

REQUEST FOR QUALIFICATIONS

GREYCLIFF AREA BRIDGES STPB 81014(2)0 UPN 10661000

I. NOTICE TO CONTRACTORS/CONSULTANTS

The Montana Department of Transportation (MDT) is accepting Statement of Qualifications (SOQ) 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 SOQ no later than **11:00 a.m.**, local time on **May 27, 2026**. Hard copies will not be accepted.

Submit an SOQ by uploading the document to the State of Montana File Transfer Service site, which can be accessed at the following link: <https://transfer.mt.gov>. Firms must have a login.mt.gov account set up to upload their SOQ. Registration and file transfer 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 system will prompt the user for a delivery email. Please email the uploaded submittal to: mdtalternativecontracting@mt.gov

Regardless of cause, late Proposals will not be accepted and will automatically be disqualified from further consideration. It shall be 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 retained SOQ and Technical Proposals become the property of the Department. 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 SOQ and Technical Proposals waive any claim for trade secret protection in the event of an open records request from another party and acknowledge the submitted SOQ and 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 a Weighted Criteria Design-Build Best-Value Contract. MDT will evaluate the relative ability of each Firm to perform the required services based on the SOQ requirements. The three highest scoring responsive Firms (or all responsive Firms, if three or less Firms submit an SOQ), will be selected for a short-list from the responses received. 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 issued 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, 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 Contract award to the Best-Value 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).

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

Questions are to be posted on MDT's Question and Answer (Q&A) Forum found at: <http://www.mdt.mt.gov/business/contracting/qacurrent.shtml>. MDT will provide answers to the posted questions on the same Q&A Forum. The Q&A Forum will close seven calendar days prior to the Technical Proposal due date. The Q&A Forum will not reopen for questions after the Technical Proposal due date. Submit any Bid Price Proposal questions ahead of the Q&A Forum closure date.

Questions related to the RFQ or Firms SOQ must be posted on the Q&A Forum at least 48 hours before the SOQ is due to MDT. MDT will make every effort to post the answer within 48 hours after the question is posted.

III. PROJECT DESCRIPTION

Project Name: GREYCLIFF AREA BRIDGES
Project No.: STPB 81014(2)0
Control No.: 10661000

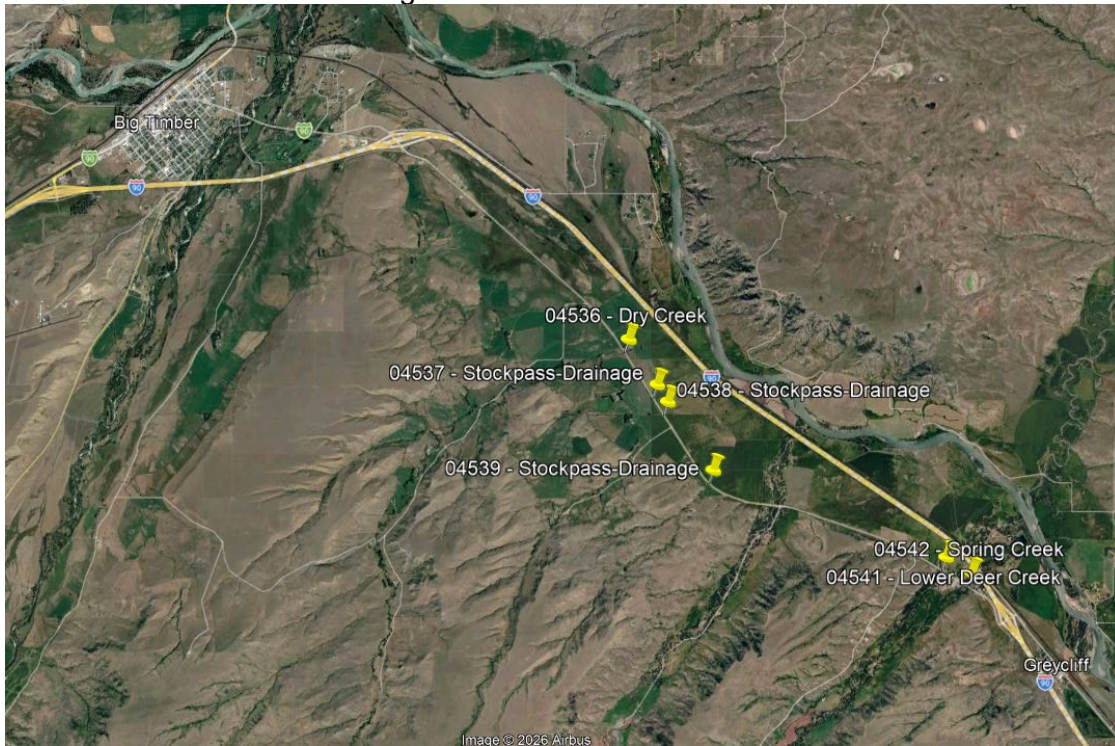
The scope of work for this Design-Build Contract includes services required to design and reconstruct six (6) existing bridges along Highway 10 between Greycliff and Big Timber, Montana. The Project involves replacing the aging and deteriorating bridges with new structures and will reconstruct the adjacent 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 #	RP	Feature Intersection	Existing Structure Length	Existing Structure Width
L49125002+05001	04536	2.5	Dry Creek	57 ft, 3-span	29.5 ft
L49125003+02001	04537	3.2	Stockpass-Drainage	12 ft, 1-span	30.1 ft
L49125003+04001	04538	3.4	Stockpass-Drainage	12 ft, 1-span	30.0 ft
L49125003+09001	04539	3.9	Stockpass-Drainage	21 ft, 1-span	30.1 ft
L49125006+01001	04541	6.1	Lower Deer Creek	40 ft, 1-span	36.5 ft
L49125006+04001	04542	6.4	Spring Creek	25 ft, 1-span	31.0 ft

Figure 1: Structure Locations



IV. PHASE 1 DOCUMENTS

MDT contracted with KLJ Engineering to complete Phase 1 Documents for this Project. The Phase 1 Documents include but are not limited to milestone reports, technical reports, drawings, design files, field investigations, and Project team communication. The following Consultant and Subconsultants performed Phase 1 services for this Project and are therefore precluded from pursuing this Design-Build Contract: KLJ Engineering, DOWL, and Tetra Tech.

All Phase 1 Documents will be provided to the short-listed Firms as an attachment to the RFP. The Phase 1 Documents have been prepared to outline the Project's scope, standards, and requirements. Certain Phase 1 Documents will be Bridging Documents and others will be provided for informational purposes only. A table will be provided as an attachment to the RFP that defines which Phase 1 Documents are Bridging Documents and which Phase 1 Documents are provided for informational purposes only.

Any Preliminary Phase 1 Documents provided as an attachment to this RFQ are provided for informational purposes only and are subject to change.

The Firm will be expected to:

- A. Thoroughly review and understand all Bridging Documents.
- B. Ensure that the final design and construction work comply with the requirements and standards outlined in the Bridging Documents.
- C. Address any ambiguities, errors, or conflicts within the Bridging Documents by submitting questions through MDT's Q&A Forum.

All quantities within the Phase 1 Documents will be provided for informational purposes only. Firms must develop their own quantities and schedule of items based on their final design.

V. GENERAL SCOPE OF WORK

The following draft DCCP is provided for information only and is not a required component of the SOQ submittal. The scope of work for this Project is subject to change based on the requirements of the RFP and the Firm's assessment of the necessary improvements.

A. Specifications

This Project will utilize MDT's new Division 150 of the Standard Specifications. Division 150 only applies to Design-Build Contracts and is intended to correlate directly to Division 100 sections and refer to, rescind, replace and/or add to Division 100 sections as applicable to Design-Build Contracts.

B. Project Submittals

Provide design and construction submittals in accordance with Division 150 of the Standard Specifications.

C. Special Provisions

1. Use all Special Provisions as determined by the nature of the Project. Ensure Special Provisions submitted with the 90%, 100%, and RFC Design submittals do not conflict with the Standard Specifications. The current list of Special Provisions can be found at: <https://www.mdt.mt.gov/business/contracting/special-provisions.aspx>
2. The RFP will provide a list of Special Provisions that apply to this Project.
3. Revise all Special Provisions to be included in Design milestone submittals to align with Design-Build Contracting. For example, the template MPDES Special Provision states "If the bid package contains blank erosion control plans, a construction storm water discharge permit authorization will be required." Further, the MPDES Special Provision states "For projects including the BMP-Administration item, include the cost of all erosion control, devices, and inspections in the BMP-Administration bid item." Both provisions stated above do not apply to Design-Build Contracting and need to be revised or removed by the Firm in the Design milestone submittals to align with Design-Build Contracting.
4. Include all costs of work requested by these Special Provisions in the Bid Price Proposal.

D. Meetings

1. Facilitate a Team Integration Meeting shortly after award of the Project, which is intended to discuss Project goals, allow MDT opportunity for design input after reviewing the Firm's Proposal, discuss Project schedule and risks, and discuss other items as determined by the Firm. The meeting will be held in person and/or virtually. All key personnel of the successful Firm are required to attend the meeting; other team members may be included at the Firm's discretion. The length of the meeting and agenda will be determined by the Firm. This meeting is also intended to address the Kickoff Meeting topics outlined for Partnering Program – Level 1 projects.
2. Periodic meetings with MDT personnel and other agencies as required for resolution of design and/or construction issues will be held during the preconstruction phase, and may include:
 - a. Project Schedule and Progress
 - b. Permit agency coordination
 - c. Coordination with local agencies

- d. Technical issue resolution
- 3. During construction, meet with the MDT Project Manager on a weekly basis and provide a one-week forecast for activities to be performed during the coming week.

E. Bridge and Road Sections

1. Remove the existing bridges, including all piers, foundations, and associated structural components, in accordance with the Standard Specifications.
2. Design all bridge structures in accordance with the Montana Structures Manual and the current AASHTO LRFD Bridge Design Specifications.
3. Design roadway reconstruction segments in accordance with the MDT Road Design Manual and the Baseline Criteria Practitioner's Guide. Roadway reconstruction limits should be minimized whenever practicable.
4. Provide roadway geometric design that meets a design speed of 70 mph.
5. Provide two 12-foot wide travel lanes and shoulders at least equal to existing widths at each site. Where installation of guardrails is required, maintain a minimum 28-foot face-to-face distance between guardrails to accommodate agricultural equipment.
6. Profile raises may be incorporated where necessary to achieve efficient superstructure depth, accommodate low-beam requirements, provide positive deck drainage, or correct sag vertical curves. Vertical grade increases should otherwise be minimized.
7. Design all bridges and culverts to address site-specific hydraulic, geotechnical, geometric, and environmental considerations. Preliminary designs for each location are provided in Attachment B and are provided for informational purposes only.
8. Install a 42-inch Open Rail bridge rail system on all newly constructed bridges. Install Type 4 Box Beam Bridge Approach Sections at all bridge ends and Box Beam guardrail in accordance with the MDT Road Design Manual. Install MBEAT terminal sections at all terminating ends of box beam guardrail. Refer to Detailed Drawing 606-99A for connection details between the 42-inch Open Rail and the Type 4 Box Beam Bridge Approach Section. The Standard Detailed Drawing SBR-0R42-PP (42-inch Open Rail Parapet) is not applicable to this Project.
9. Prefabricated bridge elements, including jointed, prestressed, precast longitudinal concrete elements (adjacent precast girder systems), are permitted. The Firm shall incorporate appropriate features and mechanisms to address durability, fit-up, and long-term performance challenges associated with these systems.
10. 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 Technical Proposal.
11. MDT's Standard Detailed Drawing 613-16 does not meet the criteria for an abutment riprap countermeasure to protect the abutment foundation from local scour. Follow FHWA Scour Tech Briefs HIF 23-048 or HIF 19-007 to determine the proper foundation pile depth and countermeasure design, ensuring compliance with AASHTO LRFD loading requirements.

F. Abutment Slopes

1. Remove and properly dispose of all existing slope protection measures that conflict with the proposed abutment slopes.
2. Install new scour countermeasures as required by the hydraulic analysis and in accordance with the MDT Hydraulics Manual Section 17.6.8.
3. Provide abutment slopes that meet the slope stability requirements of the MDT Geotechnical Manual.
4. Avoid placing new scour countermeasures between the Ordinary High Water Marks (OHWM), where defined.
5. Locate abutment riprap key face to ensure the key is not undermined by the pier scour cone during the Scour Design Event. Abutment riprap keys impacted by the pier scour cone will need to be extended to encompass the scour cone extents.

G. Hydraulics

1. The hydraulic analysis for each bridge has been completed using new hydraulic reporting forms as part of Phase 1 Documents development. The new hydraulic reporting forms include the following: What Hydraulic Evaluations Needed (WHEN) Screening Flowchart, Site Analysis Guidance (SAG), and Structure Hydraulic Analysis Report Executive Summary (SHARES).
 - a. The WHEN and SAG documents are used to determine the required hydraulic and hydrologic analysis level for each site.
 - b. The SHARES document is an abbreviated hydraulics report that provides an understanding of the site's hydraulic conditions, design controls, and presents one pre-proposed bridge or culvert alternative that meets the design criteria.
 - c. All WHEN, SAG, and SHARES documents will be provided with the RFP.
2. The pre-proposed alternative facilitates the evaluation of the structure's sensitivity to hydraulic parameters and supports cost estimation. A preliminary layout of the pre-proposed structure will be attached to the SHARES report, and the hydraulic model, hydrologic analysis, streambed material gradations, and results of corrosivity testing will be included in the appendix.
3. Review the available Phase 1 Documents, and conduct additional hydraulic analysis as needed to develop the final design based on the Project requirements.
4. For each existing bridge site, document the proposed hydraulic design in an updated SHARES report with updated hydraulic modeling, design calculations, and details. Additionally:
 - a. For proposed bridges, include an updated riprap layout and finished grading plan that reflects the finalized roadway geometrics, scour analysis, riprap calculations, and deck drainage analysis.
 - b. For proposed culverts, include an updated culvert profile that reflects the finalized roadway geometrics and culvert bedding, edge protection, and infill details. Also, include outlet protection or AOP details if necessary.
5. Provide signed and stamped SHARES reports and updated hydraulic models with all Design milestone submittals.
6. At each proposed bridge site, the design must include embankment protectors in

accordance with Section 17.7.3.9 in the MDT Hydraulics Manual.

7. Alternative culvert structure types were not investigated during the Phase 1 Documents development but may be allowed with approval of the State Hydraulic Engineer.
8. Corrosive soil testing was completed, and the results are included in Phase 1 Documents. The results indicate that corrosive soils exist throughout the Project limits. The pre-proposed culvert structures are concrete; however, optional pipe materials may be allowable at some sites.
9. Prepare a Hydraulic Data Summary for each site.
10. Aquatic Organism Passage (AOP) is being discussed with FWP. AOP requirements will be provided with the RFP.
11. Provide Permanent Erosion and Sediment Control (PESC) features as determined necessary by the PESC Manual.

H. Floodplain Permitting

1. Existing Bridges 04541 and 04542 are situated within a FEMA-designated floodplain that has a detailed study with defined floodways.
2. A floodplain variance from the County Floodplain Administrator may be necessary because the freeboard requirements are not met where the roadway overtops.
3. MDT and KLJ Engineering are coordinating with the Sweet Grass County Floodplain Administrator and DNRC to determine the preliminary floodplain permitting requirements for these sites. Additional information from this coordination will be provided in the RFP.
4. Obtain permanent floodplain permits as required by Sweet Grass County. Provide the hydraulic modeling, no-rise analysis, joint application, fees, and all other information necessary to obtain the floodplain permits.
5. Temporary floodplain permits may be necessary for construction. Obtain these permits from the County before starting construction and renew them if they expire before the Project is finished.
6. Coordinate with the Floodplain Administrator to determine the final permitting requirements based on the completed design. If FEMA floodplain mapping revisions are necessary, provide any additional work needed. These revisions may include a Conditional Letter of Mapping Revision (CLOMR), which must be approved before construction, and a Letter of Map Revision (LOMR), which is completed after construction.

I. Geotechnical and Surfacing Design

1. A Geotechnical Report that includes geotechnical site characterization and preliminary design discussion will be provided with the Phase 1 Documents.
2. Perform additional geotechnical site characterization required to support the Firm's final design. Meet the requirements of the MDT Geotechnical Manual with the additional geotechnical site characterization when combined with the Phase 1 geotechnical work. Deviations of site characterization requirements as provided in the MDT Geotechnical Manual must be approved by the MDT Geotechnical and Pavement Bureau Chief or their designee.

3. Upon completion of additional geotechnical site characterization, complete and submit a draft addendum to the Geotechnical Report with each 90% Design milestone submittal for review by MDT. A signed and stamped Geotechnical Report Addendum must be submitted to MDT prior to issuance of RFC Plans.
4. Design all bridge structure and box culvert foundations in accordance with the Montana Geotechnical Manual and the current AASHTO LRFD Bridge Design Specifications.
5. Provide surfacing design in accordance with MDT's Pavement Design Manual and Geotechnical Manual. Surfacing recommendations will be available in the Preliminary Geotechnical Field Investigation Report within the Phase 1 Documents that will be included as an attachment to the RFP.
6. Provide a 30-year pavement design for bridge approach roadways in accordance with the MDT Pavement Design Manual.
7. Provide a full-width seal and cover.

J. Signs and Pavement Markings

1. Remove traffic control devices that are impacted by the Project and replace devices as described below.
2. Replace signs impacted by construction with signs compliant with the 11th Edition of the MUTCD, MDT Design Memos, and MDT Traffic Engineering Manual.
3. Provide sign design calculations (per Standard Specifications) 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.
4. Provide temporary and interim striping as required by the Firms construction sequencing, the MUTCD, and Standard Specifications.
5. Provide final pavement markings in accordance with MDT's design manuals and memos.

K. Surveying

1. Control survey, engineering survey, and cadastral survey are complete and will be provided with the RFP.
2. Perform any additional survey services in accordance with MDT's Surveying Manual and comply with all pertinent Montana Statutes and applicable rules of the Montana Board of Professional Engineers and Professional Land Surveyors.
3. Provide construction staking and Right-of-Way staking as necessary to complete the Project.
4. Re-establish any Public Land Survey System corners or references disturbed by construction activities in accordance with Montana Statutes.
5. MDT will set Right-of-Way monuments after construction is complete.

L. Construction Engineering and Temporary Works

1. Provide all construction surveying and engineering necessary to complete the Project.
2. Provide all sheet piling, shoring, gravity retaining structures, and/or temporary facilities required to facilitate construction.

3. Provide all Working Drawings necessary to complete the Project.

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

1. Level 2 construction zone impacts are anticipated as defined in the Work Zone Safety and Mobility Goals and Objectives, Guidelines, Procedures, and Processes. Complete the Traffic Management Plan process in collaboration with MDT prior to submitting each 90% Design submittal.
2. Submit with each 90% Design submittal, a Traffic Control Plan (TCP) in accordance with Standard Specifications. Provide a Construction Staging Plan and a detailed construction sequencing plan describing how construction will be sequenced to maintain and minimize disruption to public facility users through the work zone. No construction is allowed until the TCP is approved by the MDT Project Manager.
3. During construction, maintain at least one 11-foot wide lane in accordance with Standard Specifications.
4. Limited, short duration, route closures may be permitted and approved by the MDT Project Manager but must be coordinated with locals, emergency services, mail services, and MDT's public involvement specialists.
5. Provide temporary detours as necessary for construction. Ensure all temporary detours are designed for adequate movement of emergency vehicles, cars, pick-ups, and large commercial trucks. Coordinate with local agricultural producers to allow for passage of agricultural equipment during construction.
6. Keep all public traffic within MDT Right-of-Way or Temporary Construction Permit areas.

N. Environmental and Permitting

1. The National Environmental Policy Act (NEPA) Environmental Document (Categorical Exclusion) is drafted; a completed Categorical Exclusion will be provided with the Phase 1 Documents.
2. Wetland and Ordinary High Water Mark (OHWM) delineations and cultural resource investigations were completed to support development of the Categorical Exclusion. Available wetland boundaries, cultural resource information, and the Biological Resources Report will be included in the Phase 1 Documents. During development of the Phase 1 Documents, the Cultural Resource Consultation was completed. No additional cultural resource work is anticipated to be required after Contract award unless there is a significant increase in the scope of work or additional Right-of-Way is proposed to be acquired with the Project.
3. After Contract award, 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.
4. MDT Environmental Services will complete all Environmental Document reevaluations necessary for the Project. If a reevaluation is needed, notify the Alternative Contracting Project Manager immediately. Allow MDT Environmental Services 21 calendar days to draft and complete all reevaluations of the Environmental Document.
5. Comply with all applicable environmental laws including but not limited to: the Clean Water Act, the Stream Protection Act, the Endangered Species Act, the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act (MBTA), Section 106 of the

National Historic Preservation Act, etc. Review and meet the requirements defined in Standard Specification 208.03.4.A(1), regarding MBTA compliance for vegetation removal and/or trimming. The typical nesting season for migratory birds occurs from April 15 to August 15.

6. Remove only the vegetation that directly conflicts with a Project's construction to minimize the Project's environmental impacts.
7. The permanent Project features and temporary construction features and activities are regulated by environmental rules and regulations that are administered by federal, state, and local agencies. Environmental permits may be required from one or more regulatory agencies for land alterations such as ground disturbance or impacts to wetlands or aquatic resources. The time required to obtain these permits can vary with the type of project, its potential impacts, and the requirements of a regulatory agency. Research all permits necessary based on the nature of the Project and incorporate the findings within the Project's schedule and Bid Price Proposal.
8. Provide completed temporary and permanent facilities applications for all necessary environmental permits and authorizations. Temporary facilities permit applications must be submitted as separate applications and will not be included as part of the permanent facilities permit applications. Permanent facilities and temporary facilities applications must include all temporary and permanent facilities to construct the Project.
9. Provide draft Clean Water Act (CWA) Section 404 and Stream Protection Act (SPA) 124 permits. If determined necessary by the nature of the Project, provide Section 10, Section 401 certification, Blackfeet Tribe Aquatic Lands Protection Ordinance 90-A (ALPO), and CSKT Aquatic Lands Conservation Ordinance 87-A (ALCO) draft permit applications. Draft permit applications will be reviewed, approved, and submitted by MDT to the applicable Resource Agencies. The CWA Section 404 and SPA 124 must be submitted individually on separate joint applications and tailored to the jurisdictional needs of each agency. All other permit applications may be submitted directly to the applicable agencies by the Firm.
10. Draft an Aquatic Resource Findings Report (AFR) in coordination with the MDT District Biologist prior to submitting the draft CWA Section 404 permit application to MDT. The MDT District Biologist will provide a template for the AFR. Set up a meeting with the MDT District Biologist before beginning drafting of the AFR. The AFR must be reviewed and approved by MDT prior to MDT submitting the CWA Section 404 permit application.
11. Plan and profile sheets and details showing impacts to the bed and bank for drainages requiring a SPA 124 permit, must be submitted to the MDT District Biologist prior to submitting 90% Design submittals. MDT will provide the submittal to Montana Fish, Wildlife & Parks (FWP) for their review and comment. FWP may return some suggestions and guidance for MDT and the Firm to consider and respond to, if necessary, before finalizing the design. FWP has 30 calendar days to complete their review and to submit their comments to MDT. MDT will then direct/return comments to the Firm to be addressed in the 90% Design submittal and draft SPA 124 permit application.
12. The 90% Design submittals must be submitted to MDT District Biologist and the Environmental Project Engineer at least 90 calendar days in advance of any planned construction start date. MDT will review these plans along with the permanent facilities

permit applications then MDT will submit to FWP and USACE to secure the final SPA 124 and CWA Section 404 authorizations for the preconstruction plans package. Allow a minimum of 30 calendar days for FWP to review and authorize the SPA 124 permanent facilities application. Allow a minimum of 60 calendar days for USACE to review and authorize the CWA Section 404 Permanent Facilities application.

13. Once the SPA 124 and CWA Section 404 permit authorizations are obtained, MDT will complete the associated Special Provisions and provide the Special Provisions to the Firm to be incorporated as RFC Special Provisions in the RFC Design submittal.
14. Obtain all temporary facilities permit authorizations required by FWP and USACE to construct the Project. Coordinate with the MDT District Environmental Engineering Specialist to apply for temporary facilities permits.
15. Review available environmental resource information and perform additional field investigation and analysis as determined necessary by the Project needs.
16. Provide erosion control required for the Project in accordance with Standard Specifications.
17. The existing bridges contain lead-based paint. Follow all applicable regulations concerning lead-based paint exposure, removal, containment, and disposal.
18. Provide an Environmental Compliance Status Statement that confirms all design and proposed construction will be within the parameters of the CFR and the Environmental Document. Submit an Environmental Compliance Status Statement with all RFC Design submittals.

O. Materials

1. Use standard materials, material specifications, and acceptance methods per Standard Specifications and the Montana Materials Manual.
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 monthly throughout construction. A template materials list will be provided with the RFP.
3. Comply with Standard Specification 106.09 Domestic Materials, 23 CFR Section 635.410 and the Infrastructure Investment and Jobs Act. The Manufactured Products Final Rule will apply. Information on the Final Rule can be found here: [Manufactured Products Final Rule](#)
4. Provide electronic ticketing (E-Ticket) for material delivery of plant mix surfacing to the Project in accordance with the Special Provision 401-2.
5. For the purpose of establishing material incentives and deducts for this Project, unit prices published in the "[Weighted Average Prices Catalog](#)" dated 1/02/2026 will be used for evaluation of the QA program.

P. Right of Way

1. Design and construct all permanent features within the existing Right-of-Way to the maximum extent possible. If the Firm's proposed design of permanent features at any site extends beyond existing Right-of-Way, complete all Right-of-Way activities necessary to acquire the necessary Right-of-Way for the Project.
2. Acquire temporary construction permit areas as determined necessary by the Firm's

proposed temporary construction impacts.

3. Acquire new Right-of-Way and temporary construction permits in accordance with MDT's Right-of-Way Manual and under supervision of the Billings District Right-of-Way Supervisor. MDT will pay for the negotiated value of the additional property and all closing costs. Provide all services associated with the additional impacts, including but not limited to, environmental and cultural reviews required by MDT.
4. Provide in-kind replacement of all fencing and gates impacted by Project activities.
5. Coordinate design of stock pass fencing with adjacent landowners. Coordinate construction schedules with the users of the stock passes to minimize disruptions to their ranching operations. Coordinate with landowners to provide temporary watering and water tanks as necessary for livestock.
6. Fencing or any other apparatus shall not be affixed to any part of the bridge or culvert that would span and obstruct the hydraulic opening in any way.
7. Coordinate any approach modifications with adjacent landowners for impacted driveways. Agreements will be required if approach modifications occur.

Q. Utilities

1. A Subsurface Utility Engineering (SUE) Phase 1 Survey has been completed as part of the Phase 1 Documents development and will be provided with the RFP. Provide any supplemental utility data necessary to complete design and construction.
2. If utility conflicts are unavoidable, provide a Utility Coordinator who is responsible for all utility and MDT coordination and other duties necessary to coordinate all relocations and/or protection of utilities in accordance with the MDT Utility Manual.
3. Do not include the cost of relocation or protection of utilities in the Bid Price Proposal. Utility relocations requiring MDT payment (either in full or cost share with the utility owner) will be paid by MDT at the invoice price from the utility owner. Utility relocations will be paid in accordance with State and Federal Regulations.
4. In accordance with MDT standard procedures, the utility permitting activity is formally executed between MDT and the utility owner. Work with both MDT and the utility owner to ensure the utility permit is obtained prior to relocation.
5. Do not plan for the relocation of 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.
6. Provide a Utility and Railroad Verification Statement with each RFC Design submittal. This Statement must confirm that the Firm has fully investigated, identified, and accounted for all utility and railroad impacts associated with the proposed design and construction activities. If any utility relocations are required, provide written verification that utility relocation Agreements have been executed with all affected utility owners.

R. Coordination

1. Plan regularly scheduled coordination meetings, review meetings for milestone deliverables, and any other meetings deemed necessary for completion of the Project.
2. Coordinate with other projects under development or construction in the area.

S. Public Involvement

1. MDT will complete Public Involvement (PI) for this Project. Provide support to MDT's PI specialist through Project completion.
2. Provide review and concurrence or comments on all PI materials produced by MDT prior to public distribution.

T. Partnering

Provide Level 1 Facilitated Partnering in accordance with Standard Specification 105.05.1.

U. Escrow of Bid Documents

Escrow bid documents in accordance with Standard Specification 103.09. Include all costs associated with the escrow process in the lump sum Bid Price Proposal for the Project.

V. DBE and SBE Requirements

There are no DBE and SBE Requirements for this Contract.

W. General

1. Submit as-built plans in accordance with Standard Specification 155.02.
2. The use of drones assembled or manufactured as a covered foreign entity, defined by the American Security Drone Act of 2023, is prohibited on this federally funded Project.
3. Salvage timber girders from the existing timber bridges and deliver to MDT's Maintenance yard located west of Big Timber. Dispose of material that is obviously not reusable in accordance with all applicable rules and regulations.

VI. SOQ REQUIREMENTS

A. General

1. For consideration of this Project, submit an SOQ electronically subject to the following criteria:
 - a. The SOQ is limited to ten (10) 8.5"x11" pages, herein referred to as the total page limit. One 11"x17" sheet is allowed for the organizational chart and counts toward the total page limit.
 - b. Each page that contains text, graphs, drawings, or other illustrations is considered in the total page limit.
 - c. The transmittal letter, proof of insurance, front cover, back cover, and blank section dividers are not included in the total page limit.
 - d. All written content must be formatted for standard printing parameters.
 - e. All text must use a minimum font size of 10-point.
 - f. Only one SOQ per Firm is acceptable. Receipt of multiple SOQ from one Firm will be grounds for disqualification.
 - g. The prime contractor, design professional, and key personnel (including the individual's employer) are exclusive to the Firm and cannot team with another Firm to submit more than one SOQ per Project. The contractor, design professional, and key personnel assigned in the Design-Build Firm's SOQ cannot change after submitting SOQ, without prior written approval from MDT.

B. Evaluation Criteria

The SOQ will be evaluated by the Technical Review Committee (TRC) in accordance with the Scoring Guide found in Attachment A. The SOQ must, at a minimum, respond to the following criteria:

1. Transmittal Letter

- a. Provide an 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.

2. Proof of Insurance

- a. Provide evidence in the SOQ of the ability to obtain Professional Liability Insurance with combined single limits of \$1,000,000.00 for each wrongful act and \$2,000,000 annual aggregate to cover such claims as may be caused by any act, omission, negligence of the Firm. Evidence will be in the form of a letter from an insurer, or a Montana Resident Agent for an insurer, indicating the 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.

3. Evaluation Criteria #1 – Staffing Plan (600-points maximum)

- a. Provide a logical organization chart that includes participating companies, key personnel, and critical support staff identified below. Provide other discipline support staff as deemed necessary by the Firm and Project needs.

1) Key personnel:

Project Manager
Construction Manager
Design Manager

2) Critical Support Staff:

Structural Engineer
Lead Civil Engineer
Geotechnical/Pavement Engineer
Hydraulic Engineer
Environmental Manager
Quality Control Manager
Right-of-Way Manager
Utility Coordinator

- b. Provide a summary of the qualifications and anticipated Project duties of the key personnel and critical support staff assigned by the Firm. This summary should focus on the scope of work items for this Project.

- c. Resumes will not be accepted with the SOQ submittal.

4. Evaluation Criteria #2 – Design-Build Experience (300-points maximum)

- a. Provide a list of active and/or recently completed Design-Build projects or projects similar to this Project, including:

- 1) Start, completion, and/or anticipated completion dates.
- 2) Name and contact information of the project owner representative.
- 3) Names of Firm member(s) that performed engineering design and/or construction services.

- b. 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.
- 5. Evaluation Criteria #3 – Other Experience (100-points maximum)
 - a. Provide a list of active and/or recently completed projects similar to this Project other than Design-Build projects, including:
 - 1) Start, completion, and/or anticipated completion dates
 - 2) Name and contact information of the project owner's representative.
 - 3) Names of Firm member(s) that performed engineering design and/or construction services.
 - b. Experience may be drawn from projects contracted by MDT, other DOTs, private industry, or local governments.

VII. GENERAL PROVISIONS

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

1. Following the receipt of Firms' Technical Proposals, the MDT Technical Review Committee will evaluate the Technical Proposals and 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 Proposal, the Technical Proposal score will represent 60% of the maximum score available and the Bid Price Proposal will represent 40% 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 - 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, it will be considered non-responsive.
3. The Firm will be allowed to subcontract, assign, or otherwise dispose of any part of the work, but members of the Firm identified in the SOQ and Technical Proposal must perform at least 40% of the total Contract cost.

B. Estimated Project Cost: \$10 Million to \$15 Million

C. Stipend: \$85,000

Only unsuccessful, responsive short-listed Firms will receive the stipend, which is partial compensation for the cost to prepare a 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

1. The following insurances and limit requirements will be provided in the RFP:
 - 1) Professional Liability Insurance

- 2) General Liability and Owner's and Contractor's Protective (OCP) Requirements
- 3) Business Automobile Liability Insurance
- 4) Workers Compensation and Employer's Liability Insurance

E. Bonding Requirements

1. Submit a Proposal guaranty with the Bid Price Proposal in accordance with Standard Specification 152.09.
2. Furnish an executed Contract bond or bonds in accordance with Standard Specification 153.06.
3. Design-Build Proposal Bond and Project Bond forms will be provided with the RFP.

F. Tentative Schedule of Events

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

DATE	EVENT
April 29, 2026	RFQ Advertisement Date
May 27, 2026	SOQ Due Date – 11:00 AM local time
June 17, 2026	Short-list posted on Q&A Forum, RFP Issue Date
June 23, 2026	Pre-Proposal Meeting – 1:00 PM local time
August 12, 2026	Q&A Forum Closes – 5:00 PM local time
August 19, 2026	Technical Proposal Due Date
September 9, 2026	Bid Price Proposal Due Date – 11:00 AM local time
September 29, 2026	Award Date
October 13, 2026	Notice to Proceed (Approximate)

G. Lump Sum and Fixed Completion Date Contract

This Contract is a Lump Sum and Fixed Completion Date Contract. The Firm's submitted Bid Price Proposal is to be a lump sum amount for completing the scope of work as defined by the Contract within the timeframe established as the Fixed Completion Date.

H. Contract Time

The Contract Time and Fixed Completion Date will be established by the Design-Build Firm in the Technical Proposal. The Fixed Completion Date established by the Firm must not extend past November 10, 2028.

I. 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 & Industry at 406-444-2840 or TDD 406-444-0532.

J. Jurisdiction

This Project is under the jurisdiction of the Billings District Administrator.

Attachments:

- A. SOQ/Technical Proposal Scoring Guide
- B. Preliminary Design

**MONTANA DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT & DELIVERY**

Loran Frazier, Chair
Montana Transportation Commission

Christopher Dorrington
Director of Transportation