

REQUEST FOR QUALIFICATIONS

**MILL CREEK HIGHWAY
SSS 569-1(11)6
UPN 10473000**

I. NOTICE TO CONTRACTORS/CONSULTANTS

The Montana Department of Transportation (MDT) is accepting Statement 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 SOQs no later than **11:00 a.m.**, local time on **May 13, 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 information. 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 the State delete late proposals. If no request is made, late proposals become the property of the Department. All retained SOQs 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 SOQs and Technical Proposals waive any claim for trade secret protection in the event of an open records request from another party and acknowledge that the submitted SOQs 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 SOQ requirements (See **Attachment A-SOQ/Technical Proposal Evaluation Criteria**). The three highest scoring responsive Firms (or all responsive Firms, if three or less Firms submit SOQs), 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 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).
3. Coordination with short-listed Firms, related to the Alternative Technical Concepts (ATCs) one-on-one meetings and ATC submittals.

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 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: MILL CREEK HIGHWAY
Project No.: SSS 569-1(11)6
Control No.: 10473000

The scope of work for this Design-Build contract includes reconstruction of approximately five miles of Secondary Highway 569 (S-569), also known as Mill Creek Highway, from reference post (RP) 6.11 to RP 11.0. The project is funded by a RAISE grant awarded to Anaconda-Deer Lodge County (ADLC). The project is intended to address existing deficiencies and improve safety. The roadway will be reconstructed to include 12-foot travel lanes and 1-foot shoulders. Additionally, the project will improve roadway geometrics and reconstruct the existing pavement with new bituminous surfacing. The project will also include new centerline rumble strips, pavement markings, signage, guardrail, improved clear zones and side slopes, and improved hydraulics, culvert and storm water infrastructure.

IV. PHASE 1 DOCUMENTS

MDT has contracted with Consultants to complete Phase 1 Documents for this project. The Phase 1 Documents consist of milestone reports, technical reports, drawings, design files, project team communication, etc. The following Consultants are precluded from pursuing this Design-Build contract: HDR Engineering, Inc., Rabbitbrush Archaeological Services, LLC, Tetra Tech, Inc.

All Phase 1 Documents produced by the Phase 1 Consultants will be provided to the short-listed Firms as an attachment to the RFP. Any Preliminary Phase 1 Documents provided as an attachment to the RFQ are provided for informational purposes only and are subject to change. Phase 1 Documents-Preliminary Road Plans can be found in Attachment B.

The Phase 1 Documents have been prepared to outline the project's scope, standards, and requirements. Some of the Phase 1 Documents will be provided for informational purposes only and some Phase 1 Documents will be Bridging Documents. The Firm must use the Phase 1 Documents that are identified as Bridging Documents, provided with the RFP, as the basis for developing the Technical Proposal, post award deliverables, design, and construction plans. An attachment to the RFP will provide a table of which Phase 1 Documents Firms must rely on for final design development and which Phase 1 Documents are provided for informational purposes only. The RFP will supersede the Phase 1 Documents within the Contract Document Hierarchy.

The Firm will be expected to:

- A. Thoroughly review and understand all Phase 1 Documents.
- B. Ensure that the final design and construction work comply with the requirements and standards outlined in the Phase 1 Documents.
- C. Address any ambiguities, errors, or conflicts within the Phase 1 Documents by submitting questions through MDT's Q&A Forum.
- D. Present design or construction deviations from the Phase 1 Documents through the ATC process described in section V of this RFQ.

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

V. ALTERNATIVE TECHNICAL CONCEPTS

During the Technical Proposal development phase of this project, the short-listed Firms will be afforded the opportunity to propose ATCs. 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 RFP.

VI. GENERAL SCOPE OF WORK

The following preliminary scope of work items are provided for information only and are not required components 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

- 1. 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.
- 2. A draft of Division 150 can be found on MDT's website at: <https://www.mdt.mt.gov/business/contracting/standard-specs.aspx>. A final version of the Standard Specifications, which will apply to this project, is anticipated to be available on MDT's website by May 28, 2026.

B. Design

1. MDT is coordinating with HDR to provide Firms access to individual projects in Autodesk Construction Cloud (ACC) so Firms have the option to continue design development through ACC. Individual design files will also be provided as an attachment to the RFP if Firms choose not to utilize ACC for final design.
2. Prepare design plans in accordance with the latest standards adopted by AASHTO and MDT's current specifications, applicable manuals and memos, all current State and Federal laws and regulations. Prepare plans that are accurate, legible, complete in design, drawn to the appropriate scale indicated in MDT's manuals, and furnished in reproducible PDF format.
3. Perform detailed plan checking for each Design submittal. Design submittals may be separated into routes, intersections, or contain only those sites that require detailed design. In addition, separate components may be submitted for traffic control, construction staging, and minor items of work. The component design must be in conformity with the RFP and DCCP requirements. Complete the design in U.S. Customary Units (English).
4. Provide design notes and computation sheets that are fully titled, numbered, dated, indexed, and signed by the designer and the checker. At project completion, a final set of design notes and computations for all components of the project, signed by the Firm's Engineer of Record, will be submitted with the record set (As-Built) of plans.
5. Before construction activities can begin for a specific component, signed and sealed design plans, and calculations supporting the design for that component must be reviewed and determined by MDT to conform to the RFP, DCCP, Technical Proposal, and the Specifications. Component submittals will be complete submittals along with all the supporting information and calculations necessary for review. The work proposed in the component plans must represent logical work activities and show impacts on subsequent work activities on the project. Any modification to the component construction due to subsequent design changes as the result of design development is solely at the Firm's risk. After review by MDT, the plans will be stamped "Released for Construction" (RFC) and initialed and dated by MDT's Project Manager. Any variation from RFC plans must be reviewed by MDT and may warrant a Change Order.

C. Design Quality Management

The Firm will be responsible for the professional quality, technical accuracy, and coordination of all surveys, designs, drawings, specifications, design reports, and other services furnished by the Firm under this contract. The Firm will, without additional compensation, correct all errors or deficiencies in the surveys, designs, drawings, specifications, design reports, and other services furnished under this contract.

D. Road Improvements

1. Reconstruct Mill Creek Highway from RP 6.11 to RP 11.0 utilizing the typical sections provided in the Phase 1 Documents.
2. Utilize design speeds provided on the title sheet of the Phase 1 Documents-Preliminary Road Plans for design of the roadway geometrics.
3. Install box beam guardrail in accordance with MDT Design Manuals. The Phase 1 Documents provide preliminary layouts of W-Beam guardrail, the Firm must complete final Length of Need Calculations and guardrail layouts.
 - a. Provide an additional channelization device above all guardrail optional terminal sections. An example application of this additional channelization device can be

found at the California Creek crossing approximately 2 miles southwest of the Sugar Loaf Lodge. ADLC installed these devices due to snow covering the Guardrail Optional Terminal Sections. Ensure installation complies with MUTCD requirements.

4. Provide centerline rumble strips in accordance with the Phase 1 Documents and Design Manuals.
5. Reconstruct all private and public approaches impacted by the project. Coordinate approach work with impacted landowners and provide access to private property at all times. See more information on construction of approaches in the Right-of-Way Section below.
6. Perpetuate existing shoulder pullout areas as shown in the Phase 1 Documents-Preliminary Road Plans.
7. Salvage existing topsoil and import topsoil as required by MDT Design Manuals.
8. Provide seeding and fertilizer as required by MDT Design Manuals. The MDT Reclamation Specialist will provide a seed mix design for the project at the 90% design milestone review.
9. If millings are generated during construction, salvage millings and deliver to ADLC.
 - a. Provide five working days advance notice to the ADLC Road Foreman before delivery of millings. Deliver millings within 15 miles of the project site. Contact Wayne Wendt, (406) 560-3205 to prearrange date and time of delivery. Place millings at the prearranged location. Supply personnel and equipment to unload millings. ADLC personnel will not unload millings.
 - b. Reuse of millings within the permanent improvements must be presented and approved as an ATC during the Technical Proposal development phase. Temporary use of millings for Maintenance of Traffic (MOT) does not require approval of an ATC.
10. Remove and salvage existing signs and sign posts and deliver to ADLC.
 - a. Provide five working days advance notice to the ADLC Road Foreman before delivery of signs and signposts. Deliver to 800 Main St., Anaconda. Contact Wayne Wendt, (406) 560-3205 to prearrange date and time of delivery. Place signs and sign posts at the prearranged location. Supply personnel and equipment to unload salvaged materials. ADLC personnel will not unload salvaged materials.
11. Dispose of all materials generated by the project, that will not be salvaged, in accordance with all Federal, State, and County regulations.

E. Drainage Improvements

1. Hydraulic soil/water corrosivity, location hydraulic study report (LHSR), hydraulic models, and hydraulic report will be provided with the Phase 1 Documents.
2. Replace all drainage features impacted by the proposed design and review the need for energy dissipation features and outlet erosion control in accordance with the Phase 1 Documents.
3. A FEMA designated floodplain is located near the northern end of the project limits. Avoid design of permanent features within the FEMA designated floodplain. If temporary or permanent construction impacts are planned within the FEMA designated floodplain, obtain all necessary permits needed to construct the project.
4. Provide Aquatic Organism Passage (AOP) in accordance with the Phase 1 Documents (Preliminary Plans and Hydraulics Report), obtain all necessary permits needed to construct the project.

5. Provide outlet protection features in accordance with the Phase 1 Documents.
6. Provide Permanent Erosion and Sediment Control (PESC) features in accordance with the Phase 1 Documents and PESC Manual.
7. If hydraulic design deviates from the Phase 1 Documents, submit a signed and stamped addendum to the Hydraulics Report along with the revised hydraulic models in the first design package submittal to be reviewed by MDT.

F. Geotechnical and Surfacing Design

1. Geotechnical site characterization activities, design, and a Geotechnical Report are provided in 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 the first 90% design submittal for review by MDT. A signed and stamped Geotechnical Report Addendum must be submitted to MDT prior to issuance of RFC Plans.
4. If surfacing section design is modified through the use of an approved ATC, provide surfacing design in accordance with the Geotechnical Report and the MDT Surfacing Design Manual.

G. Signs and Pavement Markings

1. Remove traffic control devices that are impacted by the project and replace signs as described below. A sign inventory was completed and is provided in the Phase 1 Documents.
2. Install signs compliant with the 11th Edition of the MUTCD, MDT Design Memos, and MDT Traffic Engineering Manual.
3. Provide sign design calculations in accordance with the 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 Snowpole Delineation delineators in areas susceptible to snow drifting. At a minimum, provide Snowpole Delineation delineators at the following locations from the Preliminary Plans:
 - a. Station 179+00 to 187+00 LT and RT
 - b. Station 237+00 to 251+00 RT
5. Provide temporary and interim striping as required by the Firms construction sequencing, the MUTCD, and Standard Specifications.
6. Provide final pavement markings in accordance with the Phase 1 Documents Signing and Marking Plans and MDT's Design Manuals and Memos.

H. Surveying

1. Control survey, engineering survey, and cadastral survey are complete and will be provided with the Phase 1 Documents attached to 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 Montana Board of Professional Engineers and Professional Land Surveyors.
3. Provide construction and new 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.
- I. Work Zone Safety and Mobility/Traffic Control and Construction Sequencing
1. Level 2 construction zone impacts are anticipated as defined in MDT's Work Zone Safety and Mobility (WZSM) guidance. Complete the Traffic Management Plan process and include a Traffic Control Plan (TCP) with the submitted plans packages.
 2. Submit with each 90% Design submittal, a Traffic Control Plan with required construction traffic control devices meeting MUTCD and Standard Specifications. Provide a Construction Staging Plan and a detailed construction sequencing plan describing how construction will be sequenced to maintain vehicular accessibility 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. Furnish, install, maintain, and remove four portable variable message boards (VMS). Install two VMS near the Mill Creek Highway and Highway 1 intersection. Install two VMS near the Mill Creek Highway and Highway 43 intersection. Final placement of VMS to be approved by the MDT Project Manager. Position VMS in a configuration intended to notify travelers of delays, closures, etc. prior to turning onto Mill Creek Highway.
 - a. Provide VMS for all construction seasons planned to have single or full lane closures.
 - b. Furnish VMS that meet MUTCD requirements. VMS must be capable of providing 2 phases with 3 lines and 8 characters per line. Characters must be a minimum of 18 inches in height.
 - c. Install VMS seven working days prior to the start of initial traffic control setup and construction operations. Provide traffic with a warning message as approved by the MDT Project Manager and shown in the Contractor's Traffic Control Plan. This message will alert traffic to upcoming project limits, upcoming road closures, current road closures with anticipated closure duration, and suggested alternate route(s).
 - d. At the start of construction operations, provide a message warning traffic of the anticipated project delays and suggest alternate route(s) as approved by the MDT Project Manager.
 - e. If a safe and visible installation location cannot be found, construct a stable pad that provides a safe, level location to install the message board adjacent to traffic. Remove the pad once construction is complete and reestablish vegetation in the location of the pad. Construction of pad(s) will be paid for in accordance with Standard Specification 109.04.
 - f. Remove VMS as directed by the MDT Project Manager.
 5. Limited, short-duration, weekday route closures may be permitted but must be presented and approved through the ATC process during Technical Proposal development.
 - a. The following applies to the utilization of short-duration route closures:
 - 1) Provide HDR with a notice of closure two weeks prior to any planned closure.
 - 2) Provide upcoming closures on VMS at least one week in advance of the

planned closure.

6. Provide onsite temporary detours as necessary for construction. Ensure all temporary detours are designed for adequate movement of emergency vehicles, cars, pick-ups, small commercial trucks, and motorcycles. Public traffic must always be traveling on MDT Right-of-Way or Temporary Construction Permit areas.
7. Return traffic to plant mix surfacing by winter shutdown of each construction season in accordance with Standard Specifications.
 - a. ADLC will provide snowplowing once plant mix surfacing has been applied and work has been suspended for each season.
8. Provide all road maintenance during construction.
9. Do not perform any construction activities on Saturdays within 1 mile of Sugarloaf Lodge to not interfere with weddings and other events.
10. Sequence operations to minimize construction activities and landowner impacts near station 315+72 between September 1 and November 15.

J. 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 needed unless there is a significant increase in the scope of work. The State Historic Preservation Office Concurred the project will have "No Historic Properties Affected" on August 8, 2025.
3. After 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. The Firm is required to review and meet the requirements defined in Standard Specification 208.03.4.A(1), regarding MBTA compliance for vegetation removal and/or trimming. Note that 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 effects.
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 specific regulatory

- agency.
8. Provide completed temporary and permanent impact 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. The Joint Permit Application developed by the Firm for the Clean Water Act (CWA) Section 404 and Stream Protection Act (SPA) 124 permits will be reviewed, approved, and submitted by MDT to the 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.
 9. Draft an Aquatic Resource Findings Report (AFR) in coordination with the MDT District Biologist prior to submitting the draft CWA Section 404 permit application. 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 submitting the CWA Section 404 Permanent Facilities permit application.
 10. Preliminary designs (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 the 90% Plans Package Submittal. MDT will then submit the preliminary designs to Montana Fish, Wildlife & Parks (FWP) for their review and comment per the signed Memorandum of Understanding (MOU). 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% plans package and draft SPA-124 permit application.
 11. The final design 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 permit applications described below, 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 FWP 30 calendar days to complete their final review and return a final SPA-124 Authorization for preconstruction plans package to MDT. Allow a minimum of 60 calendar days for USACE to review and authorize the CWA Section 404 Permanent Facilities application.
 12. 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 in the RFC Design Submittal.
 13. 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.
 14. Review available environmental resource information, perform additional field investigation, and analysis as dictated by the project needs and approved ATCs. If the proposed improvements deviate (via approved ATC(s)) 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.
 15. Threatened and Endangered (T&E) Species have been documented near the project

- area. Consultation with the United States Fish and Wildlife Services (USFWS) will be required with this project. Provide a draft Biological Assessment (BA) for the MDT District Biologist to review. Allow 14 calendar days for MDT to review the BA. Provide a final BA draft addressing MDT's review comments. Allow 14 calendar days for MDT to coordinate with FHWA and USFWS on the draft BA. MDT will make final revisions to the BA and submit to FHWA within the 14 days specified. Allow 7 calendar days for FHWA to submit Consultation to USFWS. Allow a minimum of 120 calendar days for T&E Consultation with the USFWS.
16. An Environmental Document reevaluation will be required and completed by MDT after T&E Consultation with the USFWS.
 17. Avoid impacts to the adjacent Wildlife Management Area (WMA) to the maximum extent practicable. MDT and FWP are currently developing an MOA that will provide the Firm additional areas needed to construct the project.
 18. Contaminated soils may be encountered on this project. Follow the requirements of Subsection 208.03.8 (C) if contaminated soils are encountered. The project is located within the Anaconda Smelter Superfund Site boundary. Coordination with EPA and Anaconda-Deer Lodge County Superfund Coordinator will be required.
 19. Provide erosion control required for the project in accordance with the Standard Specifications.
 20. 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. An Environmental Compliance Status Statement must be submitted at all RFC Design Submittals.
 21. FWP is planning for a long-term sediment control project on the Wildlife Management Area (WMA) located east of the Project corridor along the Project stations listed below. Coordinate with Fish Wildlife and Parks (contact: Vanna Boccadori) and Big Hole Watershed (contact: Pedro Marques).
 - a. 196+00 to 201+00
 - b. 214+00 to 216+00
 - c. 205+00 to 207+00
 - d. 220+00 to 223+00
 - e. 227+00 to 229+00

K. Materials

1. Use standard materials, material specifications, and acceptance methods in accordance with the Standard Specifications and the Montana Materials Manual. Any deviation from standard materials, specifications, or acceptance practices must be submitted for approval as an ATC.
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, Title 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. Materials must be accepted in accordance with MDT procedures.
5. Submit the initial materials list in conjunction with the Construction Schedule of Values and each 90% Design submittal. Submit an updated materials list with the 100%, and RFC Design submittals, and monthly throughout construction. Failure to include a

monthly materials list could result in monthly deducts in accordance with Standard Specification 108.03.2B.

6. 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.

L. Right-of-Way

1. MDT is in the process of acquiring permanent Right-of-Way and temporary construction permits required for this project. It is anticipated that all proposed Right-of-Way will be acquired by March 1, 2027.
2. Construct all permanent features within the new and existing Right-of-Way.
3. Additional temporary construction permit areas are the responsibility of the Firm. Acquire additional temporary construction permits in accordance with MDT's Right-of-Way Manual, 49CFR "Uniform Relocation Assistance and Real Property Acquisition Regulations for Federally Assisted Programs", and under supervision of the Butte District Right-of-Way Supervisor.
4. Incorporate the following items in the Bid Price Proposal:
 - a. Replace MDT standard fencing and gates impacted by the project.
 - b. MDT has had preliminary discussions with the private landowner located adjacent to station 327+49 LT. Initial discussions suggest the landowner would like all work associated with their private property impacts to be completed with the project. Specialty fencing and private road reconfigurations exhibits are being developed and are anticipated to be provided with the RFP so Firms can appropriately bid this work.
 - c. Design and construct all approaches as shown in the Phase 1 Documents. Coordinate with landowners on final location and configuration of approaches. Adjustments exceeding 15 feet from the specified location in the plans must be presented to MDT for approval.
 - 1) Do not construct proposed approaches at 327+49 LT and 327+61 RT.
5. Impacts to other private property owners, other than what is described in section L.4 above, is expected to be paid through Right-of-Way negotiations via Cost to Cure (CTC). If, through landowner negotiations, the landowner would like the Firm to complete items that are assumed to be paid via CTC, MDT will work with the Firm to negotiate a change order for the items to be constructed with the project. Examples of items that are assumed to be handled via CTC are:
 - a. Private sign relocations
 - b. Private landscaping
 - c. Specialty fencing and specialty gates
 - d. Driveway arch relocations
6. Firms desiring to access private property adjacent to the project during the Proposal development phase of this project and prior to Right-of-Way acquisition after award, should anticipate needing to provide the landowner with certificate of insurances (COIs) with the private landowners company and address on the COI.
7. Provide a Right-of-Way Verification Statement that confirms the Firm's design and proposed construction activities are within Right-of-Way acquired for the Project. A Right-of-Way Verification Statement must be submitted at all RFC Design Submittals.

M. Utilities

1. Utilities are not anticipated to be impacted with this project.

2. Provide supplemental utility data as necessary to complete design and construction.
3. Submit 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, the Firm shall provide written verification that utility relocation Agreements have been executed with all affected utility owners.

N. 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 projects under development or construction in the area.

O. Public Involvement

1. MDT has hired HDR for Public Involvement. Provide support to HDR's public involvement specialist through project completion.
2. Provide review and concurrence or comments on all PI materials produced by HDR prior to public distribution.

P. Partnering

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

Q. On The Job Training (OJT)

Provide two trainees (minimum 1000 hours) in accordance with Standard Specification 109.12.

R. General

1. MDT will provide inspection services (general project inspection and Quality Assurance and Independent Assurance testing).
2. Submit as-built plans with red-lined corrections of all field changes to the final plans in electronic format.
3. Provide all Working Drawings (as defined in the Standard Specifications) necessary to construct the project.
4. 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.
5. Provide all sheet piling, shoring, gravity retaining structures, and/or other temporary measures required to facilitate construction.
6. Obtain a General Utility Permit (GUS) permit with ADLC prior to beginning construction.
7. Prior to beginning construction, obtain an ADLC business license. Maintain active status of the business license through all construction activities.

VII. SOQ SUBMITTAL REQUIREMENTS

- A. The legal entity (Proposer) desiring consideration for this project must submit an electronic copy of their SOQ not to exceed **ten (10)** 8.5"x11" pages. One 11"x17" sheet is allowed for the organizational chart and counts toward the 10-page limit.

For SOQ evaluation criteria, see **Attachment A**. The following are guidelines for preparing the SOQ:

1. Each page that contains text, graphs, drawings, or other illustrations is considered in the page limit.

2. The transmittal letter, proof of insurance, front cover, back cover, and blank section dividers are not included in the page limit.
 3. Only one SOQ per Proposer is acceptable. Receipt of multiple SOQs from one Proposer will be grounds for disqualification.
 4. The prime contractor, design professional, and key personnel (including the individual's employer) are exclusive to the Firm and cannot team with other partners to submit more than one SOQ per project. The contractor, design professional, and key personnel assigned in the Firm's SOQ cannot change after submitting the SOQ, without prior written approval of MDT.
- B. The SOQ must, at a minimum, include information on each of the following criteria:
1. Transmittal Letter
 - a. 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.
 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. Staffing Plan - *Scoring weight = 600 points.*
 - 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:
 - Lead Civil Engineer
 - Geotechnical/Pavement Engineer
 - Hydraulic Engineer
 - Environmental Manager
 - Quality Control Manager
 - 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. Design-Build Experience - *Scoring weight = 300 points.*
 - 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. Other Experience - *Scoring weight = 100 points.*
 - 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.

VIII. 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 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 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 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, it will be considered non-responsive.
- B. Estimated Project Cost - \$12 Million to \$15 Million
- C. Stipend: \$90,000
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. A 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:
 - a. Professional Liability Insurance
 - b. General Liability and Owner's and Contractor's Protective (OCP) Requirements
 - c. Business Automobile Liability Insurance
 - d. Workers Compensation and Employer's Liability Insurance

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
April 15, 2026	RFQ Advertisement Date
May 13, 2026	SOQ Due Date – 11:00AM local time
June 1, 2026	Short-List posted on Q&A Forum, RFP Issue Date
June 8, 2026	Pre-Proposal Meeting (Microsoft Teams) – 11:00AM local time
June 24-26, 2026	1 st Round of ATC Meetings, MDT Butte
July 21-23, 2026	2 nd Round of ATC Meetings, MDT Butte
August 13, 2026	Final ATC Submittals Due – 11:00AM local time
August 27, 2026	Q&A Forum Closes – 5:00PM local time
September 3, 2026	Technical Proposal Due Date
September 22, 2026	Bid Price Proposal Due Date – 11:00AM local time
September 29, 2026	Award Date
October 13, 2026	Notice to Proceed (Approximate)

G. Contract Time

The contract time and completion date will be established by the Design-Build Team in the Technical Proposal. The Completion date established by the Firm must not extend past September 1, 2028.

H. Small Business Enterprise (SBE) Goal

The Contractor must achieve at least 0.0% SBE participation for this contract. An on-line SBE Directory is available at: <https://app.mdt.mt.gov/ess-dbe/>

I. Disadvantaged Business Enterprises (DBE) Usage

The DBE aspirational goal for this project is 0.0%. The Department has an overall DBE goal of 0.0% it must achieve.

Contractors are encouraged to identify any opportunities to subcontract to DBEs. The Department's DBE directory may be found at the following website: <https://app.mdt.mt.gov/ess-dbe/>

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

K. Jurisdiction

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

Attachments:

- A. SOQ-Technical Proposal Evaluation Criteria
- B. Phase 1 Documents-Preliminary Road Plans

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

Loran Frazier, Chair
Montana Transportation Commission

Christopher Dorrington
Director of Transportation