

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION



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CONTRACT NO. TR12317

**CENTRAL AVENUE STREETSCAPE AND
HARBOR POINT CONNECTOR BRIDGE
(DESIGN-BUILD)**

Competitive Sealed Proposal Procurement
Step 1: Request for Qualifications (RFQ)

January 14, 2014

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A. INTRODUCTION AND PRELIMINARIES

a. PROJECT DESCRIPTION

This PROJECT is a design-build contract procured using the “Competitive Sealed Proposals” procurement method as defined in the Code of Maryland Regulations (COMAR) 21.05.03 and the City of Baltimore’s Board of Estimates “Resolution for the Utilization of the Design-Build Method” (Resolution). The intent of the Baltimore City Department of Transportation (Baltimore City or City) is to award the Contract to the responsible team of designers and builders (DB Team), also known as “Proposer,” whose Proposal is determined to be the best overall value for Baltimore City and the citizens of the City of Baltimore.

The “Competitive Sealed Proposals” procurement method is a two step process. The first step in this process is the Statement of Qualifications (SOQ) by interested DB Teams. Baltimore City is seeking responses to this RFQ from DB Teams who are qualified and prepared in all respects to undertake the design, permitting, and construction of the following:

- Reconstruction of Central Avenue between Lancaster Street and Baltimore Street into an urban boulevard. The total length of roadway construction is approximately 3,200 lf (8 blocks). The scope of roadwork includes full-depth pavement reconstruction, concrete curb/gutter and sidewalk reconstruction, construction of ADA-compliant pedestrian ramps and driveway entrances within the PROJECT limits, roadway drainage system improvements, new street and pedestrian lighting, new pavement marking and signing, and new traffic and pedestrian signals.
- Extension of Central Avenue with a new bridge (referred to as Harbor Point Connector Bridge hereinafter) over the tidal inlet waters to the proposed Harbor Point development site. The length of the Harbor Point Connector Bridge is approximately 260 feet.
- Reconstruction and rehabilitation of existing bridges at the following Central Avenue intersections: Lancaster Street, Aliceanna Street, and Fleet Street.
- Rehabilitation and repairs to three culvert sections along Central Avenue from Lancaster Street to Eastern Avenue.
- Expanding Baltimore City’s electrical conduit system between Lancaster Street and Baltimore Street, including an extension across the Harbor Point Connector Bridge.

- Abandoning portions of an existing water line and replacing other portions of the existing water line between Lancaster Street and Watson Street, including extending a new water line to the southern end of the Harbor Point Connector Bridge.
- Sanitary sewer system replacements and coordinating with Verizon for installation of new communication conduit.
- Providing landscaping, stormwater management and greening features within the PROJECT limits. Providing erosion and sediment control during construction.
- Providing aesthetic and architectural elements on the Harbor Point Connector Bridge.
- Addressing community concerns and needs by minimizing impacts, sharing schedule and other project information outreach, providing for pedestrian, bicycle, and vehicular maintenance of traffic, etc.
- Finalizing the design as shown in the concept drawings and in accordance with the performance specifications and the RFP. Draft versions of the performance specifications and RFP are provided at the same time as the RFQ.
- Obtaining and complying with all necessary environmental permits and permit revisions required for the PROJECT.

The goal of the PROJECT is to modernize the Central Avenue corridor in a cost effective, aesthetically pleasing, environmentally friendly, and community minded manner within the time frame provided. Of primary importance to Baltimore City for this PROJECT is the opening of Harbor Point Connector Bridge to vehicular traffic by the date noted in Section H of this RFQ. The construction price estimated for this PROJECT is in the range of \$30 to \$40 million.

Once the SOQ evaluations are completed, a reduced candidate list (RCL) of those DB Teams considered most highly qualified will be developed. If there is sufficient interest by qualified DB Teams and Baltimore City is satisfied that there will be an acceptable level of response, then a Request for Technical and Price Proposals (RFP) will be issued to only those DB Teams on the RCL.

Baltimore City will use the alternative technical concept (ATC) process in the RFP to obtain the best value for the public. ATCs allow innovation and flexibility to be incorporated into the Technical and Price Proposals. The City will use the ATCs in making

the final DB Team selection decision. ATC consideration during the bidding phase will reduce delays and potential conflicts that could occur if these technical concepts reviews were to be deferred to the post-award period. The use of ATCs will be limited as noted in the RFP.

The ATC process allows Proposers to submit for pre-approval proposed alternatives to the RFP requirements. Baltimore City will not approve any ATC that deviates from the requirements of the as-issued Contract Documents, unless the City determines, in its sole discretion, that the proposed end product based on the deviation is equal to or better than the end product absent the deviation.

b. RULES OF CONTACT

The Chief of Contract Administration of Baltimore City Department of Transportation is the Procurement Officer for this RFQ, and shall be the City's single contact and source of information for this procurement.

The following rules of contact shall apply during the Contract procurement process, which begins upon the submittal of the SOQ, and will be completed with the execution of the Contract. These rules are designed to promote a fair, unbiased, and legally defensible procurement process. Contact includes facsimile, electronic-mail (e-mail), or formal written communication.

The specific rules of contact are as follows:

1. Section 11-205 of the State Finance and Procurement Article, Annotated Code of Maryland, prohibits and penalizes collusion in the State procurement process.
2. After submission of SOQs, neither a Proposer nor any of its team members may communicate with another Proposer or members of another Proposer's team with regard to the PROJECT or the Proposals. However, a Proposer may communicate with a Subcontractor that is on both its team and another Proposer's team, provided that each Proposer has obtained a written certification from the Subcontractor that it will not act as a conduit of information between the teams.
3. Unless otherwise specifically authorized by the Procurement Officer, a Proposer may contact Baltimore City only through the Procurement Officer and only in writing by facsimile or by e-mail and not orally or other mail delivery systems. The Proposer's contacts with Baltimore City shall be only through a single representative authorized to bind the Proposer.
4. Baltimore City will normally contact a Proposer in writing through the Proposer's designated representative.

5. Neither a Proposer nor its agents may contact the employees including consultants acting in the role of employees of Baltimore City Department of Transportation or other City agencies, including Department heads, members of the evaluation team and any other person who will evaluate SOQs, regarding the PROJECT, except through the process identified above.
6. Any contact by a Proposer determined to be improper may result in disqualification of the Proposer.
7. Baltimore City will not be responsible for or bound by: (1) any oral communication, or (2) any other information or contact that occurs outside the official communication process specified herein, unless confirmed in writing by the Procurement Officer.

c. PROPOSER QUESTIONS

Baltimore City will consider questions submitted in writing by Proposers regarding the RFQ, including requests for clarification and requests to correct errors. PROJECT questions shall be submitted in letter format via e-mail with return confirmation receipt or facsimile. No verbal requests or personal visits will be honored. All written contacts shall be addressed to:

Ms. Laetitia Griffin, Chief
Contract Administration
Department of Transportation, City of Baltimore
Fax: 410-783-4746
e-mail address: laetitia.griffin@baltimorecity.gov

Only e-mailed or faxed inquires will be accepted. No requests for additional information or clarification to any other Baltimore City office, consultant, or employee will be considered. All responses shall be in writing and will be disseminated only by posting on Baltimore City's website at <http://www.baltimorecity.gov/Government/AgenciesDepartments/Transportation/Projects/CentralAvenueDesignBuild.aspx> , which can also be accessed using this redirect URL <http://www.baltimorecity.gov/centralavenuedb> , or by visiting the BCDOT's Internet site (www.Baltimore city.gov) clicking the link "Government" then "Transportation" and Click "Central Avenue Design Build."

All Contract documents and supporting information will be posted and available for downloading free of charge at this webpage location. While individual files will be hosted at this website location and various folders, the following file will also be included "TR12317 Central Ave II Design Build Website.pdf." This document will logically group the individual files as well as provide further webpage directions.

Technical questions regarding the website should be directed to Mr. Michael Wilmore (410) 396-6935 or michael.wilmore@baltimorecity.gov instead of Ms. Griffin.

All responses to questions on the RFQ and addenda to the RFQ will be posted on this site. Responses to questions and addenda will not be mailed out.

Only requests received by 4:00 p.m. Eastern Time on the date specified in **Section H** will be addressed. Questions will not be accepted by phone. Questions, which will only be accepted from the primary or secondary contact, must include the requestor's name, address, telephone number, e-mail address, and the Proposer he/she represents.

A response to questions will be issued without attribution and posted sequentially on the Baltimore City above referenced website. Multiple responses to questions are anticipated. The last response will be posted no later than 5 calendar days prior to the SOQ due date.

d. RFQ ADDENDA

If necessary, Baltimore City will issue addenda to modify conditions or requirements of this RFQ. Addenda will be disseminated only by posting on the Baltimore City above referenced website and/or email.

e. COSTS/STIPEND

Proposers are solely responsible for all costs and expenses of any nature associated with responding to this RFQ, including attending briefing(s) and providing supplemental information. The RFP will provide for payment of a stipend in the expected amount of **\$35,000** to each non-selected Proposer meeting the requirements specified in the RFP.

f. SUBSTITUTIONS

In order for a Proposer to remain qualified to submit a Proposal after it has been placed on the Reduced Candidate List, the Proposer organization, including all Principal Participants, Specialty Subcontractors, and key management personnel identified in the SOQ, must remain intact for the duration of the procurement process. A Proposer may request an exception to this requirement and propose substitutions for participants after the SOQ submittal; however, such changes will require written approval by Baltimore City, which approval may be granted or withheld in Baltimore City's sole discretion. Requests for changes must be made in writing no later than thirty (30) calendar days prior to the due date for submittal of Proposals. The Proposer should carefully consider the make-up of its team, prior to submittal of the SOQ, to reduce the likelihood of occurrence of any such changes during the Proposal period and thereafter throughout the term of the Contract.

g. COMPLIANCE WITH APPLICABLE LAW

In connection with this RFQ and the Contract, Proposers shall comply with all applicable laws, regulations, and ordinances in connection with the procurement process of this PROJECT and in the performance of the Contract.

B. DESIGN-BUILD TEAM SELECTION AND AWARD PROCESS

a. OVERVIEW

The PROJECT shall be awarded using the Competitive Sealed Proposal Method as defined in the Baltimore City Design Build Resolution. The intent of Baltimore City is to award the Contract to the Proposer that submits the Technical and Price Proposals that are determined to be the most advantageous to the City considering the evaluation factors set forth in the RFP.

Those DB Teams that respond to this RFQ that meet in all respects the conditions for this request will be evaluated by a team of employees from Baltimore City and from other agencies. The purpose of the evaluation will be to determine past performance, experience and capabilities of DB Teams to undertake this PROJECT plus their overall understanding of the PROJECT. The factors which will be used to evaluate the Statement of Qualifications (SOQ) have been described herein.

Once the SOQ evaluations are completed, a reduced candidate list (RCL) of those DB Teams considered most highly qualified will be developed. The RCL will be determined based on an evaluation of the factors set forth herein. In order to be eligible for evaluation, SOQs submitted in response to this RFQ must include an acceptable response to each pass/fail and technical evaluation factor. If there is sufficient interest by qualified DB Teams and Baltimore City is satisfied that there will be an acceptable level of response, then a Request for Technical and Price Proposals (RFP) will be made to only the RCL.

Those DB Teams who have been placed upon the RCL will be notified in writing and will be supplied with the RFP Package. This package will include all materials necessary for DB Teams to fully understand the legal, technical and price requirements for this PROJECT. Those DB Teams that are not placed upon the RCL will be notified in writing and provided an opportunity for a debriefing.

The purpose of the RFP is to allow Baltimore City to select the DB Team that is determined to be the most advantageous to the City. The RFP will provide specific instructions on what to submit, the evaluation factors, the requirements for evaluation, and the evaluation rating guidelines for the RFP step of the procurement.

The Technical and Price Proposal responses to the RFP shall be submitted in separate sealed packages on the date and time to be specified. The proposals will be publically acknowledged but not opened at the Baltimore City Board of Estimates, City Hall, Room 204 at 11 AM on the date provided in the RFP. RFP Technical and Price Proposals not delivered at the location, date and time specified shall not be accepted by the Comptroller's Office.

The Technical and Price proposals will be evaluated by independent teams consisting of employees from Baltimore City and from other agencies. The technical factors to be evaluated will be listed in the RFP including their assigned points in the scoring system. The evaluation of the price proposal will be based on the total contract price which shall include all pay items, engineering, design, construction, labor, equipment, materials, permit fees and other incidentals. The evaluation of the technical proposals will be based on a variety of criteria to be described in the RFP. For the purpose of the RFP evaluation, when determining which D-B Team's submittal is the most advantageous to Baltimore City, the Price Proposal shall be weighted at 60% and the Technical Proposal at 40%.

Upon completion of the evaluation of the technical proposal, Baltimore City may elect to conduct discussions with each DB Team. The purpose of these discussions will be twofold. First, so that the City fully understands what is being offered by the DB Team. Second, the City will have an opportunity to identify any critical weakness (inconsistency with the City's expectation) in a DB Team's proposal.

Baltimore City reserves the right to award the contract without entering into discussions.

Upon completion of the technical discussions, the DB Teams may be asked to submit best and final offers (BAFO) at a time and date to be specified. The notification of the time and date shall be in writing after the completion of all technical discussions. The BAFOs shall be evaluated and will be part of the final determination when recommending a DB Team for award. The selected team will be notified in writing of the recommendation.

The unsuccessful teams will also be notified in writing and provided an opportunity for a debriefing.

NOTE: All materials, conferences, proposals and other matters related to this PROJECT shall remain confidential until the contract is executed with the successful DB Team. However, Baltimore City reserves the right to use the knowledge and good ideas of any DB Team in discussions with the successful DB Team, except from DB Teams that elect not to accept a stipend payment.

b. ORGANIZATIONAL CONFLICTS OF INTEREST

The Proposer's attention is directed to 23 CFR Section 636 Subpart A and in particular to Subsection 636.116 regarding organizational conflicts of interest. Section 636.103 defines "organizational conflict of interest" as follows:

Organizational conflict of interest means that because of other activities or relationships with other persons, a person is unable or potentially unable to render impartial assistance or advice to the owner, or the person's objectivity in performing the contract work is or might be otherwise impaired, or a person has an unfair competitive advantage.

The Proposer is prohibited from receiving any advice or discussing any aspect relating to the PROJECT or the procurement of the Contract with any Person with an organizational conflict of interest, including, but not limited to, the Persons identified in Section B.c.

In addition, participation by any of the following Persons on more than one Proposer's team shall be deemed an organizational conflict of interest disqualifying the affected Proposers: a Principal Participant, Designer, sub consultant responsible for performing more than 15% of the design or subcontractor responsible for performing more than 20% of the construction, or an Affiliate of any such Person. Refer to Section X (Prequalification, Limitations on Participation by Certain Firms, and Conflicts of Interest) Item No. 5 of the Resolution regarding waiver(s) of these requirements when they would unreasonably restrict the participation of specialty firms. All Proposers affected by the conflict of interest will be disqualified, even if a Proposer is unaware of the conflict of interest, or if the Person or Affiliate causing the conflict is intended to have a different or lesser role than that described above.

By submitting its SOQ, each Proposer agrees that, if an organizational conflict of interest is thereafter discovered, the Proposer must make an immediate and full written disclosure to Baltimore City that includes a description of the action that the Proposer has taken or proposes to take to avoid or mitigate such conflicts. If an organizational conflict of interest is determined to exist, Baltimore City may, at its discretion, cancel the Contract. If the Proposer was aware of an organizational conflict of interest prior to the award of the Contract and did not disclose the conflict to Baltimore City, the City may terminate the Contract for default. The Proposer further agrees to refrain from entering into all such practices or agreements (and any extensions thereto) during the life of the PROJECT that could give rise to even the appearance of a conflict of interest.

c. RESTRICTIONS ON PARTICIPATION IN DESIGN-BUILD CONTRACTS

1. All proposers participating on the Design-Build proposal shall be pre-qualified by the Office of Boards and Commissions in accordance with the policies in effect at the time of the proposal. At a minimum, the Principal Participant(s) and all named design firms and design subconsultants shall be prequalified as of the Technical Proposal submission date. Provided that all member firms of a joint venture are individually prequalified, the joint venture entity is not required to be pre-qualified.

Any organization that has or will receive monetary compensation as a consultant or subconsultant under a contract with the City or Harbor Point Open Space Corporation (HPOS) to develop the conceptual plan, RFQ, RFP, and/or has been retained to review the City's or HPOS' proposed contract documents or conduct value engineering analyses for this procurement, or any organization that is the employer of an individual that has been so retained, may not submit a Proposal for this procurement or be part of any Proposer submitting a proposal. The violation of this paragraph shall result in a Proposer not being considered responsive in the submission of its bid or proposal.

The following is a list of consultants and/or subconsultants that have received monetary compensation under a contract with Baltimore City or HPOS as design consultants to develop the concept plan, or have been retained by Baltimore City or HPOS to perform construction phase services or a Value Engineering analysis on the behalf of Baltimore City for this procurement. Also excluded are firms that have been provided plans for related projects. Baltimore City makes no representations regarding the completeness of the list below:

- A. Whitman, Requardt & Associates, LLP
- B. Mahan Rykiel Associates, Inc.
- C. Sabra, Wang & Associates, Inc.
- D. Rummel, Klepper & Kahl, LLP
- E. STV, Inc.
- F. Parsons Brinkerhoff
- G. Jacobs Engineering Group Inc.
- H. Morris & Ritchie Associates, Inc.
- I. Ayers Saint & Gross Architects
- J. Touchstone Architecture (Florida)

K. E2CR Inc.

L. Phoenix Engineering

M. C.C. Johnson & Malhotra, P.C. (CCJM)

Restrictions on participating in City procurements are also imposed by the Baltimore City Public Ethics Law (City Code Article 8). In relevant part:

1. If a person assisted the City in the drafting, development, or issuance of specifications, an invitation for bids, a request for proposals, a request for qualifications, or any other document related to a procurement, that person and anyone who employs that person is prohibited from (i) submitting a bid or other response for that procurement or (ii) assisting or representing another person who is submitting a bid or other response for that procurement. (Art. 8, § 6-38.)
2. A former City employee or official may not assist or represent a party in a case, contract, or other specific matter that involves the City if the matter is one in which the former City employee or official significantly participated while with the City. (Art. 8, § 6-22(a).)

A violation of either restriction subjects the offender(s) to various administrative and judicial sanctions. Administrative sanctions include (but are not limited to): (i) rejection of a bid or other response for a procurement and (ii) termination of a contract for cause.

Questions about the scope and applicability of the above restrictions should be directed to the Baltimore City Ethics Board at 626 City Hall, Baltimore, Maryland 21202 or (410) 396-4730.

d. RFQ/SOQ SUBMISSION AND EVALUATION

I. RFQ/SOQ Outline:

Proposers interested in being considered for award of this design–build PROJECT and entering into a design-build contract with Baltimore City shall submit a SOQ, alone or with others, as the DB Team. The DB Team may also include other parties as subconsultants, subcontractors and suppliers in their SOQ submittal that they are committing at this time as part of the DB Team. At a minimum the lead design firm and lead constructor must be included as part of the DB Team at this time.

The objective of the RFQ step of the procurement is to create a Reduced Candidate List (RCL) of the most highly qualified Proposers with the general capability (technical, financial, and management), capacity and experience necessary to successfully undertake and complete the Work. The DB Team will have primary responsibility to

plan, design, manage, and control, the PROJECT and to complete the PROJECT on or ahead of schedule. Baltimore City has set high responsibility standards for the DB Team that are reflected in the technical evaluation factors of this RFQ and will be reflected in the RFP and the Contract.

II. EVALUATION FACTORS FOR THE RFQ/SOQ:

1) Pass/Fail Factors

- **Responsiveness to RFQ:** The SOQ does not deviate from the RFQ requirements in any material respect. See enclosed BC-Form A (RFQ).
- **Legal:** The Proposer has presented evidence showing its organization has the legal ability to enter into and perform the Contract to design, build, manage and control the PROJECT and comply with applicable licensing requirements. One original and one copy of the current RFP “BID/PROPOSAL AFFIDAVIT” portion of the “PROPOSAL FORM PACKET – FEDERAL” located within of THE RFP must be signed for both Section O “ACKNOWLEDGEMENT” and the “COMPREHENSIVE SIGNATURE PAGES 2 OF 2” and must be submitted with the SOQ. All companies listed must meet other applicable requirements as noted in BC-Form A (RFQ).
- **Financial:** The Proposer has demonstrated its ability to provide required bonds, acceptable guaranties (if required as set forth below or if requested by Baltimore City) and meet other financial requirements of undertaking and completing the Work.

Baltimore City may allow certain deficiencies in the SOQs relating to the above factor to be corrected through clarifications, as described below, but shall have no obligation to do so.

2) Technical Evaluation Factors

The technical evaluation factors and their associated numerical points are as noted in Section C. b. herein.

The numerical points assigned to the technical evaluation factors will be compiled to determine an overall score for the SOQ. The score of each of the technical evaluation factors will be arrived at through a consensus process.

Score for each technical evaluation factor and the overall score for the SOQ will be based on the following criteria:

- a. Top score will be awarded if the Proposer has provided information relative to its qualifications which is considered to significantly exceed stated

objectives/requirements in a beneficial way and indicates a consistently outstanding level of quality. There are essentially no weaknesses.

- b. Above average score will be awarded if the Proposer has presented information relative to its qualifications which is considered to exceed stated objectives/requirements and offers a generally better than acceptable level of quality. Weaknesses, if any, are very minor.
- c. Average score will be awarded if the Proposer has presented information relative to its qualifications, which is considered to meet the stated objectives/requirements, and has an acceptable level of quality. Weaknesses are minor and can be corrected.
- d. Very low or zero score will be awarded if the Proposer has presented information relative to its qualifications that contains significant weaknesses and/or deficiencies and/or unacceptable level of quality. The SOQ fails to meet the stated objectives and/or requirements and/or lacks essential information and is conflicting and/or unproductive. Weaknesses/deficiencies are so major and/or extensive that a major revision to the SOQ would be necessary and/or are not correctable. If a Proposal contains any evaluation section scored in this category, the City may consider the Proposal as unresponsive and not eligible for the RCL.

e. REQUESTS FOR CLARIFICATION

The Proposer shall provide accurate and complete information to Baltimore City. If information is not complete, the City will either declare the SOQ non-responsive or notify the Proposer, who may be allowed to participate further in the procurement of this PROJECT if all information required is provided within the timeframe established by the City. Any insufficient statements or incomplete affidavits will be returned directly to the Proposer by Baltimore City with notations of the insufficiencies or omissions and with a request for clarifications and/or submittal of corrected, supplemental or missing documents. If a response is not provided, the SOQ may be declared non-responsive. Baltimore City Board of Estimates may waive technical irregularities in the form of the SOQ of the Proposer that do not alter the quality or quantity of the information provided.

Baltimore City may, at its sole discretion, request clarifications from a Proposer regarding its SOQ, at any time prior to finalizing the RCL. All clarification requests and responses shall be in letter format in writing by e-mail or facsimile. Responses shall be limited to answering the specific information requested by the City.

Proposers' e-mail or facsimile follow-up responses to inquiries by Baltimore City shall be submitted as indicated below or as otherwise specified in writing by the City. Responses shall be submitted to:

Ms. Laetitia Griffin, Chief
Contract Administration
Department of Transportation, City of Baltimore
Fax: 410-783-4746
e-mail address: laetitia.griffin@baltimorecity.gov

In the event a material error made by the City is discovered in the RFQ during the SOQ evaluation process, Baltimore City will issue an Addendum to all Proposers that have submitted SOQs, requesting revised SOQs based upon the corrected RFQ.

f. CHALLENGES

The decision of Baltimore City on the Reduced Candidates List and the subsequent award of the Contract shall be final and shall not be appealable, reviewable, or reopened in any way, except as provided in Section E of this RFQ. Persons participating in the RFQ phase of this procurement shall be deemed to have accepted this condition and the other requirements of this RFQ.

C. CONTENT FOR SOQ SUBMISSION

a. COVER LETTER (2 pages maximum)

The cover letter includes mandatory information requirements. The Cover Letter will be a Pass/Fail item but not part of the technical evaluations.

The cover letter must be addressed to:

Baltimore City Department of Transportation
Contract Administration/Civil Rights Division, Room 536
417 E. Fayette Street
Baltimore, Maryland 21202

The SOQ submittal cover letter must be signed by individual(s) authorized to represent the Major Participant firm(s) and the lead Constructor firm(s). A Major Participant is defined as the legal entity, firm or company, individually or as a party in a joint venture or limited liability company or some other legal entity, that will be signatory to the Design-Build Contract with Baltimore City. In the case of a Joint Venture, each Major Participant(s) will be expected to individually accept joint and several liability for performance of the Design-Build Contract. Major Participants are not design

subconsultants, construction subcontractors or any other subcontractors to the legal entity that signs the Design–Build Contract.

If the design–build contracting entity will be a joint venture, or some other entity involving multiple firms, all Major Participant firms involved must have an authorized representative sign the cover letter.

The cover letter shall include the following:

- a. Names, main role and license or certification information of all Major Participant firms and the lead constructor and design firms if not a Major Participant firm, and other firms that are now being committed to the design–build team. You must include at least your lead design firm and your lead constructor firm in the design–build team at this time.
- b. The primary and secondary individual contacts for the Major Participant firm(s) with address, phone number, and E-mail address where all communications from Baltimore City should be directed for this RFQ phase.
- c. Include an affirmative declaration that indicates to the best knowledge and belief of each Major Participant Firm, including the lead constructor firm and lead design firm, if either is not a Major Participant firm, that the information supplied in the SOQ is true and accurate.
- d. Include a declaration that each Major Participant firm and the lead design and lead constructor firm, if either is not a Major Participant firm, are prepared to provide the necessary financial, material, equipment, labor and staff resources to perform the PROJECT.
- e. Include a declaration by the Major Participants that signatories are affirming their intent to enter into a legal organization that shall constitute the DB Team.
- f. Include a general authorization for Baltimore City to confirm all information contained in the SOQ submittal with third parties, and indicate limitations, if any, to such authorization.

b. EVALUATION FACTORS

I. Design-Builder Team Experience and Qualifications – 60 points

1) Lead Constructor firm experience and qualifications (5 pages max.)

- The Lead Constructor firm shall demonstrate their experience working on three (3) similar type projects within the last ten (10)

years (preferably Design-Build projects in a dense urban environment that included bridge, roadway, and urban design elements). Client reference contact information including telephone number shall be provided for each project. For Design-Build projects, the lead design firm shall be named. Use the format of the attached Baltimore City Form BC-2 “Project Description”, one (1) form per project.

- Submit resumes of the following key construction firm personnel, highlighting their relevant experience on similar type projects. The resumes for key staff must identify the function the staff member will fulfill on this PROJECT and include their role or function on relevant past projects. The information for each staff member shall be relevant to the role and function they will perform on the PROJECT. Resumes shall be a maximum of one (1) page each and shall follow the format of the attached Form BC-3 “Baltimore City Design-Build SOQ Key Staff Resume Form”.
 - Design-Build Project Manager – Shall have a minimum of fifteen (15) years demonstrated experience in construction and management of construction on projects with similar size, type of work, and complexity as this PROJECT, emphasizing Design-Build experience and project management experience. Emphasize experience in coordination of work with adjacent projects, including overlapping maintenance of traffic areas in a dense urban environment.
 - Construction Manager – Shall have a minimum ten (10) years demonstrated construction experience in civil works projects similar in nature to the PROJECT, and include bridge construction, highway construction, drainage construction, environmental sensitivity, utility coordination, underground utility construction and relocation, and maintenance of traffic. Emphasize experience in coordination of work with adjacent projects, including overlapping maintenance of traffic areas in a dense urban environment.

2) Lead Design firm experience and qualifications (5 pages max.)

- The Lead Design firm shall demonstrate their experience working on three (3) similar type projects within the last ten (10) years (preferably Design-Build projects in a dense urban environment that included bridge, roadway, and urban design elements). Client reference contact information including telephone number shall be provided for each project. For Design-Build projects, the lead constructor firm shall be named. Use the format of the attached

Baltimore City Form BC-2 "Project Description", one (1) form per project.

- Submit resumes of the following key design firm personnel, highlighting their relevant experience on similar type projects. The resumes for key staff must identify the function the staff member will fulfill on this PROJECT and include their role or function on relevant past projects. The information for each staff member shall be relevant to the role and function they will perform on the PROJECT. Resumes shall be a maximum of one (1) page each and shall follow the format of the attached Form BC-3 "Baltimore City Design-Build SOQ Key Staff Resume Form".
 - Project Design Manager – Shall be a Maryland registered Professional Engineer with a minimum of fifteen (15) years demonstrated experience in managing design for projects of similar scope and complexity as this PROJECT. Emphasize experience with highway, structures and drainage design, stormwater management design following current regulations in a dense urban environment, utility coordination, underground utility work/relocation, and permitting of projects similar to this PROJECT. Emphasize Design-Build experience.
 - Bridge Engineer – Shall be a Maryland registered Professional Engineer with a minimum of fifteen (15) years of experience in the design of bridges, culverts, and other related type structures with a similar scope, nature and complexity as this PROJECT. The Bridge Engineer shall demonstrate experience in designing transportation structures conforming to the AASHTO Load and Resistance Factor Bridge Design Specifications.

3) Designer and Contractor Joint Experience (3 pages max.)

- State the extent to which the lead design firm and the lead contractor have worked together on other Design-Build projects within the last ten (10) years include such items as types of projects, lessons learned, evolution and current working processes, continuity of leadership, standard operating procedures, integration and independence of quality assurance personnel, communication and decision making paths, integration of design and construction activities and personnel, etc.

II. Team Organization – 20 points (3 pages max.)

- Organization Chart: Provide an organizational chart, not to exceed 11" x 17", showing the functional structure of the Design-Builder. Indicate on said chart the person's names, position titles, and firm affiliations in various organization functions. The chart shall indicate the key staff positions as defined above, including additional positions, but not limited to, Highway Engineer, Hydrological/Hydraulics Engineer, Geotechnical Engineer, Traffic Engineer, Landscape Architect/Urban Designer, Environmental Compliance Manager, Project Utilities Coordinator, Public Relations Coordinator, Bridge Architect, Design Quality Manager and Construction Quality Manager. The chart shall also reflect project controls and field construction functions, including design discipline leads, construction management and supervision leads and other key organizational functions, especially interfaces with third parties.
- Organization structure: Explain in two (2) pages max. how the Design-Build Team will be structured to function as an integrated entity. Your explanation should include, but not be limited to, discussion on how construction staff will be involved in the design activities and how design staff will be involved in construction activities.

III. Environmental Permits – 10 points (3 pages max.)

- The Design-Builder must demonstrate their successful experience working on projects that included a complex environmental permitting process and how they were involved. Emphasize project experience that included new bridges requiring waterway permits. Also include project experience in stormwater management approval following the current regulations in dense urban environments, Chesapeake Bay Critical Area approval, Erosion and Sediment Control approval, and Hazardous Materials handling and compliance. Include additional environmental permit experience as applicable to this PROJECT. Explain resolutions of any project shut-downs, delays, citations, or litigations related to environmental compliance
- Demonstrate an understanding in words necessary for Baltimore City to evaluate your approach to coordinating with federal, state, and local agencies to secure and comply with environmental permits.

IV. Bridge Architecture – 10 points (2 pages max.)

- Demonstrate the Design-Build Team's experience and capacity in integrating world class architectural and urban design elements into

bridge structures. The selected firm will demonstrate its ability to provide for final design and then construction for the proposed Harbor Point Connector Bridge, while maintaining architectural design that is consistent with the overall architectural context compliance with AASHTO Bridge standards.

V. Legal Structure and Financial Capability – Pass/Fail (5 pages max)

- 1) **Legal structure:** Identify and provide a brief description of the proposed legal structure of the design–build contracting entity who will be party to the prime design–build contract with Baltimore City.
- 2) **Legal relationships:** Describe the proposed legal relationship(s) between the design-build entity, the lead designer, the lead constructor, and all other design–build team firms.
 - Does an existing teaming agreement or contract exist between the parties of the design–build contracting entity, and between the lead designer and lead constructor, that confirms your intended teaming arrangement? If so, a copy of the contract should be included.
 - Confirm that all Major Participant firm(s) who will be party to the prime design–build contract with Baltimore City will have joint and several liability, and how liability is being apportioned between other firms of the design-build team.

3) **Insurance :**

Provide evidence and describe your approach to meet the requirements for insurances noted below including agreements between participants ensuring that the coverage is correctly assigned within the respective Design-Build entity.

- PROFESSIONAL LIABILITY

Professional Liability Errors & Omissions at a limit of not less than Five Million Dollars (\$5,000,000). This policy shall cover errors and omissions arising out of the performance of, or failure to perform, professional services pursuant to this Agreement, either directly or indirectly, Professional Liability, Errors and Omissions coverage shall be provided “Professional Services” for the purpose of this Agreement shall mean any services provided by a licensed consultant professional.

- GENERAL LIABILITY

Commercial General Liability Insurance in an amount of not less than Two Million Dollars (\$2,000,000) combined single limit per occurrence and any policies with aggregate limits shall have a minimum limit of Four Million Dollars (\$4,000,000).

There shall be no exclusions or limitations pertaining to collapse or damage to any building or structure, damage to underground property, or injury or damage arising out of blasting or explosion, Products/Completed Operations, Independent Contractors, Broad Form Property Damage, Contractual Liability or Cross Liability. The provision shall apply to operations by the Contractor or any Subcontractor in the performance of this contract.

- ENVIRONMENTAL LIABILITY COVERAGE

The Lead Constructor shall purchase and maintain during the life of this Contract Environmental liability coverage. The limits of liability shall not be less than Five Million (\$5,000,000) per claim or in the aggregate. If the coverage is written on a claims-made form:

1. The "Retro Date" must be shown and must be before the date of the contract or the beginning of contracted work.
2. Insurance must be maintained and evidence of insurance must be provided for at least (5) years after completion of the contract work and acceptance by the City.
3. If coverage is cancelled or non-renewed and not replaced with another claims-made policy form with a "Retro Date" prior to the contract effective date, The
4. Contractor must purchase "extended reporting coverage for a minimum of five (5) years after completion of contract work.
5. A copy of the claims reporting requirements must be submitted to the City for review.
6. The Mayor and City of Council of Baltimore must be named as additional insured.

- BUILDERS RISK

The Lead Constructor shall have and maintain during the life of the Contract such Property Insurance upon the Contractor's entire work at the site to the completed value thereof. This insurance shall protect the City, as its interest may appear in the work, and shall insure against the perils of fire and extended coverage, theft, vandalism and malicious

mischief. All Risk insurance may not contain exclusions relating to flood, earthquake, mysterious disappearance, hail, and terrorism.

If the Property Insurance contains a co-insurance provision, the Contractor shall be responsible for the amount of insurance satisfying the co-insurance amount so as to make the co-insurance clause inoperable. If not covered otherwise, the Contractor shall have and maintain during the life of the Contract similar Property Insurance on portions of the work stored off the site or in transit when such portions of the work are to be included in any payment.

- COMMERCIAL UMBRELLA/EXCESS LIABILITY

The Contractor shall maintain either a Commercial Umbrella or Excess Liability at a limit of liability not less than \$25,000,000 Each Occurrence \$25,000,000, Aggregate. The Contractor agrees to endorse the City as an “Additional Insured” on the Commercial Umbrella/Excess Liability, unless the Commercial Umbrella/Excess Liability provides coverage on a pure/true follow-form basis, or the City is automatically defined as an Additional Protected Person.

- WORKERS’ COMPENSATION

Workers’ compensation coverage as required by the State of Maryland, as well as any similar coverage required for this work by applicable Federal or “other States” State Law, including USL&H.

- 4) **Performance and payment bonds:** Provide evidence that the design–build entity is capable of obtaining a Performance Bond and a Payment Bond in accordance with the requirements in the RFP.

Such evidence shall take the form of a letter from a surety company indicating that such capacity is anticipated to be available for the contracting entity. Letters indicating “unlimited” bonding capacity are not acceptable. The surety company providing such letter must be rated at least A- by two nationally recognized credit rating agencies or at least A-VII by A.M. Best & Company and on the US Treasury’s Sureties and Department Circular 570. The letter should recognize the firm’s backlog and work in progress in relation to its bonding capacity.

D. SOQ SUBMISSION REQUIREMENTS

One original and twelve (12) copies of the complete SOQ shall be submitted as specified in this Section.

The SOQ shall match the page limits and other organization as outlined in this RFQ to the maximum extent practicable. Each submittal shall conspicuously reference the RFQ section number, the page number, and the Proposer corresponding to the submittal (e.g., I. Design-Build Team Experience and Qualifications). The Design Build Proposal shall be on 8½" x 11" pages with minimum margins of 1" from top and bottom and ½": from sides using a minimum font size of 11 point, accompanied by finding tools, such as tables of contents and dividers to make the submittals easily usable. Text contained on charts, exhibits, design plans, and other illustrative and graphical information is to be no smaller than 10-point font.

The SOQ may be submitted in container(s) of the Design-Build Team's choice provided the material is neat, orderly, and incapable of inadvertent disassembly. Loose leaf binders are allowable as long as all pages are numbered consecutively. Each container shall be clearly marked as follows:

Design-Build Team's Name
Statement of Qualification
Central Avenue Streetscape and Harbor Point
Connector Bridge (Design-Build)
TR12317
Container ___ of ___

The SOQ must be submitted no later than **12 Noon on the date in Section H** (prevailing local time). The SOQ must be delivered to the following location:

The Baltimore City Department of Transportation, Contract
Administration/Civil Rights Division,
Fifth Floor room 536
417 E. Fayette, Baltimore
Maryland 21202

E. PROTESTS

City's Instructions for filing protest

**ALL PROTESTS MUST BE RECEIVED NO LATER THAN 12:00 NOON ON TUESDAY, PRECEDING THE BOARD OF ESTIMATES' MEETING.
ALL PROTESTS MUST BE IN WRITING AND STATE:**

1. whom you represent,
2. what the issues are, and
3. how the protestant will be harmed by the proposed Board of Estimates' action.

Please submit all protests to Board of Estimates, Attn: Clerk, Room 204 City Hall, 100 N. Holliday Street, Baltimore, Maryland 21202.

F. RIGHTS AND DISCLAIMERS

a. BALTIMORE CITY'S RIGHTS

Baltimore City may investigate the qualifications of any Proposer under consideration, may require confirmation of information furnished by a Proposer, and may require additional evidence of qualifications to perform the Work described in this RFQ. Baltimore City reserves the right, in its sole and absolute discretion, to:

1. Reject any or all SOQs;
2. Issue a new RFQ;
3. Cancel, modify, or withdraw the RFQ;
4. Issue addenda, supplements, and modifications to this RFQ;
5. Modify the RFQ process (with appropriate notice to Proposers);
6. Appoint an Evaluation Team to review SOQs, and seek the assistance of outside technical experts in the SOQ evaluation;
7. Approve or disapprove the use of particular subcontractors and/or substitutions and/or changes in SOQs;
8. Revise and modify, at any time before the SOQ due date, the factors it will consider in evaluating SOQs and to otherwise revise or expand its evaluation methodology. If such revisions or modifications are made, Baltimore City will circulate an addendum to all registered Proposers setting forth the changes to the evaluation criteria or methodology. Baltimore City may extend the SOQ due date if such changes are deemed by the City, in its sole discretion, to be material and substantive;
9. Seek or obtain data from any source that has the potential to improve the understanding and evaluation of the SOQs;

10. Waive weaknesses, informalities, and minor irregularities in SOQs;
11. Disqualify any team that changes its SOQ (following submittal) without Baltimore City's written approval;
12. Retain ownership of all materials submitted in hard-copy and/or electronic format; and/or
13. Refuse to receive or open an SOQ, once submitted, or reject an SOQ if such refusal or rejection is based upon, but not limited to, the following:
 - i. Failure on the part of a Principal Participant to pay, satisfactorily settle, or provide security for the payment of claims for labor, equipment, material, supplies, or services legally due on previous or ongoing contracts with Baltimore City Department of Transportation or other City agencies;
 - ii. Default on the part of a Principal Participant or Designer under previous contracts with Baltimore City Department of Transportation or other City agencies;
 - iii. Unsatisfactory performance by the Proposer, a Principal Participant, and/or Designer under previous contracts with Baltimore City Department of Transportation or other City agencies
 - iv. Issuance of a notice of debarment or suspension to the Proposer, a Principal Participant and/or Designer;
 - v. Submittal by the Proposer of more than one SOQ in response to this RFQ under the Proposer's own name or under a different name;
 - vi. Existence of an organizational conflict of interest under Section B.b, or evidence of collusion in the preparation of a proposal or bid for any Baltimore City design or construction contract by (a) the Proposer, Principal Participant or Designer and (b) other proposers or bidders for that contract; and/or
 - vii. Uncompleted work or default on a contract in another jurisdiction for which the Proposer or a Principal Participant is responsible.

b. BALTIMORE CITY DISCLAIMERS

The RFQ does not obligate Baltimore City to enter into a Contract or pay for any costs incurred in preparation and submission of the SOQs or in anticipation of a Contract. By submitting an SOQ, a Proposer waives any right to be paid for such costs.

The execution and performance of a Contract pursuant to any subsequent RFP is contingent upon sufficient appropriations and authorizations being made by local funding sources, the General Assembly of Maryland, or the Congress of the United States if federal funds are involved, for performance of a Contract between the successful Proposer and Baltimore City.

In no event shall Baltimore City be bound by, or liable for, any obligations with respect to the Work or the PROJECT until such time (if at all) as the Contract, in form and substance satisfactory to Baltimore City, has been executed and authorized by the City and approved by all required authorities and, then, only to the extent set forth in a written Notice to Proceed. In submitting an SOQ in response to this RFQ, the DB Team/Proposer is specifically acknowledging these disclaimers.

G. DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM AND EQUAL EMPLOYMENT OPPORTUNITY

a. POLICY

Baltimore City shall not discriminate on the basis of race, color, national origin, religion, disability, or sex in the award and performance of any U.S. Department of Transportation (DOT) assisted contract or in the administration of 49 CFR Part 26. The Proposers shall take necessary and reasonable steps to ensure that businesses owned and controlled by socially and economically disadvantaged individuals are provided with a fair opportunity to participate in this PROJECT.

b. DBE PARTICIPATION GOAL

By submitting a SOQ in response to this RFQ, a DB Team agrees that, if included on the Reduced Candidate List (RCL), it shall comply with the Disadvantaged Business Enterprise (DBE) provisions of the Contract. These provisions are consistent with the applicable portions of the Minority Business Enterprise (MBE) provisions of the State Finance and Procurement Article of the Maryland Code. In this RFQ, the term DBE means Disadvantaged Business Enterprise and relates to DBE's certified by the Maryland Department of Transportation (MDOT).

Each Proposer on the RCL will be required to make a good faith effort to achieve the established DBE participation goal and provide evidence of such efforts in the Proposal. Such efforts must continue throughout the evaluation of Proposals, Contract award, and Contract performance.

Only MDOT certified DBEs can be utilized to achieve the Contract's DBE goal.

The overall DBE participation goal will be **30%** of the total Contract price. Additionally, because of the MDOT certification requirement for DBE's, firms are encouraged to submit paperwork for certification as soon as possible.

The DB Team shall achieve DBE participation in professional design services for this contract of no less than **2%** percent of the total Contract price. The goal shall include efforts to achieve DBE participation in performance of professional services under the Contract (including design, supplemental geotechnical investigations, surveying and other preliminary engineering; quality control as defined in the Contract; environmental compliance activities; utility coordination; permitting; and public information). The DBE professional services participation shall be attributed to the overall contract goal noted above.

H. PROPOSED PROCUREMENT SCHEDULE TABLE

Event	Date	Rule
Issue RFQ	January 14, 2014	Benchmark Date
Final Date for Receipt of Proposer's Questions	February 18, 2014	RFQ+30 days
Final Date for City Responses to Questions	March 4, 2014	SOQ-5 Days Min.
SOQ submittal to Baltimore City	March 25, 2014	RFQ +45 day Min.
Reduced Candidate List (RCL) Notified	April 22, 2014	SOQ+14 days Min
Selection of Successful Bidder	September 2014	TBD
Harbor Point Connector Bridge opened to vehicular traffic.	February 2016	Tentative, Final RFP will confirm

BC - Form A (RFQ)

July 2013 Ver.

Baltimore City Design-Build SOQ Pass/Fail Evaluation Form

Central Avenue Streetscape and Harbor Point Connector Bridge	TR - 12317 SHA BC410005 FAP STP 3057(6)	Name	Role	DB Team
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Item No.	Pass/Fail Task	Pass	Fail
1	Adhered to the RFQ's "Rules of Contact"		
2	Acknowledgement of all Addenda and clarifications received by number, date, subject, and resolution		
3	Complies with the RFQ's "Organizational Conflicts of Interest" and "Restrictions on Participation in Design-Build Contracts" requirements		
4	Proposer(s) demonstrated legal evidence they can enter into and perform this project as required by the RFQ and comply with licensing requirements		
5	One original and one copy of the "BID/PROPOSAL AFFIDAVITT " was included with the SOQ and is signed for Section O and "COMPREHENSIVE SIGNATURE PAGES 2 of 2"		
6	Proposer(s) demonstrated financial evidence required by the RFQ		
7	Proposers are in compliance with all applicable legal requirements		
8	SOQ includes at a minimum the lead construction and lead design firms		
9	DB Team has not been awarded 'very low or zero score' in any technical evaluation factor that BCDOT considers unresponsive		
10	Adequately addressed all requests for clarifications.		
11	Acceptable Cover Letter signed by authorized rep(s) of the Major Participant(s)		
12	Complies with the RFQ's Professional Errors & Omissions Insurance Liability Requirements		
13	Complies with the RFQ's General Liability Insurance Requirements		
14	Complies with the RFQ's Environmental Liability Insurance Requirements		
15	Complies with the RFQ's Builder's Risk - Property Insurance Insurance Requirements		
16	Complies with the RFQ's Commercial Liability/ Excess Liability Insurance Requirements		
17	Complies with the RFQ's Worker's Compensation Requirements		
18	Complies with the RFQ's Performance and Payment Bonds Requirements		
19	SOQ submitted within the RFQ's time limits.		
20	Acceptable within the RFQ's Rights and Disclaimers		
21	All companies listed are prequalified by the Baltimore City Department of Public Works, Office of Boards and Commissions (http://cityservices.baltimorecity.gov/dpw/dcp/public/bac.php)		
22	All companies listed are in good standing with the Maryland State Department of Assessment and Taxation (www.dat.state.md.us)		
23	All DBE companies committed for the purpose of fulfilling the DBE goals are certified by the Maryland DOT's Office of Minority Business Enterprise (http://mbe.mdota.state.md.us/directory)		
24	No companies are listed in the Excluded Parties List System (EPLS) database (www.epls.gov)		
25	Complies with the RFQ's SOQ submission requirements including number of copies, page sizes, all RFQ page limits, font size, number of pages, margins, and organizational requirements.		
26	Complies with the RFQ's DBE participation requirements and total and design goals		

Notes/Comments:

This Form to be filled out by the Baltimore City Proposal Evaluation Team

Contract Number: TR12317 - SHA BC410005 - FAP STP 3057(6)N

Project Description : Central Avenue Streetscape and Harbor Point Connector Bridge

FORM BC-1

July 2013 version

PROPOSED KEY STAFF INFORMATION

Name of Proposer: _____

Position	Name	Years of Experience*	Education/ Registrations	Name of Employer
Design Build Project				
Manager				
Construction				
Manager				
Project Design				
Manager				
Bridge Engineer				

* Present Firm/Total

FORM BC-2

PROJECT DESCRIPTION

Name of Proposer: _____

Name of Firm:			
Project Role: _____			
Designer: _____ Contractor: _____ Other(Describe): _____			
Years of Experience:			
Roads/Streets: _____ Bridges/Structures: _____ Environmental: _____			
Project Name, Location, Description and Specific Nature of Work for which Company was responsible:			
List any awards and/or recommendations received for the project:			
Name of Client (Owner/Agency, Contractor, etc.):			
Address:			
Contract Name:		Telephone:	
Email address:			
Owner's Project or Contract No:		Fax No.:	
Contract Value (US\$):		Final Value (US\$):	
Percent of Total Work Performed by Company:			
Commencement Date:		Planned Completion Date:	
Actual Completion Date:			
Any disputes taken to arbitration or litigation?		Yes	No

Form BC-3

July 2013 Version.

Baltimore City Design-Build SOQ Key Staff Résumé

Central Avenue Streetscape and Harbor Point Connector Bridge	TR - 12317 SHA BC410005 FAP STP 3057(6)N	Name	Role	DB Team
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Summary: Other Experience and Qualifications Relevant to this Project:

Projects: List role and project name in bold. Each project shall be shaded if Design-Build and italic if not for current employer. List specific work done, contracting agency/owner (SHA, developer, etc), include construction cost, and years of involvement along with other pertinent information.

NOTICE TO POTENTIAL BIDDERS

BALTIMORE CITY DEPARTMENT OF TRANSPORTATION

PROJECTS ANTICIPATED TO BE BID

JULY 2012 TO DECEMBER 2012

Pursuant to 23 CFR 635.110, Subpart A (regarding the timeliness of advertisement for federal-aid construction projects relative to the City's contractor prequalification process), the City's Department of Transportation, hereby notifies interested parties of the following projects which may be advertised for construction during the period from July 2012 to December 2012.

Prime Contractors, interested in bidding on any of the projects below, must be prequalified by the Baltimore City Office of Boards and Commission in order to submit a Bid. Subcontractors must be prequalified prior to beginning work on the Project. Potential bidders are advised that the prequalification process may take up to 90 days to complete. For further information, please contact the Commission at 410-396-6883 or kumasi.vines@baltimorecity.gov.

PROJECT	PREQUALIFICATION CATEGORIES	COST RANGE
Street Resurfacing – Various Sectors	A02602 – Bituminous Concrete Paving D02620 – Curbs, Gutters, Sidewalks	\$2,000,000 - \$3,000,000
Southeast Corridor Intersection Improvements	A02602 – Bituminous Concrete Paving D02620 – Curbs, Gutters, Sidewalks	\$3,000,000 - \$4,000,000
Reisterstown Road Streetscape Northern Parkway to City Line	A02602 – Bituminous Concrete Paving D02620 – Curbs, Gutters, Sidewalks	\$5,000,000- \$10,000,000
Parcel D - Inner Harbor East Improvements – Phase III	C02300 – Pile Driving C02934 – Bulkheads and Jetties C03300 – Concrete Construction	\$5,000,000 - \$10,000,000
Gwynns Falls Trail	D02620 – Curbs, Gutters, Sidewalks	\$500,000 - \$1,000,000
Replacement of Two Howard St Arch Bridge Bearings	C05100 – Structural Steel Erection	\$500,000 - \$1,000,000
I-83 Joint Repairs (Bridge)	C09900 – Bridge Painting C03300 – Concrete Construction	\$3,000,000 - \$4,000,000
Reconstruction of Annapolis Road, Waterview Ave, and Maisel Street Pedestrian Bridge	C03300 – Concrete Construction C05100 – Structural Steel Erection	\$25,000,000 - \$30,000,000
East Baltimore Development Projects – 3 separate projects	A02602 – Bituminous Concrete Paving D02620 – Curbs, Gutters, Sidewalks	Varies
Edison Highway Bridge over AMTRAK	C03300 – Concrete Construction D02620 – Curbs, Gutters, Sidewalks	\$500,000 - \$1,000,000
Roland Avenue and Northern Parkway – Improvements and Traffic Calming	A02602 – Bituminous Concrete Paving D02620 – Curbs, Gutters, Sidewalks	\$3,000,000 - \$4,000,000
Kent Street Transit Plaza and Pedestrian Corridor	A02602 – Bituminous Concrete Paving D02620 – Curbs, Gutters, Sidewalks	\$1,000,000 - \$2,000,000

Central Avenue Bridge and Reconstruction from Harbor Point to Baltimore Street (Design Build)	A02602 – Bituminous Concrete Paving C03300 – Concrete Construction D02620 – Curbs, Gutters, Sidewalks	\$ 20,000,000 – \$ 30,000,000
100 E Pratt Street	A02602 – Bituminous Concrete Paving D02620 – Curbs, Gutters, Sidewalks	\$ 500,000 – \$ 1,000,000
Demolition of Pratt Street Pedestrian Bridges at Charles Street and Gay Street	C03300 – Concrete Construction C05100 – Structural Steel Erection	\$1,000,000 - \$2,000,000

**Baltimore City Department of Transportation
Design-Build Project Notice of Intent**

**CENTRAL AVENUE STREETSCAPE AND
AND HARBOR POINT CONNECTOR BRIDGE
(TR #12317; FAP Pending; SHA Pending)**

The Baltimore City Department of Transportation is announcing its intent to enter into a Design-Build contract with a Design-Build Team, possessing both professional engineering design capability and qualified construction contracting capability for the Central Avenue Streetscape and Harbor Point Connector Bridge in Southeast Baltimore City. The proposed project consists of reconstructing Central Avenue between Baltimore Street and Lancaster Street (approximately 8 blocks) into an urban boulevard and extending Central Avenue onto Harbor Point via a +/- 260' bridge. The rehabilitation of subsurface bridges carrying Lancaster Street, Aliceanna Street and Fleet Street will also be required, as will the rehabilitation of culverts under Central Avenue. The MTA's Red Line Transit Project is expected to cross Central Avenue at Fleet Street underground, where a station will be built. The City's rehabilitation of Central Avenue and Storm Drain project from Eastern Avenue to Madison Street is currently under construction. Coordination with these ongoing projects will be required.

This project is critical to the redevelopment of a former Allied Signal chemical plant now known as Harbor Point. The chemical plant was closed in the 1980s due to environmental contamination from the industrial operations (principal contaminants of concern identified by the EPA and MDE are hexavalent chromium and polycyclic aromatic hydrocarbons). An environmental remediation system installed in the late 1990s continues to contain chromium contaminated groundwater within the Harbor Point site. The proposed Harbor Point development could contain as much as 2.9 million square feet of residential and commercial buildings and a significant public open space; an important headquarters office building is expected to open on Harbor Point in October 2014. Additional transportation capacity is required to serve this building; therefore, it is the City's intent to require the Design-Build Team to open the connector bridge and culvert structures in October 2014. Roadway reconstruction along Central Avenue may continue for a to-be-determined duration thereafter.

The streetscape portion of work will be from Lancaster Street to Baltimore Street and will include full depth pavement reconstruction, new sidewalks, lighting, traffic signals, landscaping, green medians, and signage as well as environmental site design, drainage improvements, ADA upgrades, curb bump outs, and bike lanes. Utility work will include new electric duct banks. Other utilities may be added to the project by the time the RFQ is issued.

All necessary right-of-way for the project will be under the City's control by the time of contract award, and the City will have completed NEPA approval as well by this time. Environmental permit authorizations will be based on the City's concept design; however, these permits will be transferred to the Design-Build Team at contract award. Any revisions necessary to the permits and final authorizations (e.g. stormwater, erosion/sediment control, etc.) based on the final project design will be the responsibility of the Design-Build Team. The City and the Design-Build Team will jointly conduct community outreach activities during the design and construction phase.

The total value of the project is preliminarily expected to be in the range of \$25 - \$35 million; federal-aid highway funds will be used in the construction. All federal-aid requirements, including the use of Disadvantaged Business Enterprises, will apply. Pursuant to the City's Design-Build policy, the City will seek the establishment of separate DBE goals for engineering services and construction. Although goals have not yet been established for the project, similar projects built in the City using federal-aid highway funds have had a DBE goal of approximately 27%. Firms participating on a Design-Build Team must be pre-qualified (separately or jointly) by the Baltimore City Office of Boards and Commissions, which may be reached at 443-984-3880. Prequalification codes for this project are expected to be: A02602 (Bituminous Concrete Paving), C03300 (Concrete Construction), and D02620 (Curbs, Gutters and Sidewalks).

The City intends to use a two-step, best value procurement method. A Request for Qualifications is expected to be issued in the early Fall 2012 with Statements of Qualifications due 45-days thereafter. A short-list of Design-Build Teams will be invited to submit responses to a Request for Proposals in January 2013. Alternative technical concepts may be considered with regard to the structures elements of the project. It is the City's goal to award a contract for the project in May 2013.

Firms advancing to the second stage (RFP) but not awarded a contract will receive a \$ stipend of \$35,000. City policy requires that all firms participating on the project team approve of a Stipend Payment Plan which details how the stipend will be distributed among team members.

This NOTICE OF INTENT is issued to allow potential proposers an opportunity to form Design-Build Teams in anticipation of the RFQ for this project. **Although full evaluation criteria have not yet been established, firms are advised that the City will consider the extent to which the project engineers and contractors have worked together previously.** No submittal is required at this time. No questions will be responded to until the RFQ is issued. The RFQ will be issued in local newspapers, on the City website and at www.emarylandmarketplace.com. A copy of the City's Design-Build Policy can be found on the Department of Transportation page at www.baltimorecity.gov

**Baltimore City Department of Transportation
Design-Build Project Notice of Intent**

**CENTRAL AVENUE STREETSCAPE AND
AND HARBOR POINT CONNECTOR BRIDGE
(TR12317; STP-3057(6)N; BC410005)**

The Baltimore City Department of Transportation (BCDOT) previously announced its intent to enter into a Design-Build contract with a Design-Build Team, possessing both professional engineering design capability and qualified construction contracting capability for the Central Avenue Streetscape and Harbor Point Connector Bridge in Southeast Baltimore City. The proposed project consists of reconstructing Central Avenue between Baltimore Street and Lancaster Street (approximately 8 blocks) into an urban boulevard and extending Central Avenue onto Harbor Point via a +/- 260' bridge. The rehabilitation of subsurface bridges carrying Lancaster Street, Aliceanna Street and Fleet Street will also be required, as will the rehabilitation of culverts under Central Avenue. This project is critical to the redevelopment of a former Allied Signal chemical plant now known as Harbor Point. Refer to the previous Notice of Intent for more detail about the scope of this project.

This Notice of Intent serves as an update to the schedule. BCDOT was expected to issue the Request for Qualifications (RFQ) for this project in the Fall of 2012. This RFQ is now expected to be issued in the first quarter of calendar year 2013.

No submittals are required at this time and no questions will be responded to until the RFQ is issued. The RFQ will be issued in local newspapers, on the City's website, and on emarylandmarketplace.com.

TYPESET: Tue Apr 30 15:18:36 EDT 2013

**Baltimore City Department of Transportation
Design-Build Project Notice of Intent
CENTRAL AVENUE STREETScape
AND HARBOR POINT CONNECTOR BRIDGE
(TR12317; STP-3057(6) N; BC410005)**

The Baltimore City Department of Transportation (BCDOT) previously announced its intent to enter into a Design-Build contract with a Design-Build Team, possessing both professional engineering design capability and qualified construction contracting capability for the Central Avenue Streetscape and Harbor Point Connector Bridge in Southeast Baltimore City. The proposed project consists of reconstructing Central Avenue between Baltimore Street and Lancaster Street (approximately 8 blocks) into an urban boulevard and extending Central Avenue onto Harbor Point via a +/- 260' bridge. The rehabilitation of subsurface bridges carrying Lancaster Street, Aliceanna Street and Fleet Street will also be required, as will the rehabilitation of culverts under Central Avenue. This project is critical to the redevelopment of a former Allied Signal chemical plant now known as Harbor Point. Refer to the previous Notice of Intent for more detail about the scope of this project.

This Notice of Intent serves as an update to the schedule. BCDOT originally expected to issue the Request for Qualifications (RFQ) for this project in the Fall of 2012. This RFQ is now expected to be issued sometime during the calendar year 2013.

No submittals are required at this time and no questions will be responded to until the RFQ is issued. The RFQ will be issued in local newspapers, on the City's website, and on emarylandmarketplace.