MONTANA
Department of Transportation

Malcolm "Mack" Long, Director

2701 Prospect ▪ PO Box 201001
Helena MT 59620-1001

January 5th, 2024

REQUEST FOR QUALIFICATIONS

SF 189 HLNA HT Median Cable Rail
UPN: 9796000, HSIP 15-3(110)187

I. NOTICE TO CONTRACTORS/CONSULTANTS

The Montana Department of Transportation (MDT) is soliciting construction and design services for the subject design-build project. Contractor and consultant teams (Firms) are encouraged to submit a Statement of Qualifications (SOQ) response electronically by **11:00 a.m.**, local time on **January 25th, 2024**.

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

Ellen Hinshaw: ehinshaw@mt.gov
John Pavsek: jpavsek@mt.gov

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

The project is designated as an Adjusted Score Design-Build type, best value contract. SOQ are requested by the time and date specified and will clearly indicate the name, address, phone number, and e-mail address for a contact person; and the key companies and personnel proposed as participating in the project. MDT will evaluate the relative ability of each submitting Firm to perform the required services based on SOQ information and experience. The three highest scoring responsive Firms (or all responsive Firms, if less than three Firms submit SOQ) will be selected for a short-list from the received responses. Results of the short-listing process will be posted on the MDT website at:

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

Short-listed Firms will be provided a Request for Proposal (RFP) containing a Design and Construction Criteria Package (DCCP). The Firms will be requested to provide a Technical Proposal and Bid Price Proposal for the project. The total technical proposal score generated by a Technical Review Committee plus the bid price proposal amount will be used to determine the best value proposal.

II. PROJECT DESCRIPTION

This project includes design and construction services required to design and install High-Tension Median Barrier Rail along the I-15 Corridor from Mile Post 174.0-204.0, to address cross median crashes. Proposed improvements include median slope flattening (where necessary), modifications as necessary to mitigate corresponding drainage issues, and installation of high-tension cable rail.

Project scope of work items related to this design-build project are as follows:

1. High-Tension Median Barrier
    1. Provide a High-Tension Cable-Barrier rail system that meets or exceeds the test requirements of NCHRP 350 TL-3 and/or MASH TL-3. MDT will accept systems that include terminal end sections that meet NCHRP 350 TL-3. Preference will not be given to systems that are 100% MASH compliant.
    2. Design the High-Tension Cable-Barrier system in accordance with the manufacturer's instruction, details, and drawings needed for the installation and inspection of the product. Firms must install cable barrier rail provided from one of the four suppliers listed below.

        Brifen USA, Inc.

        Gibraltar Cable Barrier

        Gregory Industries

        Trinity Highway
    3. Multiple manufacturer systems will not be accepted for this project.
    4. Concrete foundations with metal sockets or driven steel sockets must be placed. Do not use a tubular concrete form for casting any concrete footings or anchors. Cast concrete cable terminal foundations and line post socket footings in place. Driven steel sockets must have welded soil plates. Steel sockets and concrete foundations must be designed for strength and serviceability requirements of AASHTO LFRD Bridge Design Specifications.
    5. MDT will accept only direct anchored systems at terminals. Tension release terminals will not be accepted.
    6. At approximately the 75% design phase, the selected Firm will provide a comprehensive design report with the preliminary plans. The report will provide a summary of the design, design constraints, and mitigation strategies, as well as explain how the design meets MASH, NCHRP 350, MDT, and manufacturer's design criteria.
    7. The design will include adequate detail to identify the median widths, highway geometric information (i.e., centerline curve radius), location of the proposed cable-barrier, transitions, anchors, and shielding offset data. The plans must include adequate data for construction purposes. Include select cross sections and/or details as necessary to demonstrate the design meets all the project requirements.
    8. Conduct a pre-installation conference with the installer, manufacturer's representative, and department personnel assigned to oversee construction.
    9. Following completion of all cable guardrail installations, conduct a maintenance conference with the manufacturer's representative and specified department maintenance, highway patrol, emergency services, tow truck drivers, and construction personnel covering all aspects of maintaining and repairing High-Tension Cable Rail.
    10. The contractor will maintain and repair the cable barrier system until the project is accepted. The repaired section needs to be re-inspected and certified by the manufacturer prior to final acceptance.

11. Firms have the option to request that sections of installed cable barrier systems be approved in phases. Warranty requirements will commence for the sections of cable barrier rail completed and accepted prior to November 15th of a given year.
12. Damage to the cable system and the terminals caused by the general public will be repaired in accordance with Section 104 of the standard specs.
13. Have a manufacturer's representative present during the installation of the first section of the cable barrier system to supervise installation of all components through the cable tensioning. Ensure installers are properly trained by manufacturer in the proper installation and placement of high-tension cable rail.
14. At final walkthrough for the project, provide the following replacement parts package:
    - Two Tension Meters and associated hardware Cable Sheaves for the Steel Cable Carry Cases,
    - One dozen sets of cable field splicing hardware (for closed body wedge type connections) and two sets of any specialized hand tools,
    - One dozen sets of turnbuckle splicing hardware and two sets of any specialized hand tools,
    - 1000 feet of additional galvanized, pre-stretched cable,
    - Two sets of terminal end posts (first 50 feet) with all specific hardware, including the steel post sleeves for installation in concrete or steel,
    - 1000 line posts with all attached hardware and accessories including spacers, reflectors, hooks, straps, bolts, caps, concrete socket covers, etc.,
    - 50 line post sleeves for installation in concrete or driven steel
    - One set of manufacturer's recommended tools necessary to repair and/or replace damaged cable, posts, and anchor systems, come-along and cable stretcher grabbers.

    Deliver the replacement parts package to the Helena District Maintenance Office (324 18th Street Helena, MT 59601) prior to acceptance of the project. Coordinate delivery with the Project Manager.

2. <u>Site Restrictions</u>
    1. Perpetuate all existing designated authorized vehicle turnarounds. Provide terminal end sections in accordance with the current AASHTO Roadside Design Guide (RDG) for design standards as well as manufacturer's recommendations. If AASHTO RDG cannot be met, provide justification to MDT for review and approval. Offset cable rail anchors 8' behind guardrail terminal sections.
    2. Relocate authorized vehicle turn arounds that are within curves, perpetuate existing surfacing. MDT anticipated 3-4 authorized turn arounds may need to be relocated. Do not disturb paved crossovers. Avoid or minimize cable breaks within curves.
    3. Median Rail will not be placed where existing W-beam, bridge rail, or median rail is currently installed. MDT estimates 30 miles of new median cable rail to be installed.
    4. Provide Cable-Barrier breaks for Montana Highway Patrol (MHP) and Emergency services at the locations agreed to with MDT, anticipate a maximum of 15 cable rail MHP breaks. Grading to Detail Drawing 900-00 at the cable-barrier breaks is not required; maintain existing slopes as much as possible. Rail gaps must be no steeper than 4:1 slope with 30' between terminal ends.

5. At undesignated crossover (un-signed) locations where vehicles are crossing the median, extend the cable barrier across these approaches to prohibit further illegal crossover violations.
6. Preference will be given to rail that minimizes nuisance hits. Providing additional offset from traveled way is preferred. Minimize extensive grading.

3. Grading
    1. Where necessary, slope flattening may be required to meet the NCHRP 350 and/or MASH requirements and manufacturer's recommendations.
    2. Construct slope flattening using unclassified borrow. Remove topsoil prior to grading and replace once the slope flattening is completed. Except at existing designated crossovers, and designated mow strips, provide MDT approved seeding of all disturbed areas.
    3. Provide a minimum 4-foot mow strip between the new rail system and edge of pavement for maintenance ease.
    4. The Firm is responsible for providing the appropriate geotechnical investigation, as necessary, to construct the complete barrier systems and associated earthwork.
    5. Grade median inslopes to provide or perpetuate 10:1 inslopes for the existing crossovers. Extend median crossover culverts with new pipe and end treatments where necessary.

4. Hydraulics
    1. Maintain positive drainage within constructed areas. The design will ensure that surface drainage is not compromised.
    2. Adjust drop inlets and manholes impacted by the project design so that they maintain the flow.
    3. Slope flattening within the median may impact median drainage and drainage structures. Anticipated drainage impacts include reduced median flow area, impacted median drainage slopes, and cover over inlets and manholes. Median drainage patterns are to be perpetuated where feasible and impacted inlets and manholes may require adjustments. A Location Hydraulic Study Report (LHSR) will not be needed for this project.
    4. Box culverts are located within the median. Some may have minimal cover, provide solutions to how your team will address these locations either through skipping posts or other methods.

5. Right of Way
    1. This project will be constructed entirely within existing right-of-way.

6. Utilities
    1. This project does not include any utilities or utility relocation requirements.

7. Environmental Considerations

1. 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, Section 106 of the National Historic Preservation Act, etc.
2. This project is located within an area designated by the Montana Department of Environmental Quality (DEQ) as a regulated MS4. Contact the City of Helena Public Works - Engineering, 316 N. Park Ave, Helena, MT 59623, phone 406-447-8073 to determine if additional requirements are in place for construction storm water discharges that would affect this project. Review Subsection 208.03.1 for more information.
3. Complete a draft(s) and final Biological Resources Report/Preliminary Biological Assessment. A qualified biologist is required to provide all biological analysis and reports, wetland, and water delineation.
4. Prepare a draft(s) and final Biological Assessment if necessary. Anticipate a 12-week review period after the Biological Assessment is considered complete and received by USFWS.
5. Complete an Initial Site Assessment (ISA) for hazardous waste conditions and air quality transportation conformity.
6. A cultural/historic survey isn't necessary since the work is confined to existing ROW.
7. The environmental documentation has not been prepared for this project. The awarded Firm must provide the Department with a draft NEPA/MEPA Environmental Document and all necessary supporting information. This information must include identification of resources present and potential social, economic, and environmental impacts of the work. See the bullets above for the supporting analyses required to prepare the NEPA/MEPA Environmental Document. These analyses must be submitted to the Department for review and approval before work begins on the NEPA/MEPA Environmental Document. The Department will finalize the Environmental Document after receipt of the complete submittal from the awarded Firm. Perform no final design or ground disturbance activities until the Department furnishes an approved Environmental Document.
8. Complete wetland and stream delineations according to MDT Wetland and Stream Delineation Process. Include completed United States Army Corps of Engineers Wetland Determination Forms and Montana Wetland Assessment Method Forms for delineated wetlands. Provide an Aquatic Resource Findings Report if unavoidable impacts to aquatic resources are expected.
   - All areas will require a formal delineation during the growing season per the USACE and MDT processes.
   - Unavoidable impacts to aquatic resources may require permitting.
   - Measures should be taken to avoid and minimize impacts to wetland areas to the greatest extent practicable during the design process.
9. Provide draft environmental permit applications to the MDT Environmental Services Bureau for all permanent project features, all temporary facilities, and all construction activities that require authorization.
   1. Two SWPPP locations will be utilized in this project.

8. Construction
    1. At this time, Level 1 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. Provide a traffic management plan to minimize impacts to the traveling public.
    2. Sequence of Construction:
        a) Single lane closures (in either direction) will be permitted during construction operations. Lane closures will not be allowed during non-working hours.
        b) Up to 5-mile construction zones will be approved in rural locations. Multiple work zones will be allowed with 10-mile gaps between.
        c) Traffic will be maintained throughout the project construction locations with appropriate signing and flagging in accordance with the MDT Standard Specification 618. Provide coordination and accommodation for wide loads, including Super Loads.
        d) Work will not be allowed from November 16th through April 15th without written EPM approval.
    3. MDT has completed an aerial survey covering the project locations. Survey data in MicroStation Files will be provided to the short-listed Firms. This survey data is considered preliminary, and the Firms are responsible for verifying the data.
    4. MDT has hired Big Sky Public Relations to provide public involvement for this project. Coordination will be required by the Firm to ensure the shareholders and public are notified of work progress and traffic delays.
    5. Project coordination: UPN 10238000 Helena – North, chip seal from RP 190-200.
    6. Work is to be completed in the 2025 construction season, work will not be allowed in 2024 to minimize impacts to the corridor with existing projects.
    7. Provide training on installation and repair to MDT maintenance, EMS, tow trucks and other stakeholders to ensure maintenance of system is properly maintained.

III. SOQ SUBMITTAL REQUIREMENTS

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

The prime contractor, design professional, and key personnel (including the individual's employer) cannot team with other partners to submit more than one SOQ per project. The contractor, design professional, and key personnel assigned in the design-build team statement of qualifications cannot change after submittal of the SOQ without prior written approval of MDT. Only one SOQ per Firm is acceptable. Receipt of multiple SOQs from one Firm will disqualify the Firm. MDT modifies 108.01.2 to, "Perform at least 30% of the original contract cost with the Contractor's organization."

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

A. Transmittal and Letter of Commitment

Provide a SOQ transmittal letter that identifies the legal entity (business structure) authorized to render the design-build services and provide a Letter of Commitment executed by each principal

company of the Firm's Design-Build team. Include a signed and dated copy of any Addenda issued to the RFQ.

B. *Staffing Plan*

Identify participating companies and business phone numbers, emails, and addresses of the Firm members. This section must identify the key personnel assigned to this project including:

1. Project Manager
2. Design Manager
3. Construction Manager
4. Quality Control Manager
5. Traffic Engineer
6. Geotechnical Engineer

These key personnel, including the companies they are employed with, are exclusive to the Firm and cannot be included on another team.

Provide a logical organization chart that includes the key personnel identified above and all support discipline staff. Identify all subcontracted work, whether or not a specific company has been selected at this time. Consider including in the organizational chart the following project support staff:

1. Traffic Control Manager
2. Environmental Engineer
3. Hydraulics Engineer
4. Biologist

Provide one-page resumes for the assigned key personnel and other support staff, which includes project duties and qualifications. The resumes should focus on the scope of work items for this specific project, and must include:

1. Individual name, title, and professional licensure where applicable
2. Office location
3. List of project duties, individual expertise, experience, and training

For each of the key personnel described herein, provide a maximum of four examples of previous and/or current relevant project experience, as it relates to these services. Describe their project duties and the similarities of the work to this project. *Maximum Pages = 8. Scoring weight = 600 points.*

C. *Design-Build Experience*

Provide a list of active and/or recently completed design-build projects or projects similar to this project, including:

1. Starting, completion, and/or anticipated completion dates
2. Project budget
3. Name of Owner
4. Name and telephone numbers of Owner's project representative
5. Names of Firm team members that performed engineering design and/or construction activities

Past 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. *Maximum pages = 2. Scoring weight = 200 points.*

D. Other Experience

Provide a list of active and/or recently completed projects similar to this project other than design-build projects, including:

1. Starting, completion, and/or anticipated completion dates
2. Project budget
3. Name of Owner
4. Name and telephone numbers of Owner's project representative
5. Names of Firm team members that performed engineering design and/or construction activities

Maximum pages = 2. Scoring weight = 200 points.

Final SOQ scoring for the Staffing Plan (Criterion No. B) described above will be carried forward into the future Technical Proposal scoring. The numerical score for this criterion will represent 25% of the Firm's final Technical Proposal score. Upon being short-listed the Firm will not have an opportunity to revise or amend their staffing writeup. The staffing plan is considered a critical factor in the selection of the most qualified Design-Build team. The other review criteria outlined in this RFQ (i.e., Criterion A, C, and D) will not be carried forward or considered in the scoring of the Technical Proposal.

Note that the SOQ and Technical Proposal scores will not be shared with the Firm's prior to award of the project to the successful proposer. Successful and unsuccessful Firms will have an opportunity to review their scores after the project has been awarded.

ESTIMATED COST: $10 to $15 Million

STIPEND: $70,000 **

** Only the unsuccessful 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 unsuccessful short-listed Firms will only receive the stipend if their proposal is determined to be responsive by MDT.

OWNERSHIP: All submitted SOQ's become property of the Montana Department of Transportation.

IV. TECHNICAL QUESTIONS

Commencing with the formal advertisement of this Request for Qualifications, and extending through the selection of the DB Firm, contact between the Firms and the Department (questions and responses to questions) will only be through the following methods:

- The Pre-Proposal Meeting.
- 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, will result in a lower technical score, and potentially disqualification.

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

Questions must be posted at least 48 hours before the SOQ is due to MDT. MDT will provide an Answer posted on the same "Question and Answer Forum." MDT will make every effort to post the answer within 48 hours after the time Question was posted.

V. INSURANCE REQUIREMENTS

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

VI. BONDING REQUIREMENTS

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.

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.

VII. TENTATIVE SCHEDULE OF EVENTS

DATE	EVENT
1/5/2024	RFQ Advertisement Date
1/23/2024	Q&A Forum Closes at 5:00 pm MST
1/25/2024	SOQ Response Due Date
2/9/2024	Short List Issue Date
2/9/2024	RFP Issue Date
2/15/2024	Pre-Proposal Meeting (1:00 pm to 3:00 pm, Zoom link will be provided to Short-listed firms.)
3/28/2024	Technical Proposal Due Date by 11:00 am MST
4/25/2024	Q&A Forum Closes at 5:00 pm MST
5/2/2024	Bid Price Proposal Due Date by 11:00 am MST.
5/28/24	Commission Award
6/10/2024	Notice to Proceed (estimate, NTP is signed contract date)

The Firm will establish the Contract Time in their Technical and Bid Price Proposals. The Final Completion Date must not be later than November 15, 2025.

VIII. DISADVANTAGED BUSINESS ENTERPRISES (DBE) GOAL

MDT will not discriminate on the basis of race, color, national origin, or sex in the award, performance or administration of any MDT contract or in the administration of its DBE program (49 CFR Part 26). MDT attempts to provide reasonable accommodations for any known disability that may interfere with a person participating in any service, program, or activity of the department. Alternate accessible formats of this document will be provided upon request. If reasonable accommodation is needed to participate in MDT bid lettings, call the Office of Civil Rights at 444-6331 or TTY 1-800-335-7592 (toll free) or Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the meeting.

DBE Requirements

In accordance with 49 Code of Federal Regulations Part 26, the proposed overall DBE goal for MDT is 6.5%. MDT encourages the use of DBE-certified companies. The Department's DBE directory may be found at the following website: https://app.mdt.mt.gov/dbe/dbe/search. The aspirational DBE Goal for this project is 13.3%.

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

IX. GENERAL

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

X. CONTRACTOR REGISTRATION

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

XI. ATTACHMENTS

A. SOQ Scoring Guide

MONTANA DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Loran Frazier, Chair
Montana Transportation Commission

Malcolm “Mack” Long
Director of Transportation