REQUEST FOR QUALIFICATIONS
SF 199 MSLA HT Median Cable Rail
UPN: 9839000, HSIP 90-2(165)96

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 March 8th, 2022**.

Submit an electronic version of the SOQ by uploading the document to the State of Montana File Transfer Service (ePass) site, which can be accessed at the following link: https://transfer.mt.gov. The proposing Firm must have an ePass 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 ePass system will prompt the user for a delivery email. Please email the uploaded submittal to the following individuals:

- John Pavsek: jpavsek@mt.gov
- Ellen Hinshaw: ehinshaw@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 (See Attachment A - SOQ Evaluation Criteria). 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:


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-90 Corridor from Mile Post 55.4-58.4 and Mile Post 96-144 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. Following is a list of required cable barrier suppliers for this project:
      - 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. Tension release terminals will not be permitted.
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, NCHRP350, MDT, and manufacturer’s design criteria.
7. The selected Firm will be allowed to provide simple straight-line diagram design plans. 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 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. Repairs made to the cable system and terminals will be handled in accordance with Standard Specification Section 104.

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. Upon completion of the entire project cable barrier system, have the manufacturer’s representative inspect and certify in writing that the cable barrier system was installed in accordance with the manufacturer’s design and the requirements of this contract.

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,
   - 500 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 Missoula District Maintenance Office (2100 W. Broadway Missoula, MT 59807) prior to acceptance of the project. Coordinate delivery with the Project Manager.

2. Site Restrictions
   1. Perpetuate all existing designated authorized vehicle turnarounds. Provide shielded 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.
   2. Median Rail will not be placed where existing W-beam, bridge rail, or median rail is currently installed. MDT estimates 40 miles of new median cable rail to be installed.
   3. Provide Cable-Barrier breaks for Montana Highway Patrol (MHP) and Emergency services at the locations identified in the table included in Attachment A. Attachment A is based on existing mile posts and must be verified in the field. The median breaks may be relocated if better sight distance or topography can be provided. Median breaks cannot be excluded. Grading to
standard specifications 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 20’ between terminal ends.

4. 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.

5. Existing construction cross over barrier rail will not be modified for this project. Additional cross overs will be built in the I90 Bridge Pres MP 117-149 (3-Tied Projects), coordinate with District Staff for locations of new crossovers.

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 approved 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 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.

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 Missoula Public Works, 435 Ryman St, Missoula, MT 59802, phone 406-522-6353 and Missoula County Public Works, 6089 Training Dr, Missoula, MT 59808, phone 406-258-4832 to determine if additional requirements are in place.
for construction storm water discharges that would affect this project. Review Standard Specifications 208.03.1 for more information.

3. Complete a Biological Resources Report/Preliminary Biological Assessment.
4. Prepare a Biological Assessment if necessary.
5. Complete the project in compliance with the Migratory Bird Treaty Act (MBTA) and applicable MDT MBTA standard specifications. Typical non-breeding season for migratory birds occurs from mid-August to mid-April.
6. Complete an Initial Site Assessment (ISA) for hazardous waste conditions and air quality transportation conformity.
7. A cultural/historic survey isn't necessary since the work is confined to existing ROW.
8. 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 below 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.
10. 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.

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. Limit lane closures to 2-mile segments to minimize impact to the traveling public.
   b) Mitigate lane queues or provide end of queue warning between Missoula and Bonner (MP 96-111).
   c) Traffic will be maintained throughout the project construction locations with appropriate signing and flagging in accordance with the MDT Standard Specifications. Provide coordination and accommodation for wide loads, including Super Loads.
   d) Work will not be allowed through the winter period without written EPM approval.
3. MDT has completed an aerial survey covering MP 96 thru MP 144. 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. Aerial or ground survey has not been completed for I-90 between MP 55.4 and MP 58.4. The firm will be responsible for acquiring necessary survey in this section.

5. 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.

6. The I90 Bridge Pres MP 117-149 (3-Tied Projects) UPN: 9546159000, 9700163000, & 9860146000 will have work that affects this contract. Coordinate with the MDT Engineering Project Manager, Contractor, and their subcontractors. Contact information will be provided in the RFP. High Tension Median Cable Rail construction work will not be allowed to begin on the corridor until 2023. Priority will be given to the I90 Bridge Pres project if there is a scheduling conflict between the projects. Completion date can be negotiated with the EPM if the coordination of the work with the I90 Bridge Pres project results in a delay.

III. SOQ SUBMITTAL REQUIREMENTS

The legal entity (Firm) desiring consideration for this project will submit an electronic copy, not to exceed twelve 8½" 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

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

Provide a summary of the project duties and qualifications of the assigned key personnel and other critical support staff. This summary should focus on the scope of work items for this specific project, and must include: Individual name, title, professional licensure where applicable, office location, 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:** $12 to $14 Million

**STIPEND:** $90,000 **

** 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.

**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](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

<table>
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<tr>
<th>DATE</th>
<th>EVENT</th>
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<tr>
<td>02/17/2022</td>
<td>RFQ Advertisement Date</td>
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<tr>
<td>03/04/2022</td>
<td>Q&amp;A Forum Closes at 5:00 pm MST</td>
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<tr>
<td>03/08/2022</td>
<td>SOQ Response Due Date</td>
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<td>03/22/2022</td>
<td>Short List Issue Date</td>
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<td>03/23/2022</td>
<td>RFP Issue Date</td>
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<td>Pre-Proposal Meeting (1:00 pm to 3:00 pm, Zoom link will be provided to Short-listed firms.)</td>
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<td>05/20/2022</td>
<td>Technical Proposal Due Date by 11:00 am MST</td>
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<tr>
<td>06/14/2022</td>
<td>Q&amp;A Forum Closes at 5:00 pm MST</td>
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<tr>
<td>06/16/2022</td>
<td>Bid Price Proposal Due Date by 11:00 am MST.</td>
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The Firm will establish the Contract Time in their Technical and Bid Price Proposals. The Final Completion Date may be no later than November 15, 2024. Credit will be given to firms who propose earlier completion dates.

VIII. DISADVANTAGED BUSINESS ENTERPRISES (DBE) GOAL

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 DBE Goal for this project is 13.5%. The DBE Schedule of Participation that must be completed and submitted with the Bid Price Proposal will be included as an attachment to the RFP.

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.

IX. GENERAL

This project is under the jurisdiction of the Missoula 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. MHP Gap Locations
B. Zone Pay Multiple Locations
C. SOQ Evaluation Criteria

MONTANA DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

Loran Frazier, Chair
Montana Transportation Commission

Malcolm “Mack” Long
Director of Transportation
SOQ EVALUATION CRITERIA

Each voting member of the Technical Review Committee (TRC) will review and evaluate the SOQ received. Each evaluation criteria is assigned a Scoring Weight ranging from 50 to 350 points. Individual TRC members will provide a ranking for each criterion based on a 0 to 10 scale, with 10 being best. The Scoring Weight assigned each criteria will be multiplied by the TRC member Ranking and added together providing a maximum possible Total Score of 10,000 points per member per SOQ. The SOQ will be evaluated based on the following Scoring Guide and SOQ Evaluation Criteria Scoring Table.

SCORING GUIDE

(9.0-10.0): Response will be a highly comprehensive, excellent reply that meets all of the requirements of the areas within the specific criteria. In addition, the response covers areas not originally addressed in the RFQ evaluation criteria and includes additional information and recommendations that would prove both valuable and beneficial to MDT. This response is considered to be an excellent standard, demonstrating the Firm’s authoritative knowledge and understanding of the project.

(7.5-8.9): Response will provide useful information, while showing experience and knowledge within the evaluation criteria. The response is well thought out and addresses all requirements set forth in the RFQ. The Firm provides insight into their expertise, knowledge and understanding of the subject matter outlined in the criteria. This response demonstrates an above average performance with no apparent deficiencies noted.

(6.0-7.4): Response meets all the requirements of the RFQ. The Firm has demonstrated an average knowledge and understanding of the subject matter outlined in the criteria.

(4.0-5.9): Response minimally meets the requirements of the RFQ. The Statement of Qualifications is considered responsive with minor requirements missing. The Firm has demonstrated a below average knowledge of the subject matter as outlined in the criteria.

(0.0-3.9): Response does not meet the requirements of the RFQ. The Firm has not demonstrated knowledge of the subject matter outlined in the RFQ, fails to address one or more requirements of the RFQ, or has proposed a deviation from the RFQ requirements and the response is considered inadequate.
<table>
<thead>
<tr>
<th>EVALUATION CRITERIA NO.</th>
<th>DESCRIPTION</th>
<th>SCORING WEIGHT</th>
<th>RANKING</th>
<th>TOTAL SCORE</th>
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<tbody>
<tr>
<td>1</td>
<td>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’s Design-Build team. Include a signed and dated copy of any Addenda issued to the RFQ.</td>
<td>50</td>
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<td>2</td>
<td>Identify participating companies and business addresses of the Firm members. Provide an organization chart relating to the project and include the names, titles, classifications and experience (one page resumes) of key personnel to include the overall Project Manager, Design Manager, Construction Manager, Environmental Engineer, Structural Engineer, Geotechnical Engineer, Hydraulic Engineer, Civil Engineer and Quality Control Manager. The key personnel on a design-build team cannot change after submittal of the SOQ without prior written approval of MDT.</td>
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<td>3</td>
<td>Design-Build Experience - Provide a list of active and/or recently completed design-build projects, including starting and completion dates or anticipated completion date, budget, owner, owner performance evaluation (if available), name and telephone numbers of owner’s project representative and names of Firm team members that performed engineering design and/or construction activities. Past design-build experience may be drawn from projects contracted by MDT, other DOT, private industry or local governments. Design Build experience is not required to make the Short List, it is preferred.</td>
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<td>4</td>
<td>Other Experience - Provide a list of active and/or recently completed projects similar to this project, other than design-build projects, including starting and completion dates or anticipated completion date, budget, owner, owner performance evaluation (if available), name and telephone number of owner’s project representative and names of Firm team members that performed engineering design and/or construction activities.</td>
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<td>5</td>
<td>Approach and Understanding of Project Requirements - Provide the Firms approach to and understanding of the project. Outline any potential innovations in design, materials and construction means and methods anticipated for the project. Briefly describe any project issues identified and outline proposed resolutions by the Firm.</td>
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1. ZONE PAY (MULTIPLE LOCATIONS) [102] (ADDED 5-10-18)
For the purposes of this contract, all locations are considered Zone 3
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<th>MP location</th>
<th>Provide MHP Gap</th>
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