

Mississippi Department of Transportation

REQUEST FOR QUALIFICATIONS

Westbound US 84 Mississippi River Bridge
Pin and Link Replacements
Adams County, Mississippi

Project No.
BR-0015-01(120)/106487-301000

May 19, 2014

PURPOSE OF REQUEST

The purpose of this Request for Qualifications (RFQ) is to solicit Statements of Qualifications (SOQs) from firms interested in providing services necessary to replace structural items associated with primary load carrying members on the Westbound US 84 Mississippi River Bridge in Natchez, MS, Project No. BR-0015-01(120) 106487-301000 in Adams County which will hereinafter be referred to as the “Project.”

The term “Responder” as used herein includes a firm or firms, partnerships, joint ventures, and others responding to this RFQ. The term “Bidder” as used herein includes a firm or firms, partnerships, joint ventures, and others, who have been short-listed based on evaluation and scoring of their submitted SOQ and will be asked to submit a bid based on contract plans provided by the Mississippi Department of Transportation (MDOT). The term “Contractor,” as used here, is defined as the Bidder with whom the contract is executed.

The Commission will use a two-step process to award a contract for this Project. This RFQ represents the first step in the process. After evaluation and scoring of responsive submittals to the RFQ, MDOT intends to short-list a minimum of two (2) Responders. The selection of the short-listed Responders will be based on the highest score in association with the criteria established in the RFQ.

The short-listed Responders will then be asked to submit bids based on the stamped contract plans and contract proposal. The Commission intends to select a Bidder based on the lowest responsive bid.

It is not the intention of the Commission to receive Project-specific design or engineering recommendations as part of this RFQ. Responders should limit submittals to the information required by this RFQ. A stipend will not be issued for this project.

It is MDOT’s intention to hold a non-mandatory pre-bid meeting for Bidders and allow Bidders to complete a site visit at a specified time and date. MDOT will not host a site visit for Responders.

GENERAL OVERVIEW

BRIDGE LOCATION AND DESCRIPTION

The westbound US 84 Mississippi River Bridge is a 5-span cantilever truss with a 7-span approach that carries US 84 over the Mississippi River between Natchez, Mississippi, and Vidalia, Louisiana (Figure 1). The westbound bridge was designed in 1939, and opened to traffic in September 1940. The bridge has one suspended span located between Piers 1 and 2 and a total of 8 (10" x 16" x 7'-6½" center-to-center) forged eyebar links and 16 - 10 ¹/₁₆ diameter pins located at truss joints U19, U29, U49, and U69 (Figures 2 and 3). The Louisiana approaches, spans 6 through 11, are plate girders and are not part of this Project. A twin structure located downstream was completed in July 1988, and the westbound bridge restriped to two lanes. The westbound bridge has a 24'-0" clear roadway width, 2'-0¼" wide steel curb and rail, and a 7¼" thick deck.



Figure 1 – Westbound US 84 Mississippi River Bridge



Figure 2 – U49 Upstream Truss (Looking Upstream) (U29 similar)

U49 Lower Pin



U49 Upper Pin

U49 Link

Figure 3 – U49 Upstream Truss (Looking Downstream) (U29 similar)

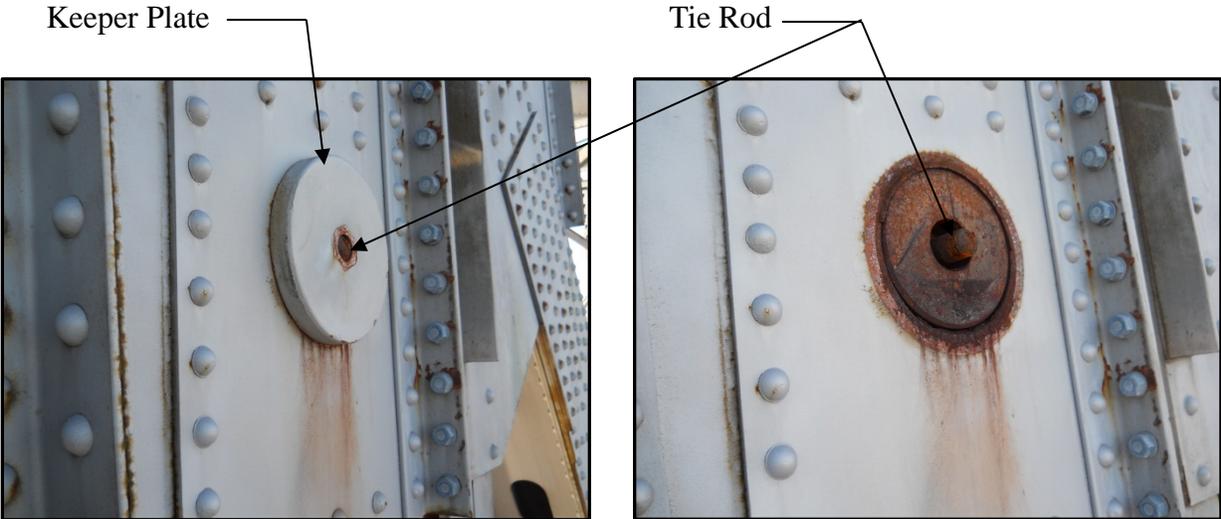
PROJECT HISTORY

In 1995, MDOT observed the keeper plate and tie rod on the downstream truss lower pin at U29 had fractured, and the $10\frac{1}{16}$ " diameter pin had rotated about the gusset and was flush with the exterior gusset. In 1996, MDOT hired a contractor to reset the pin by removing all load off the link and pin via temporary vertical bypass system and horizontal jacks. The contractor made four unsuccessful attempts to reset the pin, three without removing the vertical load off the link (Figures 4 and 5) and pin and one with removing the vertical load off the pin and link. Over 1,300 kips of horizontal force were applied to the pin; however, the contractor was unable to move the pin. At that time, it appeared the pin was jammed, and MDOT decided to leave the pin flush with the gusset and monitor for any additional movement.



Figures 4 and 5 – 1996 contract to reset the lower pin at U29 downstream truss (Vertical load not removed from pin and link)

In 2010 during an in-depth inspection, it was observed the downstream truss lower pin at U29 was still flush with the gusset; however, in addition to the U29 lower pin, the keeper plate and tie rod were fractured on the upstream truss lower pin at U49, and the lower pin had worked its way to $\frac{1}{16}$ " from the face of the outer gusset (Figures 6 and 7).



Figures 6 and 7 – U49 Lower Pin Keeper Plate and Tie Rods

GENERAL SCOPE

The intended principal elements of the scope include, but are not necessarily limited to the following:

1. Field verify all dimensions prior to submitting shop drawings.
2. Provide all work necessary as to remove and replace one 10^{1/16}" diameter lower and one 10^{1/16}" diameter upper pin and one link located at upper joint U29 on the downstream truss of the westbound US 84 Mississippi River Bridge in Natchez, Mississippi. The work will include the following:
 - Install temporary longitudinal restraints on U29 and L29 downstream and upstream trusses,
 - Install temporary bypass on U29 downstream truss,
 - Remove existing 10^{1/16}" diameter lower pin at U29 downstream truss,
 - Remove existing 10^{1/16}" diameter upper pin at U29 downstream truss,
 - Remove existing 10"x16"x7'-6" link at U29 downstream truss,
 - Bore new hole through existing gussets,
 - Fabricate and replace U29 downstream truss links,
 - Fabricate and replace U29 downstream truss lower and upper pin with new 10^{1/4}" diameter pins, and
 - Provide and maintain traffic control in accordance with the plans and specifications.
3. Provide all work necessary as to remove and replace one 10^{1/16}" diameter lower pin and one 10^{1/16}" diameter upper pin and one link located at upper joint U49 on the upstream truss of the westbound US 84 Mississippi River Bridge in Natchez, Mississippi. The work will include the following:
 - Install temporary longitudinal restraints on U49 and L49 downstream and upstream trusses,
 - Install temporary bypass on U49 upstream truss,
 - Remove existing 10^{1/16}" diameter lower pin at U49 upstream truss,
 - Remove existing 10^{1/16}" diameter upper pin at U49 upstream truss,
 - Remove existing 10"x16"x7'-6" link at U49 upstream truss,
 - Bore new hole through existing gussets,
 - Fabricate and replace U49 downstream truss links,
 - Fabricate and replace U49 upstream truss lower and upper pin with new 10^{1/4}" diameter pins, and
 - Provide and maintain traffic control in accordance with the plans and specifications.

The pins and links at U29 and U49 are load bearing and fracture critical, and they support key portions of the bridge.

4. Temporarily remove top lateral plate at the following locations which includes replacing rivets with bolts for future access and providing traffic control in accordance with plans and specifications (6 locations)
 - U18-U19 at panel point U19 (upstream and downstream trusses)
 - U29-U30 at panel point U29 (upstream truss)
 - U49-U50 at panel point U49 (downstream truss)
 - U69-U70 at panel point U69 (downstream and upstream trusses)

5. Temporarily removing the cover plate near the lower pin at the following locations which includes replacing rivets with bolts for future access and providing traffic control in accordance with plans and specifications (6 locations)
 - U19 (upstream and downstream trusses)
 - U29 (upstream truss)
 - U49 (downstream truss)
 - U69 (upstream and downstream trusses)

6. At MDOT's direction, replace additional pin and link assemblies (up to 6 locations) similar to U29 and U49.

The measurements indicated in this RFQ are estimates presented for informational purposes only.

Construction and work zone shall comply with all appropriate specifications including, but not limited to, the MDOT *Standard Specifications for Road and Bridge Construction 2004 Edition*, *Manual on Uniform Traffic Control Devices* (latest edition), MDOT Standard Drawings, any Special Provisions, Notice to Bidders, current MDOT publications including, but not limited to, the Construction Manual, the Materials Division Inspection, Testing and Certification Manual, and existing AASHTO, ASTM, or MDOT Test Methods.

For additional information on the proposed concept to replace the pins and links, refer to the conceptual plans.

A copy of the conceptual plans, as-built plans, shop drawings, and pictures are available on the MDOT website at www.gomdot.com (go to www.gomdot.com; under Contracts and Lettings, click Design Build & Special Projects, then click the referenced project).

SOQ SUBMITTAL

SOQs must be received by the date and time specified in the Milestone Schedule. Responders must submit **seven (7)** copies of the SOQ and one (1) CD containing the SOQ (PDF Format preferred). SOQs should be sequentially numbered on the lower right hand cover sheet from 1 to 7. SOQs must be delivered to:

Mr. Billy Owen, P.E.
Contract Administration Engineer
Mississippi Department of Transportation
401 North West Street
Post Office Box 1850
Jackson, Mississippi 39215-1850
Phone: (601) 359-7730
Fax: (601) 359-7732

All Responders must visibly mark as “CONFIDENTIAL” each part of their submission that they consider to contain confidential and/or proprietary information. All submittals will be subject to disclosure in accordance with the Mississippi Public Records Act, Miss. Code Ann. § 25-61-1, *et seq.*

SUBMITTAL FORMAT

The SOQ must be submitted according to the Milestone Schedule located at the end of this document. To be considered, the SOQ should respond to all requirements of this RFQ, the Legal Ad, and any addenda. The recommended length of the SOQ is no more than twenty-five (25), double-spaced, 8.5-inch by 11-inch pages with margins of at least one inch on all four sides, typed on one side only, excluding appendices. All text information in the 25-page limit should be shown in a readable font, size 12 points or larger. No more than five pages may be 11 inches by 17 inches, but they shall count as two sheets each against the recommended 25-page maximum. Headers, footers, charts, and other graphics may be provided in a different font type and size providing they are legible. Section dividers are not counted as part of the recommended 25-page maximum. A single-page cover letter and a table of contents will not be counted as part of the recommended 25-page maximum. Resumes, licenses, and certifications may be provided in the appendices and will not count against the recommended 25-page maximum. These recommendations and other formatting instructions indicated in this RFQ will be considered when evaluating the quality of the firm's SOQ.

Responders are encouraged to thoroughly address the requirements of the RFQ for the highest quality response. Failure to provide any of the information in the appropriate location indicated below may adversely affect the Responder's score. **Responders should address each of the following categories in the same order as listed below and number those categories in a manner consistent with this RFQ.**

MDOT reserves the right to obtain references from any source listed in the SOQ and any other source deemed appropriate for any of the requirements/criteria listed in this RFQ.

I. APPROACH

1. Provide an organizational chart identifying personnel and project roles. The Responder's organizational chart should include Key Individuals' and other essential members' names, job descriptions (for the Project), and companies of employment. Explain how this structure will ensure success and facilitate the completion of the Project. After initial submittal, changes to Key Individuals cannot be made without MDOT approval. MDOT prefers that the prime firm complete at least 70% of the estimated work.

Provide the complete contact information for the prime's authorized representative during procurement. At a minimum, include a physical (mailing) address, a direct phone number, and e-mail address for this individual.

Key Individuals are defined as the following members of the team: Project Manager, Contractor's Construction Engineer, and Contractor's Superintendent.

2. Identify, at a minimum, the following Key Individuals and identify their roles and responsibilities for the Project and how these roles and responsibilities will support their approach:

- a. Project Manager - The Project Manager should be the primary person in charge of and responsible for the delivery of the Project in accordance with the contract requirements. The Project Manager should have full authority to make the final decisions on behalf of the Contractor and have responsibility for communicating these decisions directly to MDOT.
 - b. Contractor's Construction Engineer – The Contractor's Construction Engineer should be in charge of and responsible for advising the Project Manager on technical/engineering questions, approved re-designs, and additional temporary works deemed necessary by the Contractor. The Contractor's Construction Engineer will be responsible for inspecting all temporary structures when they are erected and prior to any post-tensioning. The Contractor's Construction Engineer must be present at the site full-time during removal of the pins and links and until the new pins and links are successfully replaced.
 - c. Construction Superintendent – The Construction Superintendent reports directly to the Project Manager and should be responsible for the overall coordination of the construction. The Construction Superintendent must be present at the site full-time.
3. Identify and describe the previous roles and responsibilities of any of the Responder's additional personnel that may have previously worked as indicated below. Describe how these previous roles and responsibilities will benefit the Responder's approach to this Project. MDOT prefers that the Responder's personnel have the following experience:
 - a. Past construction experience on truss bridges,
 - b. Past construction experience with removing and replacing pins and/or links of similar size and magnitude to the Project, and
 - c. Past construction experience where temporary structures of similar size and magnitude to the Project were utilized.
 4. Identify and describe any equipment the Responder may have access to that would assist during construction.
 5. Describe how the Responder will utilize available staff and resources to accomplish the various items of work required by the Project, as identified in the General Scope and other information provided to the Responders for this RFQ, to facilitate the successful completion of the Project within the projected contract time (see Milestone Schedule).

II. EXPERIENCE AND QUALIFICATIONS OF PERSONNEL

Except as noted, provide information demonstrating that the Responder's following personnel possess the preferred minimum qualifications listed below and any additional relevant qualifications that may be advantageous to the Project:

1. The Responder's Project Manager should have at least ten (10) years of experience managing projects of similar scope and magnitude to the Project and be part of the prime firm. Describe the Project Manager's experience and qualifications leading a project of similar scope and magnitude. Provide a maximum of five (5) projects that demonstrate the Project Manager's ability to successfully complete a project of similar scope and magnitude. For each project listed, provide:
 - a. A brief description of each project managed, including the year(s) of construction and the size and type of the project, the location of the project, and any unusual features.
 - b. The name of the owner for whom the work was performed and the name and phone numbers of the owner's representatives who can verify and discuss the Project Manager's participation in the project.

2. The Responder's Contractor's Construction Engineer should have at least ten (10) years of experience of similar scope and magnitude to the Project. The Contractor's Construction Engineer is required to be a Professional Engineer licensed in the State of Mississippi. Registration is not required to bid on the Project but is required prior to commencing the work. Describe the Contractor's Construction Engineer's experience and qualifications as well as technical knowledge and understanding of truss bridges and use of temporary structures. Provide a maximum of five (5) projects that demonstrate the Contractor's Construction Engineer's ability to successfully complete the Project. For each project listed, provide:
 - a. A brief description of each project, including the year(s) of construction and the size and type of the project, the location of the project, and any unusual features.
 - b. The name of the owner for whom the work was performed and the name and phone numbers of the owner's representatives who can verify and discuss the Contractor's Construction Engineer's participation in the project.

3. The Responder's Construction Superintendent should have at least five (5) years of experience managing projects of similar scope and magnitude and be part of the prime firm. Provide a maximum of five (5) projects that demonstrate the Construction Superintendent's ability to successfully complete the Project. For each project listed, provide:
 - a. A brief description of each project, including the year(s) of construction and the size and type of the project, the location of the project, and any unusual features.

- b. The name of the owner for whom the work was performed and the name and phone numbers of the owner's representatives who can verify and discuss the Construction Superintendent's participation in the project.
4. Provide any relevant information and qualifications for any additional staff that would assist with the Project or assist the Project Manager, Contractor's Construction Engineer, and Construction Superintendent.

MDOT prefers that the Responder has staff with experience in the following:

- a. Rehabilitation or construction of steel structures within the last ten (10) years including:
 - Past experience with rehabilitation of truss bridges
 - Past experience with removal and replacement of pins from link/hanger of similar size and magnitude to the Project
 - Past experience with removal and installation of existing links and installation of gusset plates of similar size and magnitude to the Project
 - b. Jacking of steel structures within the last ten (10) years of similar size and magnitude to the ones anticipated for the Project, and
 - c. Use of temporary structures within the last ten (10) years of similar size and magnitude to the ones anticipated for the Project.
5. Provide resumes of Key Individuals and other personnel as part of the Responder's team considered critical to the success of this Project, including personnel discussed above. It is preferred that all resumes be limited to one (1) page. This information may be included in the appendices and will not be counted against the 25-page maximum. Any licenses or certifications may be provided in the appendices. Key Individuals are to remain for the duration of the Project, and changes cannot be made without MDOT approval.

Modifications to the Bidder's Key Individuals and other personnel listed in Sections I and II are discouraged. Key Individuals include the Project Manager, Contractor's Construction Engineer, and Construction Superintendent. MDOT will not approve requests for modification without justification. Examples of justification include death of a team member, changes in employment status, bankruptcy, inability to perform, organizational conflict of interest, or other such significant cause. In order to secure MDOT's approval prior to the execution of the contract, a written request shall be forwarded to the addressees as shown in the GENERAL INFORMATION section of this RFQ. The request shall include:

- a) the nature of the desired change,
- b) the reason for the desired change, and
- c) a statement of how the desired change will meet the required qualifications for the position/responsibility.

No such modification will be made without prior MDOT approval.

III. PAST PERFORMANCE

The Responder should provide the following information demonstrating the Responder's past experience:

1. Provide a maximum of five (5) construction projects, with a brief description of each, that demonstrate the Responder's ability to successfully complete the Project. It is preferred that each example construction project was completed within the last ten (10) years or that it currently be under contract and should be of similar scope and magnitude to this Project. The Responder should indicate the location of each project, the years of construction, the amount of the construction contract, the Responder's role in the contract, the name of the owner for whom the work was performed, and the name and phone numbers of the owner's representatives who can verify and discuss the project.
2. MDOT prefers that the Responder provide those example projects with experience in the following:
 - a. Rehabilitation or construction of steel structures,
 - Past experience with rehabilitation of truss bridges
 - Past experience with removal and replacement of pins from link/hanger of similar size and magnitude to the Project
 - Past experience with removal and installation of existing links and installation of gusset plates of similar size and magnitude to the Project
 - b. Jacking of steel structures of similar size or larger in scale to the Project, and
 - c. Use of temporary structures of similar size or larger in scale to the Project.

IV. SAFETY

1. Provide the OSHA Recordable Incident Rate for each team member for the last five (5) years.
2. Identify any team member(s) who have been cited for OSHA violations within the last five (5) years. If a team member has been cited for a violation, provide a detailed explanation of the violation, and identify the team member.
3. Provide the Responder's safety goals for this Project.

V. QUALITY OF SOQ

The overall quality of the SOQ submittal will be evaluated. This will include, but will not be limited to overall layout and readability of the submittal, organization and comprehensiveness of the required content, conformance with formatting guidelines, and any other characteristics of the SOQ that increase the quality of the document.

QUALIFICATIONS EVALUATION

The criteria shown below will be considered in determining the Responder's qualification score. The maximum points for each evaluation category will be as follows:

Approach	20
Experience and Qualifications of Personnel	35
Past Performance	35
Safety	5
Quality of SOQ	5
Maximum Score	100

SELECTION

Based upon the scoring of responsive SOQs, the MDOT intends to select the most qualified Responders (a minimum of two (2)) to be invited to submit bids for this Project.

GENERAL INFORMATION

The Commission intends for the contract to be awarded based on the lowest responsive bid.

This Project has a **zero (0) percent DBE goal**.

The total value of all work performed by the prime firm shall be no less than 40 percent of the value of the Bidder's bid price.

The Commission reserves the right, at its sole discretion, to either cancel this procurement and proceed no further or to re-advertise in another public solicitation.

The Commission assumes no liability and will not reimburse costs incurred by any Responder(s) and/or any entity associated with any Responder(s) (whether selected or not) in developing a response to this RFQ.

The MDOT reserves the right to request or obtain additional information about any and all responses to the RFQ.

After initial submittal, Key Individuals of the Responder's team cannot be changed without MDOT approval.

All questions related to this RFQ shall be e-mailed to:

Scot Ehrgott, P.E.

sehgott@mdot.ms.gov

and copy

Gina Colon

gcolon@mdot.ms.gov

E-mailed questions will be accepted according to the dates established in the Milestone Schedule. Only e-mailed requests to the above addressees will be considered. No requests for additional information or clarification to any other MDOT office, consultant, or employee will be considered. All responses and addenda will be in writing and will be posted to the MDOT website at www.gomdot.com (go to www.gomdot.com; under Contracts and Lettings, click Design Build & Special Projects, then click the referenced project).

MDOT intends to post the results of the short-listed Responders at the above referenced website no later than the date indicated in the Milestone Schedule.

Responders shall be solely responsible for checking the website for updates. Neither the COMMISSION nor MDOT will be responsible for any oral exchange or any other exchange of information that occurs outside the official process specified herein.

Payment and performance bonds for the entire cost of the Project shall be submitted prior to award.

All debriefing requests from Responder(s) not shortlisted shall be submitted by e-mail to the attention of Scot Ehrgott at sehgott@mdot.ms.gov within two (2) weeks of the date that the short-listed results are posted on the MDOT website. The debriefing shall be limited to teams not short-listed and to the merits of the individual Responder's SOQ.

MILESTONE SCHEDULE

Advertise RFQ	May 19, 2014
Deadline for Submittal of RFQ Questions	June 3, 2014 5:00 p.m. Central Time
Target Date for MDOT to Post to Website Last Responses to Written Questions and to Issue Addenda	June 11, 2014 (Approximate Date)
Deadline for Submittal of Seven (7) Copies and One (1) File of SOQ	July 8, 2014 12:00 p.m. Central Time
Short-Listed Results Posted	September 11, 2014 (Approximate Date)
Non-Mandatory Pre-Bid Meeting	September 23, 2014 (Approximate Date)
Submittal of Bids	October 28, 2014 (Approximate Date)
Notification of Award	November 11, 2014 (Approximate Date)
Target Project Completion	September 1, 2015 (Approximate Date)