

I-74 Final Design

Request For Proposal

Iowa Department of Transportation
(In cooperation with Illinois Department of Transportation)

October 5, 2007

Dear Consultants:

Introduction

The Iowa Department of Transportation (the Department) is interested in entering into professional services contracts with a consulting company for work relating to final design of improvements along the Interstate 74 (I-74) corridor in the Quad Cities from south of Avenue of the Cities in Moline, Illinois, north to 67th Street in Davenport, Iowa. The proposed improvements of the entire project include:

- Providing increased capacity throughout the project corridor
- Improving the Mississippi River crossing with new twin true arch bridges
- Improving the six existing service interchanges
- Enhancing the connecting arterial roadway system
- Improving opportunities for transit, bike and pedestrian, and intermodal connections

Although a portion of the improvements will be performed by Iowa DOT staff, the selected consultant will be expected to perform services related to the final design and completion of the **Central Section** of the I-74 corridor project. These services shall include the possibility of performing any preliminary design as needed to complete the final design. This work will also include design assistance during construction and construction engineering. The majority of the services to be performed by the consultant will be related to post-“D5” (Office of Design plans to Office of Right of Way) project development activities, such as final bridge, roadway and geotechnical design, along with plans and specifications development, for the **Central Section** of the project. Services for other coordination and project development activities on the **entire I-74 corridor** will also be required. If your firm is interested in providing the described services, please submit a proposal stating your ability and availability to complete this work.

Prequalification Requirements

The consultant and their subconsultants are required to be prequalified as defined in the Department’s Policy and Procedure Manual, Policy No. 300.04, for the duration of the contract. Work under this contract will require prequalification by both the Iowa and Illinois DOTs. The Iowa DOT prequalification work categories are: Highway Design –

Major Facility Urban (Category 214) and Steel Bridge Design (Category 217). The Illinois DOT prequalifications includes: Highways - Freeway, Highway Structure – Complex, and Major Bridges - Tied Arch. Additional work categories may include but are not limited to those identified in the project scope. All subconsultants must be prequalified in both Iowa and Illinois for the type of work they would perform. *An exception will be considered if the entirety of a subconsultant's work is limited to one state.* Failure to remain prequalified during the contract will result in cancellation of any remaining portion of the contract. Details regarding prequalification in Iowa are available at <http://www.prof-tech-consultant.dot.state.ia.us> and for Illinois at <http://dot.state.il.us/desenv/preqcons.html>. In areas where there are discrepancies between Iowa DOT's prequalification policy and Illinois DOT's prequalification policy, Iowa DOT's policies will apply.

Project Background

The I-74 corridor in the Quad Cities, approximately seven miles in length, crosses the Mississippi river between Bettendorf, Iowa and Moline, Illinois. Three distinct sections of the corridor have been established (Exhibit 1):

- 1) South Section – South of Avenue of the Cities to 12th Avenue in Moline
- 2) Central Section – 12th Avenue in Moline to Lincoln Road in Bettendorf
- 3) North Section – Lincoln Road in Bettendorf to south of 67th Street in Davenport

The Iowa and Illinois DOTs, in consultation with the FHWA, identified a preferred concept alternative (Exhibit 2), following publication of the Draft Environmental Impact Statement (EIS) (Exhibit 3). Currently the preferred alternative refinements are in progress, ultimately leading present project activities to a final public meeting in early 2008, the Final EIS, and a Record of Decision (ROD), in Spring 2008.

An extensive Bridge Type Study (Exhibit 4) was performed to select the preferred navigation span structure for the new I-74 Mississippi River crossing. The basket handle true arch was selected as the recommended bridge type. The new bridge alignment is approximately 400 to 450 feet upstream (east) from the existing Memorial Bridges, two parallel suspension bridges built in 1935 and 1960.

The Draft “D5” plan set (Exhibit 5) provides information concerning the current roadway geometrics and other structures throughout the corridor. The I-74 Risk Assessment Report is also available (Exhibit 6), which highlights project costs. A PowerPoint presentation (Exhibit 7) notes current progress regarding I-74 corridor aesthetics. More information about the project is available at the I-74 project web site: www.I74corridorstudy.org.

Project Scope

The work associated with the contract can be summarized in two major categories: 1) **Final design of the I-74 Central Section (Project 3)**, and 2) **Corridor-wide coordination activities** (North, Central, and South Sections). More specifically, the services performed by the Project Team shall encompass and include all detail work, materials, equipment and supplies necessary to provide “full service” to the post – “D5” phase of the project. This includes, but is not limited to:

Central Section

(Just north of Lincoln Road in Bettendorf to south of 12th Street in Moline, excluding the Lincoln Road bridge replacement)

- Final structural design for the true arch Mississippi River bridges, including preparation of contract plans with aesthetic components and specifications; maintenance traveler; suggested erection procedure; load rating; ship impact study; inspection platforms; maintenance waterline; minor hydraulic and scour analysis; independent structural review of true arch bridges; wind tunnel testing
- Final structural design for other bridges and retaining walls encompassed in Central Section, including preparation of contract plans with aesthetic components and specifications
- Final roadway plans for grading and paving, including preparation of contract plans and specifications; Final interchange and intersection plans for grading and paving (all the design work must be performed using MicroStation V8 (or MicroStation XM) and GEOPAK software per Iowa DOT specifications)
- Final roadway drainage analysis and design
- Subsurface investigation and geotechnical design, including preparation of contract plans and specifications
- Survey and photogrammetry
- Cornerstone survey, along with acquisition plats and description
- Construction shop drawing review, including cofferdams; construction “Requests for Information” (RFI’s) and plan clarification
- Inspection / Maintenance (Owner’s) Manual for true arch bridges
- Design of a potential bike trail connector structure and / or elevator
- Construction engineering / inspection and other construction services

Corridor-Wide

- Project Management, including involvement with Project Management Team discussions, Financial Plan and Project Management Plan assistance for “Major Projects”; construction estimates
- Project Advisory Committee coordination
- Feasibility studies to determine construction phasing
- Scheduling / construction staging
- Tracking of environmental commitments (from NEPA documents)
- Wetlands investigation and environmental permitting

- Coordination with U.S. Coast Guard (USCG); U.S. Army Corps of Engineers (USACE); Federal Highway (FHWA); Illinois Department of Transportation – Central Office and District 2; Iowa Department of Transportation (Central Office and District 6); Obtaining Coast Guard permits and other applicable permits
- Project displays / materials for use at Public Involvement Hearing
- Traffic Management / Traffic Control / Intelligent Traffic Systems design and management
- Landscape architecture
- Continuation of corridor aesthetics
- Utility coordination
- Railroad coordination
- Signing, lighting and electrical design and plan preparation
- I-74 project web site management
- Investigation of tasks deemed “preliminary” that require further study
- Miscellaneous work associated with other Department prequalification categories, not specifically listed here, but needed to complete the project beyond the post – “D5” phase

The Department will provide the aerial photography, GPS coordinates, traffic estimates, pavement determination, Environmental Study (FEIS / ROD), master aesthetic plan, subsurface utility exploration (SUE), final structure type, size and location (TS&L) drawings. The Illinois Department of Transportation will provide NGS coordinate values (including vertical) to be used.

Pre-Proposal Conference

A Pre-Proposal Conference will be conducted for this project. The Iowa DOT will briefly describe the project and answer questions from prospective consultants. This conference is scheduled for October 29, 2007 from 2:00 to 4:00 in the Video Conference room at CTRE in Ames, Iowa. A map and driving directions are available at <http://www.ctre.iastate.edu/about/locspl.htm>. Please contact Ahmad Abu-Hawash, Chief Structural Engineer and for purposes of this RFP, Consultant Selection Coordinator, at Ahmad.Abu-Hawash@dot.iowa.gov if you are planning to attend. Please note that attendance is not required and is not considered in the selection criteria. Minutes of the conference will be displayed with the RFP on the department’s professional and technical consultant utilization web site: <http://www.prof-tech-consultant.dot.state.ia.us/default.asp>.

Selection Information

The selection committee will evaluate proposals on their ability to address the evaluation criteria. The weighted value of each evaluation criterion is indicated.

- **Project Team Staffing and Experience** – 30%
 - The Selection Team will consider qualifications of the project manager, and Project Team, including subconsultants. Qualifications include expertise / past experience and performance on similar complex projects.
 - Current workload (major assignments), deadlines, and commitment of key staff personnel as they pertain to the ability of the consultant to perform the services within the required time should be provided.
 - The team's approach to managing this project should be discussed, including their Quality Control / Quality Assurance plan.

- **Coordination of Corridor-Wide Tasks** – 15%
 - The Project Team, including subconsultants, should provide evidence that they have the capability to coordinate corridor tasks among all entities involved and to bring this project to a successful completion.

- **Responsiveness** – 10%
 - The Selection Team will review the proposals to ascertain:
 - If information requested in the RFP has been completely addressed
 - If there is a comprehensive understanding of the work required based on the information that is provided
 - If the Project Team has conveyed adequate understanding of how to accomplish the work.A communication plan with the Iowa and Illinois DOTs should also be addressed.

- **Performance Evaluations** – 10%
 - The Selection Team will consider performance evaluations given by the Department and other government agencies if completed after October 2002, and references included in the consultant's proposal.

- **Construction Support and Problem Resolution** – 15%
 - The Project Team will be expected to provide timely responses to issues that arise during construction. The Selection Team will be interested in learning of construction services provided on similar complex projects and how the Project Team was able to resolve issues that arose on other projects. Any consultant outside of the project area will need to be able to locate a project office within the project area.

- **Schedule Delivery** – 5%

- Provide examples of your Project Team’s ability to meet concentrated timeframes for project delivery.
- DBE Participation – 5%
 - The Selection Team will consider the Project Team’s willingness and ability to meet or exceed the established DBE/TSB involvement goal.
- Public Involvement – 5%
 - The Project Team should highlight past experience in the public participation process for similar projects.
- Resources – 5%
 - The Project Team should elaborate on the resources (equipment) they have available and propose to use on the project, including the use and compatibility of equipment and automated technology used by the Department.

The proposal may include additional information, as deemed appropriate, subject to the overall length restriction established in Proposal Requirements below.

Cost information should not be submitted as part of your company’s proposal and, if submitted, will not be considered.

Proposal Requirements

The Department requires the following information to be included in the proposal:

- The name and office address of the project manager who will direct the work.
- The location of the consultant’s office where the majority of the work will be performed.
- The names of key staff who will be working on the contract.
- A list of the subconsultants to be used, the work they will perform, and an expected percentage of work that is anticipated to be assigned to each.
- An organizational chart for the assembled consultant Project Team
- A disclosure of any work for other clients that may be affected by the work under this service agreement contract, to avoid a potential conflict of interest.

Proposals must be limited to 30 single-sided (or 15 double-sided) 8.5” x 11” pages. Proposal covers, dividers, and a single-page cover letter will not be counted against the page limit. Proposals exceeding this length will not be accepted. On the cover page of the proposal, please include title of the RFP for which the proposal is submitted and the email address of the person who should receive the results of the selection. Inclusion of promotional literature of a general nature will not be considered in the selection process.

The selection process will follow Iowa Department of Transportation Procedures and Policy Manual 300.12. The Selection Committee anticipates the need for oral interviews given the very complex nature of this project. Interviews will be conducted with companies having the highest ranking proposals. Interviews will allow for a 15-minute presentation by the consultant to be followed by questions from the Selection and Steering Committee members.

It is the policy of the Department that Disadvantaged Business Enterprises shall have the maximum practicable opportunity to participate in the performance of contracts financed in whole or in part with federal-aid highway funds. Most of the work under this contract is expected to involve federal-aid highway funds. The goal for DBE participation on this contract is 5%. Consultants will be expected to demonstrate a good faith effort to meet this goal, and the selection process will include an evaluation of that effort. DBE firms must be certified by either the Iowa Department of Transportation or the Illinois Department of Transportation. A list of certified DBE/TSB firms may be found on Iowa's web site at: http://www.dot.state.ia.us/contracts/contracts_eoaa.htm and Illinois' web site at: <http://dot.state.il.us/desenv/preqcons.pdf>.

Contract Information / Schedule

The Department anticipates that the selection process will be completed by mid-January 2008. Negotiation with the selected consultant will commence upon notice that the selection process is completed. The Department anticipates utilizing a Professional Services Lump Sum Agreement for the Development of Scope of Services and Project Budget. Completion of all plan development is expected during 2012-2013. A date for the beginning of construction is not available at this time.

Contracting will involve multi-phased agreements that utilize a cost plus fixed fee payment method. It is anticipated that each respective office within the Highway Division of the Department will be responsible for contracting work for their discipline, with the Base Agreement written by the Office of Bridges & Structures. Supplemental Agreements to the Base Agreement will also be written with the Office of Design.

Deadline and Submittal / Questions

For your company to be considered, your proposal must be received by 3:00 PM, November 21, 2007. Both electronic and paper submittals will be required. Twelve paper copies of your proposal along with a PDF file on CD-ROM, formatted to print on 8 ½" x 11" pages, should be submitted to:

Ahmad Abu-Hawash, P.E.
Office of Bridges & Structures
Iowa Department of Transportation
800 Lincoln Way

Ames, IA 50010
Phone: 515-233-7894
E-mail: Ahmad.Abu-Hawash@dot.iowa.gov

Any technical questions or questions regarding this RFP shall be submitted via e-mail to Ahmad.Abu-Hawash@dot.iowa.gov and must be received by noon on November 12, 2007. Questions and answers regarding this RFP will be posted with the RFP on the Department's Consultant Utilization website, <http://www.prof-tech-consultant.dot.state.ia.us>. Contacting any selection team member other than the RFP contact person is inappropriate.

Public Records Law

The Iowa DOT will treat all information submitted by a consultant as open records following the conclusion of the selection process. Open records are public records that are open for public examination and copying. The Iowa DOT's release of records is governed by Iowa Code Chapter 22 and 761 IAC Chapter 4. Consultants are encouraged to familiarize themselves with these laws before submitting a proposal.

Sincerely,

Ronald J. Meyer
Consultant Coordinator
Office of Bridges & Structures

References

PPM 300.04 – Prequalification of Architectural, Engineering and Related Professional and Technical Firms (http://www.prof-tech-consultant.dot.state.ia.us/pdf/300_04.pdf)

PPM 300.12 – Negotiated Contracts for Architectural, Engineering, and Related Professional and Technical Services (http://www.prof-tech-consultant.dot.state.ia.us/pdf/300_12.pdf)

Iowa DOT Doing Business Website – Consultant Resources information (http://www.dot.state.ia.us/doing_business.htm)

Consultant Prequalification – Illinois DOT website (<http://www.dot.il.gov/desenv/preqcons.html>)

Illinois DOT Doing Business Website – Consultant Services information (<http://dot.state.il.us/dobuisns.html#consultant>)

Pertinent Exhibits To Be Available Electronically at Iowa DOT FTP Site

ftp://165.206.203.34/design/consultant/other_pubs/I-74_Final_Design/

One copy of all exhibits will also be available for viewing at the Iowa DOT Office of Bridges & Structures by appointment.

1. Project Locations Map (Projects 1-7)
2. Current Preferred Alternative “Yellow Brick Road” Displays
3. 2003 Draft EIS (available at Illinois DOT web site:
http://www.dot.state.il.us/desenv/rt74impact/rt74_hp.html)
4. 2007 Bridge Type Study
5. Draft “D5” Plan Set
6. I-74 Risk Assessment Report (Draft)
7. Preliminary 2007 CAAT Recommendations for Corridor Aesthetics