



STATE HIGHWAY ADMINISTRATION

MD 32 DUALIZATION FROM LINDEN CHURCH ROAD TO I-70
DESIGN-BUILD PROJECT
MDOT SHA CONTRACT NO. HO7565370

INDUSTRY INFORMATIONAL MEETING – NOVEMBER 7, 2017

PRESENTED BY: JASON STOLICNY

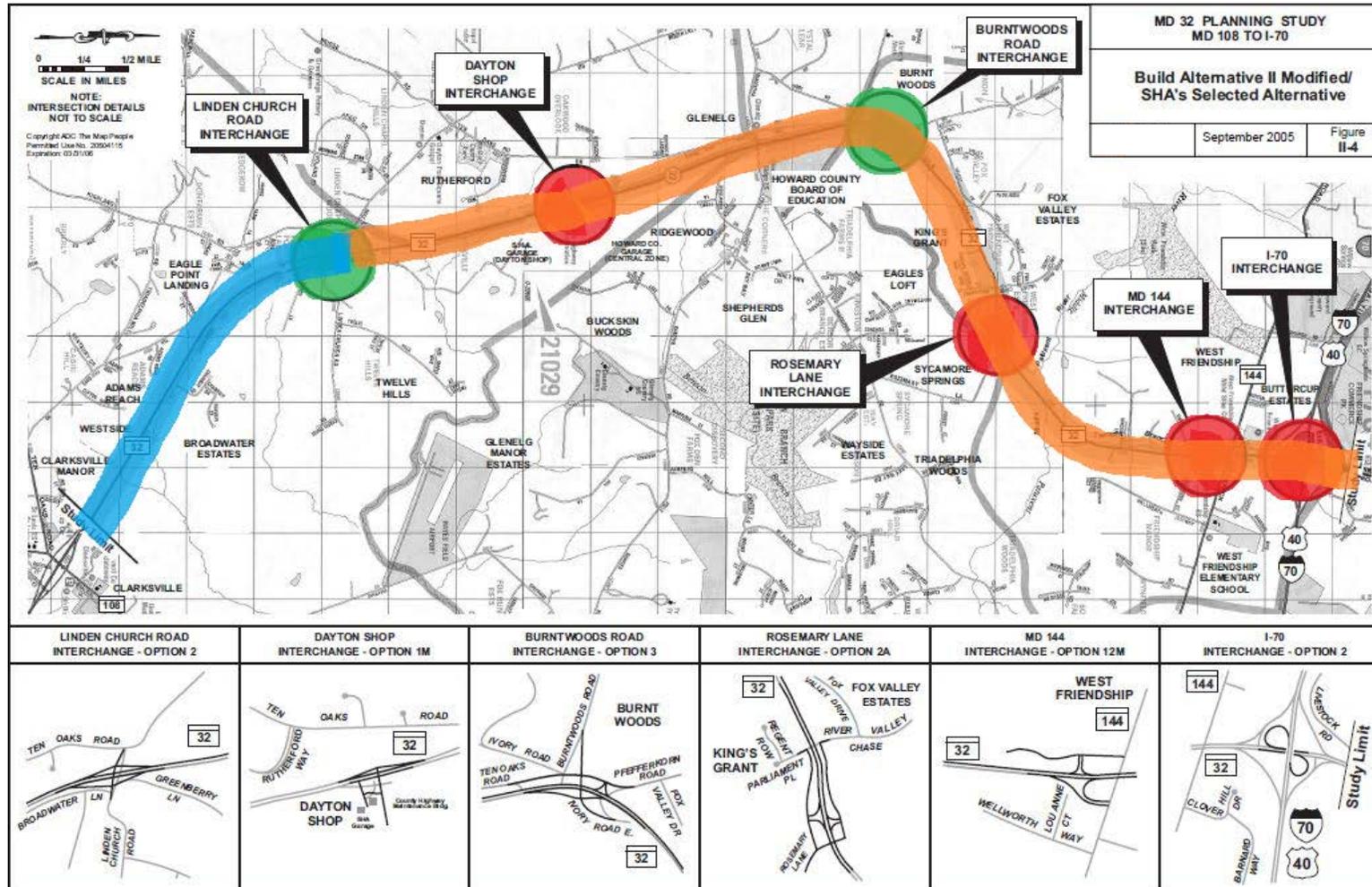
PRESENTATION OVERVIEW

- Project Overview
 - Project Location
 - Project History
 - Project Concept
 - Project Goals
- Procurement Overview
 - Phase 1 – Request for Qualifications
 - Phase 2 – Request for Proposals
 - Procurement Schedule

PROJECT OVERVIEW

- Project Location
 - Howard County
- MD 32 Phase II Dualization Project Limits
 - North of the Linden Church Road Interchange to the Interstate 70 Interchange
 - Total Mileage: ± 6.5 miles

LOCATION MAP



PROJECT HISTORY

- MD 32 was constructed in phases starting in the late 1950s to the early 1960s.
- The dualized portion of the MD 32 corridor south of the study area was constructed in the early 1980s to the mid-1990s.
- The purpose of the MD 32 Planning Study was to improve traffic operations and safety conditions while minimizing impacts to local residents, businesses, and the environment, as well as to provide continuity with the remaining portion of the system.
- Final Environmental Impact Study (FEIS) for MD 32 Corridor from MD 108 to I-70 was approved in 2005.
- Project development was phased due to funding constraints.

PROJECT HISTORY

- Project Phases:
 - MD 32 at Burntwoods Road interchange – Complete 2008
 - Nixon Farm Mitigation Site – Complete 2011, ongoing monitoring
 - MD 32 at Linden Church Road interchange – Complete 2014
 - MD 32 at Wellworth Way Access Management – Complete 2016
 - MD 32 from MD 108 to Linden Church Road dualization – under construction, complete November 2018
 - MD 32 from Linden Church Road to I-70 dualization – this Design-Build project
 - MD 32 at Dayton Shop interchange – no timetable for implementation
 - MD 32 at Rosemary Lane interchange – no timetable for implementation
 - MD 32 at MD 144 interchange – no timetable for implementation
 - MD 32 at I-70 interchange modifications – no timetable for implementation

PROJECT CONCEPT

- Proposed concept is a 4-lane divided highway with
 - 2 -12' lanes in each direction
 - 4' inside and 10' outside paved shoulders in each direction
 - Generally, a 34' open section median with traffic barrier
 - Acceleration/deceleration lanes at intersections
 - Minimize direct access points and conflict points of MD 32 intersections and driveways through the safest means possible

PROJECT CONCEPT

- Structures
 - Replace existing bridges
 - Triadelphia Road over MD 32
 - MD 32 over Middle Patuxent River
 - MD 32 over Terrapin Branch
 - Small structures – Box and Pipe Culverts
- Pavement
 - New roadway
 - Existing roadway – Rehabilitation

PROJECT CONCEPT

- Traffic – Signing, Marking, Signalization, and Lighting
- Stormwater Management – Water Quality and Water Quantity
- **Permits**
 - Stormwater Management / Erosion & Sediment Control Permit – Acquired by the Design-Builder and issued by MDOT SHA through MDE delegated authority
 - Joint MDE / COE Permit – To consist of all impacts of Limit of Disturbance in the Concept Plans. Acquired by MDOT SHA and modifications by the Design-Builder
 - Any TMDL stream restoration will be covered under a separate Joint Permit acquired by the Design-Builder
 - Reforestation Permit – Acquired by MDOT SHA and modifications by the Design-Builder

PROJECT CONCEPT

■ Environmental Compliance

- FEIS Reevaluation – Completed by MDOT SHA for Concept Plan design
 - Approved in October 2017, with potential additional Reevaluations prior to Notice to Proceed
 - Should the Design-Builder's design result in an increase in impacts or alter the design substantially such that a subsequent, post Award, Reevaluation is required, the Reevaluation will be completed by MDOT SHA with the Design-Builder providing any and all technical data

PROJECT CONCEPT

- Right-of-Way
 - Existing corridor right-of-way is generally 300 feet wide south of Burntwoods Road and 150 feet wide north of Burntwoods Road. The right-of-way expands at interchanges and intersections.
 - Proposed right-of-way acquisition to be completed by MDOT SHA. Anticipated to clear prior to Notice to Proceed.
 - Anticipate one Total Take
 - Approximately 24 private parcel impacts / 40 acres of acquisition

PROJECT CONCEPT

- Utility Coordination – Anticipate the following utilities will be impacted:
 - BGE-Electric
 - BGE-Gas
 - Verizon
 - Comcast
 - Howard County Fiber
- Utility Relocations at Triadelphia Road bridge are anticipated to occur prior to Notice of Proceed
- Conceptual relocation design for the remainder of the corridor is underway
- Utility relocations along corridor will be concurrent with Design-Builder activities; coordination will be the responsibility of the Design-Builder

PROJECT CONCEPT

- Triadelphia Road Bridge over MD 32
 - A detour has been coordinated with Howard County. The closure period limited to one school year, beginning in Summer 2019 and ending in Summer 2020
 - Phase bridge construction to maintain one westbound lane at all times
 - Bridge is in close proximity to Howard County schools
 - Limited secondary routes
 - Minimize impact to traveling public through construction methods, construction phasing, work zone traffic management, or alternative means

IMPACTS / ISSUES

- Environmental Impacts/Issues
 - Impacts to Wetlands, Streams, and Forest
 - Potential impacts to corridor mitigation site at Nixon's Farm
 - In-stream restriction (Use IV-P) – March 1 to June 15
 - TMDL Credits – Seeking TMDL credits through contract incentives
 - Historic properties adjacent to project site; no adverse impacts under concept design

PROJECT GOALS

- Maximize the project elements to improve corridor traffic operations and safety while being compatible with future planned corridor improvements
- Minimize inconvenience to the community and the traveling public
- Minimize overall impacts (utilities, environmental resources) and provide proactive coordination.

PROCUREMENT OVERVIEW

- Project Classification “K” - \$75,000,001 to \$100,000,000
- Competitive Sealed Proposals (COMAR 21.05.03)
- Fixed Price / Best Design Contract (+/- \$80 M)
- Two-Phase Procurement Process
 - Phase 1 – Statement of Qualifications
 - Phase 2 – Technical Proposal / Price Proposal

PROCUREMENT OVERVIEW

- Fixed Price / Best Design Contract (+/- \$80 M)
 - The selected Proposer will submit the proposal that best meets and / or exceeds the Project Goals at the fixed budget
 - Price proposals must be for the exact amount stipulated in the RFP. Any figure higher or lower than the Fixed Price will be considered non-responsive

PROCUREMENT OVERVIEW

- Phase I – Request for Qualifications
 - Determine the most highly qualified Design-Build Teams that will be considered reasonably susceptible for award by establishing a Reduced Candidate List (RCL)

PHASE I – REQUEST FOR QUALIFICATIONS

- Evaluation Factors
 - Design-Builder Capability
 - Key Staff identification and qualifications
 - Firm Past Performance
 - Organizational Chart
 - Project Understanding and Design-Build Approach
 - Project Goals and Scope
 - Risk identification
 - Design-Build approach

PHASE I – STATEMENT OF QUALIFICATIONS

- Key Staff identification and qualifications
 - Key Staff (at a minimum)
 - Design-Build Project Manager
 - Design Manager
 - Construction Manager
 - Highway Engineer
 - Water Resources Engineer

PHASE I – STATEMENT OF QUALIFICATIONS

- Firm Past Performance
 - Up to six relevant similar projects
 - Similar scope
 - Similar complexity
 - Demonstrate the Design-Build Team's ability to deliver this project successfully
 - Must be completed by committed members of the Design-Build Team

PHASE I – STATEMENT OF QUALIFICATIONS

- Organizational Chart
 - Identify participants who are responsible for the major project functions
 - Depict lines of communication
 - Identify reporting relationships in managing, designing, and building the project
 - At a minimum, the chart shall reflect all Key Staff identified and the number of hours per week the Key Staff will dedicate to the project

PHASE I – STATEMENT OF QUALIFICATIONS

- **Project Understanding and Design-Build Approach**
 - Describe the Design-Builder's understanding of the Project Goals and Scope
 - Discuss the Design-Builder's understanding of the most relevant and critical risks facing the selected Proposer and MDOT SHA in achieving the Project Goals
 - Discuss the Design-Builder's approach to Design-Build from design initiation through construction completion

PHASE I – STATEMENT OF QUALIFICATIONS

- Evaluations
 - Separate Evaluation Teams for a specific factor or factors
 - Evaluation Committee (comprised of representatives from the Evaluation Teams) recommends RCL
 - Selection Committee approves RCL
 - Adjectival Rating Process
 - Relative Importance of Factors – Critical, Significant, Important

PHASE I – STATEMENT OF QUALIFICATIONS

- Once the Statement of Qualifications (SOQ) evaluations are completed, a RCL will be developed of the most highly qualified Proposers
- Those Design-Build Teams who have made the RCL will be issued a Request for Proposals (RFP) and invited to submit Technical Proposals and Price Proposals

PHASE 2 – TECHNICAL PROPOSAL / PRICE PROPOSAL

- One-on-One Meetings
 - **CONFIDENTIAL**
 - Proposers may:
 - Ask Questions related to the RFP (Proprietary or Clarifications)
 - Identify Concerns / Conflicts in the RFP
 - Discuss solutions to address project goals
 - Present potential Alternative Technical Concepts (ATCs)
 - Agenda is set by the Proposer ± 1 week prior to the meeting

PHASE 2 – TECHNICAL PROPOSAL / PRICE PROPOSAL

- Alternative Technical Concepts (ATCs)
 - **CONFIDENTIAL**
 - Acceptance of deviations to RFP requirements
 - Confirm Design-Builder solutions meet or exceed the RFP requirements
 - Practical Design solutions to advance the project goals without compromising safety or quality
 - Proposer must demonstrate that the ATC will meet / exceed / advance the Project Goals and / or be equal to or better than the RFP requirements
 - MDOT SHA and /or the Proposer may request One-on-One meetings to discuss ATCs

PHASE 2 – TECHNICAL PROPOSAL / PRICE PROPOSAL

- Price Proposal
 - Fixed Price
 - The price shall be on a lump sum basis, and shall include all costs for all work required by the Design-Builder to deliver the improvements it proposes in its Technical Proposal

PHASE 2 – TECHNICAL PROPOSAL / PRICE PROPOSAL

- The selected Proposer will submit the proposal that best meets and / or exceeds the Project Goals at the fixed budget
- Technical Proposals will be approximately three times the relative importance of the SOQ in determining the technical rating
- When determining which Proposer's submittal is most advantageous to the State, the relative importance of the overall technical rating is substantially greater than the price.
- Stipends offered to unsuccessful Proposers - +/- \$160-\$200 K

PROPOSED PROCUREMENT SCHEDULE - RFQ

Event	Date
Issue RFQ	January 9, 2018
Issue Draft RFP	February 6, 2018
Final Date for RFQ Questions	February 16, 2018
SOQ submittal	March 2, 2018
RCL Notified	March 30, 2018

PROPOSED PROCUREMENT SCHEDULE - RFP

Event	Date
Issue RFP	March 30, 2018
One-on-One Meetings	April 18-19, 2018, May 9-10, 2018, June 6-7, 2018
Last day to submit ATCs	June 28, 2018
Final date for RFP Questions	July 26, 2018
Final Date for RFP Letter of Interest Submittal	August 2, 2018
Technical and Price Proposal Submittal	August 9, 2018
Selection of Successful Proposer	September 2018
Notice to Proceed (anticipated)	November 2018

PHASE 2 – TECHNICAL PROPOSAL / PRICE PROPOSAL

- Information related to this meeting and presentation will be available at the following:
 - www.roads.Maryland.gov
 - Under Business Center, Contracts, Bids & Proposals, Design-Build Projects
- Email: HO7565370_MD_32@sha.state.md.us
- **Statement of Qualifications and Technical Proposals from previous Design-Build projects are available at the following:**
 - www.roads.Maryland.gov
 - Under Business Center, Contracts, Bids & Proposals, Design-Build Projects

Questions?