requirements in accordance with the MDT Geotechnical Manual. Abutment slopes must be constructed to a 2:1 slope or flatter.
5. Work collaboratively with MDT Environmental resources section to address terrestrial and aquatic organism passage.

C. Geotechnical

1. Boring log data and geotechnical reports are provided in the Phase 1 Bridging Documents.
2. The Firm will be responsible for reviewing the available geotechnical information, performing additional geotechnical field investigations, if necessary, laboratory testing, analysis, and designs as dictated by the project needs. The minimum level of subsurface investigations must adhere to LRFD Bridge Design Specifications and Geotechnical Manual.
3. Environmental permits may be needed by the Firm to complete any additional geotechnical field investigations that would require the operation of equipment and work between the banks and upon the bed of any defined waterway, with or without water, or in a wetland area.
4. The Firm will be responsible for final stamped geotechnical reports, including the geotechnical investigations, laboratory testing, analysis, and design information.

5. Refer to the MDT Geotechnical Manual and the AASHTO LRFD Bridge Design Specifications, 9th Edition for additional information and specific geotechnical design requirements.

D. Hydraulics

1. Hydrology Reports and Hydraulic Analysis are included in the Phase 1 Bridging Documents.
2. The Firm will be responsible for obtaining permits at sites, as designated by Rosebud County, as being within a floodplain. Temporary floodplain permits as well as permanent floodplain permits will be required at the sites designated. Based on the Phase 1 analysis, structure 05511 is anticipated to need a floodplain variance.
3. The Firm will be responsible for reviewing the available hydraulic information, performing additional hydraulic analysis, and model refinement as dictated by the project needs.
4. At each site the Firm will provide an updated and stamped final hydraulic report, design, recommendation memo, scour analysis, hydraulic models, FHWA 2D model review checklist when applicable, and riprap layout with proposed final grading, which reflects the finalized roadway geometrics and all hydraulic changes from those represented in the Phase 1 Bridging Documents. If the design does not change from the Phase 1 Bridging Documents, Hydraulic reports do not need to be updated and stamped by the Firm.
5. At each proposed bridge site, the design must include adequate provisions for deck drainage and embankment protectors in accordance with the MDT Hydraulics Manual. Update the Hydraulic Report or provide a stamped memo covering the deck drain design and location for each bridge site. Embankment protectors are required on all bridge ends unless at the high side of a superelevation.
6. The Phase 1 Bridging Documents have established maximum Spread Width and a minimum 10-year Rainfall Intensity (4 in/hr) for structures 05504 and 05505 that deviate from the Montana Structures Manual and Hydraulic Manual. Firms may not propose designs that increase the Spread Width or decrease the Rainfall Intensity established in the Phase 1 Bridging Documents without approval from the State Hydraulic Engineer.
7. Optional culvert materials, not investigated during Phase 1, will be allowed with approval of the State Hydraulic Engineer, such as Aluminum Box Culverts (ALBC's). ALBC's must meet cover tolerances, incorporate an aluminum floor, and not generate a headwater elevation that exceeds the crown of the culvert during the 100-yr event. ALBC's, if modeled, documented in the hydraulics report, and selected for implementation, will incorporate the supplier's cutoff walls and headwalls designed specifically for each site.
8. Corrosive soils exist throughout the project limits. During the Phase 1 Analysis, polymeric coating was documented to provide 50 additional years of service life; however, the Hydraulics Manual has since been updated to reduce polymeric coating to only 10 additional years of service life. Follow the updated Hydraulics Manual when determining service life. Section 11.6.2.5.1 will apply to galvanized, Type II aluminized, aluminum, and concrete culvert materials when needed.
9. Prepare Hydraulic Data Summaries for each site.

E. Right-of-Way

1. MDT is in the process of acquiring permanent right-of-way required for this project. It is anticipated Right-of-Way will be acquired approximately 6 months after project award. Limits of the proposed Right-of-Way acquisition were conservatively established through the Phase 1 engineering effort. If the Firm's proposed design at any site extends beyond the existing right of way or proposed acquisition area, the Firm is required to complete all the necessary right-of-way steps to account for that impact, including any additional environmental and

- cultural review required by MDT. MDT will pay for the negotiated value of the additional property and all closing costs.
2. Refer to the MDT Right-of-Way Manual for acquiring any additional property for this project. If additional property is required, Federal requirements for environmental review, valuing and acquiring property must be followed.
 3. If the Firm determines temporary construction permits will be required, the Firm must secure construction permits in accordance with the MDT Right-of-Way Manual. MDT will pay for the negotiated value of the construction permits.
 4. The Firm will be responsible for coordinating the Sage Grouse consultation with MDT on additional acquisition areas and construction permit areas.
 5. The use of a 42-inch Farm Fence (Wildlife Friendly Farm Fence) should be encouraged during Right-of-Way negotiations to promote terrestrial wildlife passage. The Firm is required to coordinate with the Glendive District Right of Way Supervisor and Landowners on fence type to be installed on the project. Agreements will be required if any fencing is disturbed and replaced with the project.
 6. Fencing or any other apparatus may not be affixed to any part of the bridge or culvert that would span and obstruct the hydraulic opening in any way.
 7. The proposed improvements at structure numbers 05496, 05499, 05502, 05504, 05505, 05506, and 05511 should incorporate the newly acquired Right-of-Way which is included in the Phase 1 Documents.
 8. The Firm is responsible for negotiating all approach modifications for impacted driveways adjacent to the project. Agreements will be required if approach modifications occur.
 9. MDT is in the process of negotiating stockpass agreements for this project. It is anticipated that fencing at structures 05504, 05505, 05507, 05508, and 05512 will be determined during MDT's negotiations with the adjacent landowners.
 10. An artesian well is located near structure 05505. A foundation will be built for the well by the landowner through a cost to cure agreement. Do not disturb the foundation of the well.

F. Utilities

1. A Subsurface Utility Engineering Phase 1 survey has been completed as a part of the preliminary engineering analysis and will be included as an attachment to the RFP. The Firm is responsible for providing any supplemental utility data that they feel is necessary to complete design and construction.
2. The Firm is required to designate a Utility Coordinator responsible for all utility and MDT coordination, permit preparation, and other duties necessary to relocate and/or protect utilities.
3. The Firm is responsible to understand Montana utility reimbursement requirements, proactively identify potential utility relocation, and to price the associated cost and risk accordingly. The Firm, at a minimum, will reimburse the utility companies in accordance with MCA state statute.
4. The Firm is not responsible for relocating utilities unless they are in conflict. A utility may be deemed in conflict if directly impacted or if substandard depths or substandard clearances are caused or made worse with the project. Consult the MDT Utility Manual for depth and clearance requirements.
5. If utility conflicts are unavoidable, it is the Firm's responsibility to coordinate with MDT and the impacted utility company to process the necessary permit application and coordinate the utility relocation. The cost of the coordination and relocation efforts will be borne by the Firm at no additional cost to the project.

6. In accordance with MDT standard procedures, the permitting activity is formally executed between MDT and the utility, but the Firm needs to work with both entities to ensure the permit is obtained prior to relocation.

G. Environmental and Permitting

1. The NEPA Environmental Document (Categorical Exclusion) is not complete for this project but will be completed by MDT prior to the RFP date. The Categorical Exclusion for the project will be included as an attachment to the RFP.
2. Wetland delineations and cultural resource investigations were completed to support development of the Categorical Exclusion. Available wetland boundaries and cultural resource information will be attached to the RFP. The corresponding Biological Resources Report will be attached to the RFP. The Cultural Resources Consultation letters, and any cultural do not disturb areas, will be provided to the Firm after award.
3. Submit two (2) shape files (.shp) for consultation with the Montana Sage Grouse Habitat Conservation Program to the MDT District Biologist. One shape file showing the physical footprint of the existing roadway and the existing right of way limits, and a second shapefile (.shp) showing the full changes resulting from the project and the area of any new right of way (permanent or construction permit areas) for the project within designated sage grouse habitats only. MDT District Biologist will complete and submit the application package from the information provided by the Firm to DNRC. MDT will be responsible for paying mitigation costs to the Montana Sage Grouse Habitat Conservation Program.
4. The DNRC letter from the Sage Grouse Habitat Conservation Program must be included in the SWPPP application.
5. The Firm will be responsible for reviewing the available environmental resource information, performing additional field investigation, analysis and environmental document re-evaluation as dictated by the project needs. If the proposed improvements deviate from the Phase 1 Documents, additional assessment of environmental impacts, and coordination with resource agencies may be required and conducted through MDT personnel when required. These additional activities, if required, must be considered in the proposed project schedule.
6. After the awarded Firm completes the preliminary design for the proposed project locations, schedule a meeting with MDT Environmental Services Bureau staff to discuss project impacts as they relate to the previously completed resource reports and NEPA document.
7. The Firm will be required to submit the preliminary designs for structures 05511, 05505, 05504, 05495, 05498, 05499, 05500, and 05502 including any riprap protection/layout if needed, to MDT Glendive District Project Biologist. Preliminary designs (plan and profile sheets, structure type, size, and location information, and impacts to the bed and bank) must be submitted to MDT prior to the 90% Plans Package submittal. MDT will then submit these preliminary designs to Montana Fish, Wildlife & Parks (FWP) for their review and comment per a signed MOU. FWP may return some suggestions and guidance for MDT and the firm to consider and respond to if necessary, before finalizing a design. FWP has 30-days to complete their review and to return their comments to MDT. MDT will then direct/return comments to the Firm to be incorporated in the 90% plans package.
8. The final designs for all bridges and culverts, including any riprap protection/layout, must be submitted to MDT Glendive District Project Biologist at least 90-days in advance of any target date for construction. MDT will review these plans along with the permit applications described below, then MDT will submit to FWP to secure the final SPA-124 Authorization for the preconstruction plans package. FWP has 30-days to complete their final review and to return a final SPA-124 Authorization for preconstruction plans package to MDT. Allow a

minimum of 60-calendar days for USACE, if needed, to review and authorize the CWA Section 404 Permanent Facilities application.

9. Provide completed temporary and permanent impact applications for all necessary environmental permits and authorizations. Temporary facilities permits will not be submitted as a part of the permanent facilities applications, temporary facilities permits must be submitted in a separate application. Permanent facilities and temporary facilities applications must include all temporary and permanent facilities to construct the project. The Joint Permit Application developed by the Firm for the CWA Section 404 and SPA 124 will be reviewed, approved, and submitted by MDT to the Resource Agencies. All other permit applications may be submitted directly to the applicable agencies by the Firm.
10. The Firm will be responsible for coordinating their construction plan with MDT District Environmental Engineering Specialist to apply for and secure any temporary facilities authorizations that may be needed from FWP and USACE.
11. The following website may be used as a reference for the permitting process anticipated for this project: <https://www.mdt.mt.gov/business/contracting/environmental.aspx>
12. Asbestos inspections were completed for structures 05495 and 05496 in August 2023. Asbestos inspections were completed for structures 05497, 05498, 05499, 05500, 05502, 05504, 05505, 05506, 05507, 05508, 05511, and 05512 in October 2022. The Firm is required to complete additional asbestos inspection if demolition occurs 3 years after the asbestos inspection dates identified above. DEQ notification is required prior to demolition work of each structure to verify they have been inspected.
13. Provide Wildlife Accommodations as specified in the Wildlife Accommodation Decision Report (WADR), which is included in the Phase 1 Bridging Documents. More information on Wildlife Signage referenced in the WADR can be found in the Signage and Pavement Markings Section below.

H. Work Zone Safety and Mobility / Traffic Control and Construction Sequencing

1. Level 1 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Traffic Control Plan (TCP).
2. Maintain at least one lane of traffic at all times during construction. A minimum 16.0' travel lane must be constructed for single lane detours.
3. The Firm will be required to notify Motor Carrier Services (Kacie Johnson (406) 444-7205) of their construction schedule 6 weeks in advance of construction beginning.
4. Provide single use signs notifying travelers of construction, width restrictions, etc. at Forsyth and Roundup.
5. If Firms choose to pursue a phased construction approach where the existing structures are used to facilitate traffic during construction, the need for temporary shoring must be assessed, due to the deteriorated condition and age of the existing bridges.
6. MDT will not consider short-term road closures.
7. Temporary Traffic Control must be in accordance with the MDT Road Design Manual and the MUTCD.

I. Public Involvement

1. MDT has hired a Public Involvement consultant that will be responsible for the public relations effort on this project.
2. Provide coordination and support to MDT's Public Involvement consultant including, but not limited to, weekly updates on design and construction, review of public involvement

materials, attendance of open house public meetings, etc.

J. Materials

1. Use standard materials, material specifications, and acceptance methods as documented in the MDT Standard Specifications and the Montana Materials Manual. Any deviation from standard materials, specifications, or acceptance practices must be submitted for approval as an ATC following the procedure below in section IV.
2. Submit an itemized project-specific list of materials and quantities to be used on the project following the MT-601 format. An updated version of the materials list is required to be submitted on a monthly basis throughout construction. A template materials list will be provided with the RFP.

K. Signing and Pavement Markings

1. Remove signs that are designated as remove in the “Sign Location and Specifications” Phase 1 Documents.
2. Replace signs impacted by construction that are greater than 10 years old. If signs do not meet current MUTCD requirements, replace impacted signs with a sign compliant with the MUTCD and MDT Traffic Engineering Manual. If signs impacted by construction are less than 10 years old and compliant with the MUTCD and MDT Traffic Engineering Manual, signs may be reset.
3. Install two solar-powered wildlife crossing signs equipped with a single 12” LED switch activated yellow flashing light that comply with the MUTCD and MDT Traffic Engineering Manual. The signs must be mounted on a Type 1-200 pole. The locations of the sign placements are provided in the “Wildlife Accommodations Decision Report (WADR)” Phase 1 Documents. The signs legend must state “WILDLIFE CROSSING” and include a supplemental plaque to show the distance between the two wildlife crossing signs. The “WILDLIFE CROSSING” sign must include a hinge at the horizontal centerline of the sign, so it is able to be folded by MDT Maintenance on a seasonal basis. Install a pully system that allows MDT Maintenance to easily fold the “WILDLIFE CROSSING” sign.
4. Provide sign design plans for all new signs that will be placed on the project that are not in the most recent version of the Standard Highway Signs book.
5. Provide temporary striping as required by the Firms construction sequencing. Provide final pavement markings that maintain the existing lane configurations.

L. General

1. Salvage timber girders from the existing timber bridges and offer salvaged materials to the following agencies in this order: 1. FWP 2. Rosebud County Road Department. If FWP or Rosebud County accepts salvaged timber girders, neatly stockpile the salvaged girders at the bridge site for pickup. Load salvaged material onto FWP’s or Rosebud County’s transport. Notify FWP and Rosebud County a minimum of 4 weeks prior to bridge demolition.
 - a. FWP: Michelle McGree (406) 444-2432 (mmcgree@mt.gov)
 - b. Rosebud County: Grant Larsen (406) 346-2261 (glarsen@rosebudcountymt.com)
2. Dispose of material that is obviously not reusable. Dispose of any material that remains eight weeks after the potential owners of the salvaged materials have been contacted. Dispose of all non-salvageable and any left-over salvageable material in accordance with all applicable laws, rules, and regulations.
3. Remove only the vegetation that directly conflicts with a project’s construction to minimize the project’s environmental effects. Vegetation and structure removal must be in compliance

- with the Migratory Bird Treaty Act (MBTA).
4. Submit final documents and files that include complete CADD design work.
 5. Road design and bridge design and layout information must be submitted in Autodesk format.
 6. MDT will provide inspection services (general project inspection and Quality Assurance and Independent Assurance testing).
 7. Complete the design in U.S. Customary Units (English).
 8. Provide all construction staking necessary to construct the project.
 9. Provide all road maintenance during construction, including any temporary signing and striping necessary.
 10. Provide erosion control required for the project.
 11. Submit as-built plans with red-lined corrections of all field changes to the final plans in electronic format.
 12. Multiple design and construction component packages may be proposed by the Firm.

VI. ALTERNATIVE TECHNICAL CONCEPTS

During the Technical Proposal development phase of this project, the short-listed Firms will be afforded the opportunity to propose Alternative Technical Concepts (ATC). MDT will reserve two separate times for confidential one-on-one meetings with each of the short-listed Design-Build Firms to discuss their approach to value-added alternatives and options that deviate from the originally defined scope and Phase 1 Documents. MDT will schedule these one-on-one meetings in the order of the alphabetical Short-list. The guidelines for MDT's ATC process will be included in the Request for Proposal.

VII. SOQ SUBMITTAL REQUIREMENTS

The legal entity (Firm) desiring consideration for this project will submit an electronic copy of the SOQ, not to exceed **ten 8 ½"** by 11" pages with a minimum font size of ten. Each page that contains text, graphs, drawings, or other illustrations will be considered in the page limit. The transmittal letter, letters of commitment, proof of insurance, fronts, backs, and section dividers are not included in the page limit.

The prime contractor, design professional, and key personnel (including the individual's employer) cannot team with other partners to submit more than one SOQ per project. The contractor, design professional, and key personnel assigned in the Design-Build team SOQ cannot change after submittal of the SOQ without prior written approval of MDT. Only one SOQ per Firm is acceptable. Receipt of multiple SOQs from one Firm will disqualify the Firm.

The SOQ must, as a minimum, include information on each of the following criteria:

- A. Transmittal and Letter of Commitment – Scoring weight = Pass/Fail
Provide a SOQ transmittal letter that identifies the legal entity (business structure) authorized to render the design-build services and provide a Letter of Commitment executed by each principal company of the Firm's Design-Build team.
- B. Staffing Plan – Scoring weight = 600 points
 1. Provide a logical organization chart that includes key personnel and critical support staff identified below. Provide other discipline support staff as deemed necessary by the Design-Build team. The same person may fill more than one role on the project. Identify participating companies and include primary business phone numbers, email addresses, and mailing addresses.

*Key Personnel:

Project Manager
Design Manager
Construction Manager
Quality Control Manager
Structural Engineer
Hydraulic Engineer

Critical Support Staff

Environmental Manager
Traffic Control Manager
Road Design Engineer
Geotechnical Engineer
Utility Coordinator

2. Provide a summary of the anticipated project duties and qualifications of the assigned key personnel and critical support staff. This summary should focus on the scope of work items for this specific project.
3. Describe your approach to notifying Small Business Enterprises (SBEs) including Disadvantaged Business Enterprises (DBEs) of opportunities to join your team and how you will assess their availability and interest.
4. Resumes are not required and will not be accepted with the SOQ submittal.
5. Final SOQ scoring for the Staffing Plan described above will be carried forward into the future Technical Proposal score. The numerical score for this criterion will represent 25% of the Firm's final Technical Proposal score. Upon being short-listed, the Firm will not have an opportunity to revise or amend their staffing writeup. The staffing plan is considered a critical factor in the selection of the most qualified Design-Build team. The other review criteria outlined in this RFQ (i.e., Criterion A, C, and D) will not be carried forward or considered in the scoring of the Technical Proposal.

C. Design Build Experience – Scoring weight = 300 points

1. Provide a list of active and/or recently completed Design-Build projects or projects similar to this project, including:
 - a. Start, completion, and/or anticipated completion dates
 - b. Project budget
 - c. Name of Owner and Owner contact information
 - d. Names of Firm team members that performed engineering design and/or construction activities
2. For each of the projects listed in this criterion, provide a description of project duties performed by Key Personnel that were involved in the project.
3. Experience may be drawn from projects contracted by MDT, other DOTs, private industry, or local governments. Design-Build experience is preferred, but not required, to make the Short-list.

D. Other Experience – Scoring weight = 100 points

1. Provide a list of active and/or recently completed projects similar to this project other than Design-Build projects, including:
 - a. Start, completion, and/or anticipated completion dates

- b. Project Budget
- c. Name of Owner and Owner contact information
- d. Names of Firm team members that performed engineering design and/or construction services.

VIII. GENERAL

A. The following criteria is provided for informational purposes, and will apply to the short-listed Design-Build Firms:

1. Following the receipt of Firm's Technical Proposals, the MDT Technical Review Committee will provide the Technical Proposal scores to the Selection Committee for review and approval. The Selection Committee approval process will be completed and documented prior to opening the Bid Price Proposals. To determine the Best-Value submittals, the Technical Proposal score represents 75% of the maximum score available and the Bid Price Proposal will represent 25% of the maximum score available. The Firm with the highest total points is considered the Best-Value.
2. MDT will consider the following factors in determining whether a Firm's proposal package - consisting of the Technical Proposal and the Bid Price Proposal - is non-responsive, and will be rejected:
 - a. If the Technical Proposal scores less than 60% of the available points, it will be considered non-responsive.
 - b. If the Technical Proposal departs from the scope of work and/or approved ATCs, it will be considered non-responsive.

B. Estimated Cost - \$30 to \$35 Million

C. Stipend: \$150,000

Only the unsuccessful, responsive short-listed Firms will receive the stipend, which is partial compensation for the cost to prepare a technical proposal. The successful Firm will not receive a stipend payment. The stipend request form will be included as an attachment to the RFP.

D. Insurance Requirements

The Firm contracting with MDT, or the Design Professional members of the Firm's team, must provide evidence in the SOQ of their ability to obtain Professional Liability Insurance covering errors and omissions in the amount of \$1,000,000.00. Evidence will be in the form of a letter from an insurer, or a Montana Resident Agent for an insurer, indicating ability to provide such insurance. The insurer must be licensed to do business in the State of Montana. Project specific insurance is insurance covering only this project.

E. Bonding Requirements

1. A proposal guaranty in an amount not less than ten percent (10%) of the total Bid Price Proposal amount will accompany each Firm's Bid Price Proposal. The guaranty must be in the form of a surety bond, payable to MDT. The surety on any proposal bond will be a company recognized to execute bid bonds for contracts of the Federal Government. The guaranty will stand for the Firm's obligation to timely and properly execute the contract and supply all other submittals required by the contract. The amount of the guaranty will be a liquidated sum that will be due in full in the event of default, regardless of the actual damages suffered. The proposal guaranty of all Firms will be released at such time as the successful Firm has complied

with the condition stated herein, but not prior to that time.

2. The Firm who will be contracting with MDT must have a bonding capacity of at least 100% of the Bid Price Proposal amount for a single contract. The Firm must provide evidence of its ability to be bonded for a single contract in the amount of at least the Bid Price Proposal amount. Evidence of this single contract bonding capacity may be in the form of either a letter from the Firm’s Surety Company indicating a single contract bonding capacity in excess of the Bid Price Proposal amount or a copy of a performance and payment bond issued within the past twelve months, in the amount of at least the Bid Price Proposal amount for any past single contract of the Firm. The successful Firm will be required to maintain in effect throughout the life of the contract a performance and payment bond for 100% of the contract amount. The Surety Company must be authorized to do business in the State of Montana.
3. Firms must attach a notarized statement from an admitted surety insurer authorized to issue bonds in the State of Montana that states:
 - a. Firm’s current bonding capacity is sufficient for the project and referenced payment and performance bonds; and
 - b. Firm’s current available bonding capacity.

F. Tentative Schedule of Events

The following is the anticipated schedule for the advertisement and award of the project:

DATE	EVENT
7/3/24	RFQ Advertisement Date
7/31/24	SOQ Due Date
8/19/24	RFP Issue Date
8/27/24	Pre-Proposal Meeting – 1:00PM MST (Mandatory Teams Attendance)
9/17/24 - 9/19/24	1 st Round of ATC Meetings
10/8/24 - 10/10/24	2 nd Round of ATC Meetings
10/25/24	Final ATC Submittals Due by 11:00 AM MST
11/15/24	Q&A Forum Closes
11/22/24	Technical Proposal Due Date
12/18/24	Bid Price Proposal Due Date
1/21/25	Award Date (Not Yet Scheduled - Subject to change based on approved 2025 letting schedule)
2/4/25	Notice to Proceed (Approximate)

G. Contract Time

The contract time and completion date will be established by the Design-Build Firm in the Technical Proposal. The Completion date established by the Firm must not exceed July 16, 2027.

H. Disadvantaged Business Enterprises (DBE) Program

MDT will not discriminate on the basis of race, color, national origin, or sex in the award, performance or administration of any MDT contract or in the administration of its DBE program (49 CFR Part 26). MDT attempts to provide reasonable accommodations for any known disability that may interfere with a person participating in any service, program, or activity of the

department. Alternate accessible formats of this document will be provided upon request. If reasonable accommodation is needed to participate in MDT bid lettings, call the Office of Civil Rights at 444-6331 or TTY 1-800-335-7592 (toll free) or Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the meeting.

1. DBE Requirements:

In accordance with 49 Code of Federal Regulations Part 26, the proposed overall DBE goal for MDT is 6.3%. MDT encourages the use of DBE-certified companies. The Department's DBE directory may be found at the following website: <https://app.mdt.mt.gov/dbe/dbe/search>. The aspirational DBE Goal for this project is 7.4%.

The Department has a quick and easy way for you to request quotes from Montana DBE-certified companies. The information goes to the DBE companies that same day. The on-line form is located at the following website: <https://app.mdt.mt.gov/dbeqt/>.

I. Small Business Enterprise (SBE) Goal

The Contractor must achieve at least 0.1% SBE participation through subcontracts for this contract. An on-line SBE Directory is available at: <https://app.mdt.mt.gov/ess-dbe/>. Use the AASHTOWare EBS to submit the SBE participation. SBE participation is entered on the "DBE/SBE" List" Tab in AASHTOWare Project Bids. If the contract does not have a project-specific goal, zero percent (0.00%) will be displayed in the "Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Requirements" Tab in AASHTOWare Project Bids.

Download the most recent SBE bin file and complete the SBE commitments in the EBS file. SBE companies approved after the project advertisement will not be listed in the advertised AASHTOWare Project Bids DBE.bin file. Submit requests for the Department to post an updated dbe.bin file in the Q & A Forum prior to the bid opening if required to include SBE's added after advertisement.

The bid may be considered non-responsive if the bid does not contain SBE participation in the electronic bid submission. Inclusion of SBE participation in the Subcontractor Report and not in the electronic bid submission does not meet the requirements of this provision.

Do not terminate, replace, or perform work of the SBE firm selected without prior written approval from the Project Manager.

J. Contractor Registration

Montana law requires all contractors to register with the Montana Department of Labor. On Federal Aid projects, contractors must register prior to executing a contract. On State-funded projects, contractors must be registered prior to submitting a Proposal. For information regarding this requirement, contact the Department of Labor at 1-406-444-7734 or TTY 1-406-444-5549.

K. Jurisdiction

This project is under the jurisdiction of the Glendive District Administrator.

Attachments

- A. SOQ/Technical Proposal Evaluation Criteria
- B. Phase 1 Bridging Documents
- C. Phase 1 Bridging Documents Catalog