

Appendix E. REQUEST FOR PROPOSALS

TECHNICAL PROPOSAL CONTENTS AND EVALUATION CRITERIA

The Technical Proposal shall be developed using narratives, tables, charts, plots, drawings, and sketches as appropriate. The purpose of the Technical Proposal is to document the Proposer's understanding of the project, its selection of appropriate design criteria, and its approach for completing all design and construction activities.

Each shortlisted Proposer shall present sufficient drawings and other documentation to ensure complete comprehension of the design solution and meeting the specific requirements of the Technical Proposal criteria. Plans shall be prepared in accordance with the DOT&PF Preconstruction Manual.

Each Proposer shall prepare written narratives confirming compliance with the Scope of Work and other required basis of design for engineering, and construction concepts, and the structural systems to be used as deemed appropriate by the Proposer.

Information to be included as a minimum in each section is itemized below. Point totals for evaluation purposes are listed for each major factor, and at each subheading. The entire contents of the proposal will be used to evaluate how well each of the following major factors is addressed, with the following maximum points allowed:

<u>Major Factor</u>	<u>Points Possible</u>
1. Management and Organization	[100]
2. Schedule	[100]
3. Technical Solutions	[800]
<hr/> TOTAL	<hr/> [1000]

[The point distribution shown above and represented by the evaluation criteria shown below are suggestions for a typical project. Additional evaluation criteria are also shown as examples]

1.0 Management and Organization (100 Points)

Each proposal shall provide information substantiating the Proposer's capability to accomplish the work described in this RFP. The proposal shall include an explanation of the Proposer's approach to project management and the capabilities to provide the personnel, facilities, and equipment to complete the project.

The proposal shall clearly illustrate the Proposer's capabilities to: (a) control and coordinate the various subcontractors and other resources; (b) interface with DOT&PF; (c) control the costs and schedules of the project; (d) comply with federal, state and local environmental and other applicable laws and requirements; and (e) provide the experienced personnel and facilities required to successfully complete the project.

The proposal shall provide a description of the organizational structure and management methodology to be used by the Proposer for completing the work and shall meet the following requirements:

1.1 Organization Narrative and Charts

The proposal shall include a chart or charts indicating the basic structure of the Proposer's organization and the roles, responsibilities and functions of each sub-organization, including the interrelationships of project management, design, construction, and QC/QA, and subcontractors, suppliers, and subconsultants. Chart(s) supplied shall identify key persons for the design, construction, and QC/QA management effort. Also, describe the methods to be used to ensure necessary coordination among these organizations.

For each of the key personnel, the proposal shall include a description of his or her function and responsibility relative to the project. The proposal shall indicate the percent of time each key person will devote exclusively to the project.

At least the following positions will be considered "key personnel" by DOT&PF:

- Design-Build Project Manager
- Construction Project Manager
- Design Project Manager
- Design-Builder Quality System Manager

The Proposer's organization chart shall indicate any additional positions considered key personnel and show their relationship to other key personnel.

1.2 Management Controls

The proposal shall describe the Proposer's management system to be used during all phases of the project to control and coordinate the cost and schedule of the work.

A brief narrative description of the proposed project control approach shall be provided, which shall include at least the following:

- Description of the Proposer's system for preparing and updating schedule and calculating progress performance.
- Description of the Proposed plan to integrate subcontractor and subconsultant activities into its scheduling and reporting system.
- Description of how the Proposer approaches re-scheduling of its own and subcontractors' and subconsultant activities to achieve schedule recovery objectives and how the Proposer enforces these objectives with its work force and its subcontractors and subconsultants.

1.3 Design Management

The proposal shall include the following:

The Proposer's concept of design management, including a description of the plan for coordination of civil/structural, utilities, railroads, traffic maintenance, third party liaison, constructability and maintainability, community relations and environmental mitigation.

A brief narrative description of the proposed plan for furnishing the design work for the project shall be provided. This plan shall include at least the following items:

- The proposed location of the design office(s)
- A description of the work, which the Proposer anticipates will be performed by the Proposer’s, own direct labor force and those categories that will be performed by subconsultants.
- A description of how the Proposer’s design personnel will interface with the Proposer’s construction personnel and DOT&PF personnel.

1.4 Construction Management

The proposal shall describe the Proposer's concept of the project construction management and how it interrelates with the other elements of management of the project. A brief narrative description of the proposed plan for construction of the project shall be provided. This description shall include at least the following:

- A construction organization chart for the project, showing the relationships between functions shown on the chart and the functional relationships with subcontractors. The chart shall indicate how the Proposer intends to divide the project into work segments to enable optimum construction performance.
- A description of those categories of work, which the Proposer anticipates will be performed by the Proposer’s, own direct labor force and those categories that will be performed by subcontractors.
- The Proposer's plans and procedures to ensure timely deliveries of materials to achieve the project schedule.

1.5 Quality Management Program

The Proposer shall submit a comprehensive Quality Control/Quality Assurance Plan, which covers its responsibilities and actions for both the design and construction phases. This plan, at a minimum, shall address the requirements outlined in Section 1100 of the Scope of Work and specifically address:

Design

Quality Control
 Technical Review
 Design Oversight Review
 Plan Implementation
 Quality Manager

Construction

Quality Control
 Quality Acceptance
 Verification Correlation
 Independent Assurance Correlation
 Quality Manager
 Testing Supervisor
 Workmanship Inspection
 Plan Implementation

1.6 DBE Performance Plan

The proposal shall provide a DBE Performance Plan, outlining how, and in which subcontract areas of work, the Proposer intends to meet the DBE goals.

1.7 Coordination with Other Agencies

The proposal shall describe the plan for coordination with Federal, State and local

agencies, including State Troopers, emergency response agencies, DOT&PF's maintenance forces (including snow and ice removal), railroads, and city and municipal government. The person(s) who will have lead responsibility for such coordination shall be identified.

1.8 Public Relations

The proposal shall describe plans for dealing with public information including staff contact(s) and details of interaction with DOT&PF in a team relationship. Elements of the public information plan are described in Section 425 of the Scope of Work.

The proposal shall describe plans for meeting the objectives set forth in Section 425 of the Scope of Work according to the strategies presented (with special emphasis on stakeholder concerns), and/or according to strategies recommended by the Proposer. The Proposer is encouraged to recommend other innovative strategies.

1.9 Safety

The proposal shall provide a summary of the Project Safety Plan, describing how it will be implemented and coordinated among the various entities working on the project. The key person who will be assigned safety responsibilities on the project shall be identified.

Summarize the plan for public safety with respect to the project.

1.10 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the management and organization major factor:

[The following criteria and scoring breakdown is an example, review and adjust according to the required emphasis of the current project]

Criteria	Points Possible
A. Organizational structure as illustrated by charts and narrative for all phases of the project	5
B. Proposed management system to control and coordinate the cost & schedule and adequacy of the DBE plan for meeting the DBE goals	5
C. Procedures to control and coordinate the work of subcontractors and subconsultants	5
D. Project Management and Organization consistency with Schedule	15
E. Concept of design management and coordination	5
F. Plan for coordinating design and construction schedule with others	15
G. Processes for integrating design and construction aspects of the project	5
H. QC/QA plan for design and construction	20
I. Procedures for interfacing with DOT&PF, and Federal, State and local agencies	5
J. Public Relations	10

K. Safety	10
Total	100

2.0 Schedule (100 Points)

The proposal shall include information sufficient to allow DOT&PF to evaluate the proposed schedule, and shall meet the following requirements:

2.1 Narrative

The proposal shall include a description of the Proposer’s Work Breakdown Structure (WBS), including project phases and major activities. Describe the inter-relationships between the WBS, phases, and major activities and how the breakdown facilitates coordination between design, review, and construction of the project. The proposal shall describe how the WBS is consistent with the Proposer’s organization and approach to management.

2.2 Chart

A preliminary schedule for the project shall be provided, showing the WBS, phases, and major activities. The schedule shall show the sequence and continuity of operations, as well as the date of physical completion. Some activities that are project-wide, such as QC/QA, may be shown as stand alone activities on the schedule.

The proposed schedule shall be broken down to show activities in sufficient detail to show construction sequencing and significant project interrelationships.

The schedule shall show the activity relationships, duration, and timing of the phases, and activities for engineering, construction, and maintenance during construction. The schedule shall reflect major project milestones, if any, designated by DOT&PF or the Proposer. The schedule shall account for all schedule constraints indicated in the contract provisions.

2.3 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Schedule major factor:

Criteria	Points Possible
A. Meeting or improving upon the completion deadline in the RFP. For completion of the contract [100] calendar days sooner than the date indicated in the Special Provision, Time For Completion, the Proposer would obtain all [50] points. Other dates would be prorated and rounded to the nearest whole point.	50
B. Clarity and completeness of Proposer's work breakdown structure	10
C. Logical sequencing and integration of activities and phases	20
D. Adequately addressing the interrelationships of design and construction	20
Total	100

3.0 Technical Solutions (800 Points)

The Technical Solutions major factor score will be the total of scores for each of the areas listed in this section. In addition, each of the areas listed below will be used as additional information in the evaluation of the other two major factors, Schedule, and Management and Organization.

3.1 Geotechnical and Earthwork (100 Points)

Describe any additional geotechnical investigation to be done for geotechnical design. Submit a Geotechnical Plan that includes information on the design and construction approach proposed for the following geotechnical features and issues for the project:

- A. Excavation and embankments (i.e. slopes, material source, quality, settlement, stability, seismic design), including any ground stabilization or other mitigating measures required for successful construction and long-term performance
- B. Walls (i.e. types, foundation systems, settlement, stability, seismic design).
- C. Structure foundations (i.e. types, settlement, bearing capacity, seismic design) and installation techniques.
- D. Geotechnical design for stormwater facilities.

For each of these geotechnical features and issues, describe the design approach proposed in terms of the design codes, standards, manuals, and methods which will be used, as well as any assumptions that will be used to accomplish the design. Describe creative or innovative ways the geotechnical design, construction, and/or choice of wall and foundation types, and ground stabilization techniques, if needed, will benefit and/or enhance time, quality, and cost aspects of the project. Also describe how the design will address the constructability and long-term performance of the project geotechnical features. The approach proposed for QC/QA for the design, construction, and performance of the geotechnical project features should also be provided.

3.1.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Geotechnical and Earthwork component of the Technical Solutions major factor:

Criteria	Points Possible
<i>A. Site investigation approach - The approach used demonstrate thoroughness, such that the risk of surprises during construction are minimized. The site investigation approach should also demonstrate that adequate input data is obtained to have confidence in the geotechnical design.</i>	15
<i>B. Design approach - The appropriate and knowledgeable use of standards, codes, manuals and design methods, which are widely accepted, coupled with sound geotechnical engineering experience and judgment. Use of design innovation which yields cost and/or time savings is also important, but it must be demonstrated that any increased risk is mitigated through the use of sound geotechnical engineering principles and thoroughness of design/investigation, coupled with a good performance verification program. The design approach is linked to the investigation approach, constructability, long-term performance, and the QC/QA approach to be used.</i>	25

C. Constructability of geotechnical elements related to shared risk issues – <i>Description of constructability issues that affect the exposure of the state in the areas of shared risk. Constructability issues should be addressed in a way that demonstrates that areas of shared risk will be minimized.</i>	20
D. Long-term performance of geotechnical elements - <i>The Proposer chooses materials and design alternatives which have a history or acceptance among practitioners for good long-term performance. The Proposer demonstrates steps that will be taken to minimize the State’s exposure to any potential long-term performance problems.</i>	20
E. Geotechnical QC/QA approach - <i>The approach used insures that the design is well thought out and error free, and that the quality of the constructed product in terms of material properties and performance is adequately verified and documented.</i>	20
Total	100

3.2 Pavement (100 Points)

The Proposer shall submit its plan to meet the requirements of the Scope of Work and Warranty described in the contract provisions. The plan shall describe how the Proposer plans to address the performance parameters of ride quality, skid resistance, durability, structural capacity, material quality, maintainability of pavements and construction sequence as it relates to the project.

3.2.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Pavement component of the Technical Solutions major factor:

Criteria	Points Possible
A. Site investigation approach - <i>Appropriate and validated technology for the characterization of subgrade soils and/or the existing pavement structure. For pavement rehabilitation, methodology used to establish existing pavement condition and identification of site location for pavement repair and remedial action.</i>	20
B. Design/Rehabilitation Approach - <i>Appropriate use of local and national standards, guides, manuals, and design methodology, coupled with sound pavement engineering and experience.</i>	20
C. Material Selection - <i>appropriate use of materials that have locally proven to result in long-term pavement performance.</i>	20
D. Constructability - <i>Pavement section and all associated components is designed such that constructability is ensured. C..</i>	20
E. Pavement QA/QC Approach - <i>Methodology used to ensure pavement sections are constructed as designed and minimization of defects that may result during construction such that long-term performance is not jeopardized.</i>	20
Total	100

3.3 Environmental and Other Permits (25 Points)

Describe the Proposer’s approach for providing required permits that are the

responsibility of the Design-Builder. Describe the Proposer’s approach for providing environmental information identified in the Scope of Work for Permits that DOT&PF will obtain. Describe the problems anticipated in these areas and the proposed solutions. Indicated the acres of wetlands disturbed by the proposal.

3.3.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Environmental Permits component of the Technical Solutions major factor:

Criteria	Points Possible
<i>A. Understanding of the permits required for the project</i>	5
<i>B. Understanding of the process for obtaining permits</i>	5
<i>C. Description of anticipated problems and their solutions</i>	5
<i>D. Wetlands disturbed - If 0.3 acres or less are disturbed then the proposer shall receive all the points. If 0.5 acres or more are disturbed then the proposer shall receive zero points. If the acreage of wetlands disturbed is between 0.3 and 0.5 acres then the points shall be prorated, accordingly.</i>	10
Total	25

3.4 Utility Relocation Plans (25 Points)

Identify what utilities will likely be in conflict with design features and will need to be relocated. Identify what has been done to coordinate and plan for the relocation of affected utilities.

3.4.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Utility Relocation Plans component of the Technical Solutions major factor:

Criteria	Points Possible
<i>A. Description of communication during Proposal development</i>	8
<i>B. Approach to maintaining a working relationship with the Utilities</i>	5
<i>C. Approach to coordinating with the Utility Owners during the design and construction of the project</i>	12
Total	25

3.5 Roadway Design and Features (150 Points)

Identify the preliminary horizontal and vertical alignment of all roadway elements. Provide plans utilizing the Department’s Preconstruction as a guide to preparing the plans.

Provide profiles utilizing the Preconstruction Manual as a guide.

On a plan view, identify the significant design features including channelization, barriers, guardrail, slopes, pedestrian facilities and structures. Illumination, signing, and signal details may be provided on plan sheets or separately, as described in the Traffic

Engineering Section of these requirements. Identify the appropriate design criteria for each feature.

Identify any deviations, other than approved design exceptions, from established design criteria that will be utilized. Explain why the deviation is necessary.

3.5.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Roadway Design Features component of the Technical Solutions major factor:

Criteria	Points Possible
A. <i>Innovative modifications to the Department’s minimum requirement as stated in Scope of Work Section 440 that will improve the safety and mobility for the traveling public within the project limits</i>	45
B. <i>Clarity and detail of the geometrics and design features. The roadway geometry utilizes the appropriate horizontal and vertical alignment, lane and shoulder widths, on/of connections, cross slopes, fill/ditch slopes, clear zone, barriers, ramp terminals, and other safety features. The design meets the intent of the project, and includes all the necessary steps and elements.</i>	60
C. <i>Design for moving pedestrians through the corridor safely, and connecting into and maintaining the existing pedestrian facility.</i>	45
[Following are other possible criteria]	
X. <i>Roadway Geometric Integrity - The appropriate horizontal and vertical alignment, lane and shoulder widths, On/Off connections, cross slopes, fill/ditch slopes, clear zone, bridges, barriers and ramp terminals.</i>	
X. <i>Geometric balance/trade offs - Innovative design to minimize number of design deviations and evaluate upgrades while maintaining roadway geometric integrity.</i>	
X. <i>Completeness of the design - How the design meets the intent of the project and if the design concept includes all the necessary steps and elements.</i>	
X. <i>Innovative modifications to the Department’s minimum requirements as stated in Scope of Work Section 440 that will improve the safety and mobility of the traveling public within the project limits.</i>	
Total	150

3.6 Structure Features (100 Points)

Define the structure types of bridge(s), retaining walls and noise walls that will be used for the project. Provide drawings showing plan, elevation and typical sections with dimensions. Provide a maximum three page description for (each) bridge and a maximum one page description for each wall, of the structure type, design criteria, methods of structural analysis, construction materials, design life considerations, and a description of creative or innovative aspects of the design and construction that will benefit the quality, time or cost of the project.

3.6.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Structure Features component of the Technical Solutions major factor:

Criteria	Points Possible
<i>A. Selection of appropriate structure type, functional, cost effective, constructible and aesthetic, in accordance with AASHTO and DOT&PF bridge design and bridge materials practices and standards.</i>	70
<i>B. Clear and concise structural drawings and written submittals.</i>	15
<i>C. An effective QC/QA structures program for the design builder and DOT&PF.</i>	15
[Following are other possible criteria]	
<i>X Design Approach - The appropriate and knowledgeable use of standards and methods coupled with sound structural engineering judgment. How well the design meets the intent of the project and if the design concept includes all the necessary steps and elements.</i>	
<i>X. Aesthetic structure designs - How well the structures complement and contribute to the overall Project appearance and unity with existing structures in the corridor.</i>	
<i>X. Innovative modifications to the Department’s minimum requirements as stated in Scope of Work Section 445 that will improve the safety and mobility of the traveling public within the project limits.</i>	
Total	100

3.7 Drainage Design (75 Points)

Describe, using a narrative and conceptual plans, the temporary and permanent stormwater Best Management Practices (BMP’s) and drainage features for the project. Include project drawings showing the existing and new transportation corridor, surface water drainage features, critical habitats, sensitive areas, and significant geologic features (soil, slopes, and geology). Describe how the design will satisfy requirements in the Scope of Work. Provide a drainage summary for each drainage basin showing total impervious and non-impervious areas, total impervious area receiving treatment, runoff design assumptions and methodology. Provide a conceptual temporary erosion and sediment control plan. Identify unique designs, including reasons for the unique designs.

3.7.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Drainage Design component of the Technical Solutions major factor:

Criteria	Points Possible
<i>A. Design Approach - Appropriate and knowledgeable use of Highway Runoff Manual design features and more restrictive local</i>	25

<i>requirements. Approach to meeting treatment and detention requirements for the stormwater collected from the project site. Plan for coordinating with local agency requirements in developing the stormwater plan.</i>	
<i>B. Project Specifics - Design considers the unique and sensitive hydrologic, environmental, and water related issues within the project drainage areas. Appropriate and reasonable construction related activities are addressed and mitigated. Design acknowledges and responds to changing conditions during construction. Innovative design has been utilized successfully under similar conditions.</i>	30
<i>C. Completeness of Design - Permanent drainage features meet current design standards, and are functional and maintainable.</i>	20
[Following are other possible criteria]	
<i>X. Temporary Erosion and Sediment Control - Appropriate and reasonable use of temporary stormwater BMP's for addressing and mitigating construction activities. Design acknowledges and shows responsiveness to changing conditions during construction.</i>	
<i>X. Innovation - Design includes innovation that improves the effectiveness of the treatment facilities. Innovative design has been utilized successfully under similar conditions.</i>	
Total	75

3.8 Traffic Engineering Design (100 Points)

Describe the design methodology, construction and efficiency of the illumination system, and how it provides the required illumination while avoiding external light pollution and detrimental glare, and provides ease of maintenance and durability while maintaining power and lighting efficiency. Provide conceptual plan sheets on the Roadway plans or separate drawings.

Describe the design methodology including the manuals required, the construction and efficiency of the signal system. Provide conceptual plan sheets on the Roadway plans or separate drawings.

Describe the design methodology including the manuals required, the construction and efficiency of the permanent signing. Describe signing elements to be provided on all roadways and the various stages of construction of the signing. Provide conceptual plan sheets on the Roadway plans or separate drawings.

Describe the design methodology including the manuals required, the construction and efficiency. Provide conceptual plan sheets on the Roadway plans or separate drawings.

Describe the methodology for designing the temporary illumination and signal systems. Provide conceptual plan sheets on the Roadway plans or separate drawings.

3.8.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for

the Traffic Engineering Design component of the Technical Solutions major factor:

Criteria	Points Possible
<i>A. Approach to designing and constructing the illumination system, which would include a conceptual plan / description showing system sufficiency combined with energy consumption economy as specified in the design criteria for Roadway Lighting, Section 460.01, shielding and glare minimization, ease of and accessibility for maintenance, and construction / product economy</i>	20
<i>B. Approach to designing and constructing the signal system, which would include a conceptual plan / description showing system sufficiency in providing vehicular and pedestrian flow within the intersection as specified in the design criteria for Intersection and Signalization, Section 460.03, ease of and accessibility for maintenance, coordination with adjacent traffic control systems, and construction / product economy.</i>	30
<i>C. Approach to designing and constructing the permanent signing which would include a conceptual plan / description of the methods and signing elements as specified in the design criteria for the Signing and Delineation Plans, Section 460.02.</i>	20
<i>D. Plan for designing and constructing the temporary illumination and signal systems for this project, which would include conceptual staging, plans incorporation of temporary illumination system, and conceptual staging plans incorporation of temporary signal system. A conceptual plan describing the methods and signing elements for the temporary signing during various construction stages as specified in the design criteria for the Traffic Control Plans and Detour Plans, Section 470.01 & 470.02</i>	30
Total	100

3.9 Maintenance During Construction and Maintainability (25 Points)

This section contains two parts; maintenance performed while the project is under construction and how maintainable are the features after construction is complete.

During Construction

Provide a description on how the Design-Builder will coordinate required maintenance activities within the construction zone as it relates to the Construction Zone Responsibility Work Sheet in Appendix J Include a description of how the Design-Builder will ensure a safe and clean work zone, their ability to be responsive to urgent calls during non-working hours, performing timely repairs to damage caused by a third party and how they will prevent standing water from forming on the traveled lanes.

Maintainability

Provide a description of access to features requiring maintenance and how impacts to the traveling public will be minimized. The description is to include maintenance access for items such as sweeping, cleaning of catch basins, repairing guard rail, signing, detention and retention ponds, under ground retention-detention vaults, etc.

Describe how the design and materials chosen to improve traffic safety and water quality will improve how those items are maintained. Consideration should be given to frequency of maintenance and special tools or equipment required to perform maintenance. Items to consider are guardrail, attenuators, signing, retaining walls, noise walls, pavement markings, retention and detention ponds, underground retention-detention vaults, catch basins/manholes and roadside landscaping.

3.9.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Maintainability component of the Technical Solutions major factor:

Criteria	Points Possible
<i>A. The efficiency of maintenance of certain infrastructure elements, such as structure, wall facings and their durability for graffiti removal, barriers; pavement markings, drainage facilities, illumination components, signal components, and signing.</i>	10
<i>B. Approach to maintaining a safe and clean work zone during construction, regarding roadway and shoulder sweeping, cleanup of debris or dead animals, striping, signing, drainage and signals and being responsive to urgent calls during non-working hours.</i>	5
<i>C. Coordination of work between Construction and Maintenance activities.</i>	5
<i>D. Access provided to maintain items while minimizing impacts to the traveling public</i>	5
Total	25

[The following section is shown as an example of awarding points for lane closure limitations. One of the significant innovation areas of design-build contracting is combining the expertise of the designer and constructor early to reduce impacts to the public.]

3.10 Work Zone Traffic Control (100 Points)

The Proposer shall describe the proposed construction work zone traffic control concept that will be used for each construction phase during working and non-working hours. Describe the methods to be used for designing, implementing and monitoring construction work zone traffic control. Include discussions of staffing requirements, including discussions of the following:

- *Staffing requirements for maintenance and protection of traffic during construction.*
- *Plans for lane, roadway and ramp closures*
- *Ramp closure sequencing*
- *Plans for detours during ramp closures*
- *Plans for pedestrian control*
- *Access plan for emergency vehicles*

- *Description of traffic control devices to be used*
- *Plan for maintaining traffic control devices*
- *Contractor access to and from roadways*
- *Plans for driver information and advance notification.*
- *How business and residential access will be maintained.*

3.10.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Work Zone Traffic Control component of the Technical Solutions major factor:

<i>Criteria</i>	<i>Points Possible</i>
<i>A. Understanding of traffic operations during construction</i>	<i>10</i>
<i>B. Provisions for motorists, pedestrians, bicyclists, Department and contractor safety as part of the management of traffic</i>	<i>10</i>
<i>C. Thoroughness and clarity of the scope, methodology and tools used to provide for the maintenance of traffic through the project area during construction to maximize the movement of people, goods and services while minimizing negative impacts to residents, commuters, transit and businesses</i>	<i>30</i>
<i>D. Staffing for managing traffic control in the construction zones</i>	<i>10</i>
<i>E. Proposed methods for notifying the Department, the City, transit, and motorists of closures, detours and route alterations</i>	<i>10</i>
<i>F. Process to notify those involved with emergency response to reduce the period or effect from closures and detours</i>	<i>20</i>
<i>G. Understanding of local jurisdictional concerns associated with traffic needs in the corridor.</i>	<i>10</i>
[Following are other possible criteria]	
<i>X Plans For Ramp, Roadway, and Lane closures - Thoroughness and clarity of the scope, methodology, and tools used to provide for the maintenance of traffic through the project area during construction, maximizing the movement of people, goods and services while minimizing negative impacts to residents, commuters, transit and businesses.</i>	
<i>X Work Zone Safety - Approach and methodology for maximizing the safety to workers, motorists, and pedestrians as part of the management of traffic.</i>	
<i>X Approach and methodology to maintaining accessibility and providing driver information.</i>	
Total	100

3.11 Lane, Ramp and Roadway Closures (175 Points)

The following items shall be submitted as part of the proposal:

- A. The total number of 24 hour lane closures on Interstate 5 as defined in the Special Provisions for both the southbound and northbound directions. List the number for each direction separately.
- B. The total number of 24 hour lane closures on Iowa Street (includes one lane each direction) under I-5 as defined in the Special Provisions. . Each direction does not need to be listed separately.
- C. The total number of 24 hour lane closures on Lakeway Drive under I-5 as defined in the Special Provisions for both the eastbound and westbound directions. Each direction does not need to be listed separately.
- D. The total number of nightly ramp closures as defined in the Special Provisions for each of the following ramps on the project:

Lakeway Dr. I/C	Iowa St. I/C	Sunset Avenue (SR 542) I/C
NB on-ramp NB off-ramp SB on-ramp NB off-ramp	NB on-ramp NB off-ramp SB on-ramp NB off-ramp	NB off-ramp SB on-ramp

3.13.1 Evaluation Criteria for DOT&PF Evaluation Team

The following elements of the proposal will be evaluated to determine the score for the Lane, Ramp and Roadway Closures component of the Technical Solutions major factor:

Criteria	Max Possible
<p>A. The total number of 24 hour lane closures in the northbound direction of Interstate 5. This criteria will be scored as follows:</p> <p>0 to 10 closures 50 points</p> <p>25 or more closures 0 points</p> <p>Between 10 and 20 closures the points will prorated at 3 points each. For example: 11 closures would score 47 points, 12 closures would score 44 points, etc.</p> <p>Between 20 and 24 closures the points will prorated at 4 points each. For example: 21 closures would score 16 points, 22 closures would score 12 points, etc.</p>	50
<p>B. The total number of 24 hour lane closures in the southbound direction of Interstate 5. This criteria will be scored as follows:</p> <p>0 to 7 closures 25 points</p> <p>17 or more closures 0 points</p> <p>Between 7 and 12 closures the points will Prorated at 2 points each. For example: 8 closures would score 23 points, 9 closures</p>	25

Criteria	Max Possible
<p>would score 21 points, etc. Between 12 and 16 closures the points will Prorated at 3 points each. For example: 13 closures would score 12 points, 14 closures would score 9 points, etc.</p>	
<p>C. The total number of 24 hour lane closures on Iowa Street. This criteria will be scored as follows: 0 to 21 closures 8 points 29 or more closures 0 points Between 21 and 28 closures the points will Prorated at 1 point each. For example: 22 closures would score 7 points, 23 closures would score 6 points, etc.</p>	8
<p>D. The total number of 24 hour lane closures on Lakeway Drive. This criteria will be scored as follows: 0 to 21 closures 17 points 38 or more closures 0 points Between 21 and 37 closures the points will Prorated at 1 point each. For example: 22 closures would score 16 points, 23 closures would score 15 points, etc.</p>	17
<p>E. The total number of nightly ramp closures for each on or off ramp. This criteria will be scored as follows: <u>Scoring Type A: (11 maximum possible points)</u> 0 to 1 closures 11 points 2 closures 9 points 3 closures 6 points 4 closures 3 points 5 closures 0 points <u>Scoring Type B: (6 maximum possible points)</u> 0 to 1 closures 6 points 2 closures 5 points 3 closures 4 points 4 closures 2 points 5 closures 0 points</p>	
<p><u>Lakeway Dr. I/C:</u></p>	

Criteria	Max Possible
<i>NB on-ramp -- Scoring Type B</i>	6
<i>NB off-ramp -- Scoring Type B</i>	6
<i>SB on-ramp -- Scoring Type B</i>	11
<i>SB off-ramp -- Scoring Type A</i>	6
<u><i>Iowa St. I/C:</i></u>	
<i>NB on-ramp -- Scoring Type A</i>	11
<i>NB off-ramp -- Scoring Type B</i>	6
<i>SB on-ramp -- Scoring Type B</i>	6
<i>SB off-ramp -- Scoring Type A</i>	11
<u><i>Sunset Avenue (SR 542) I/C</i></u>	
<i>NB off-ramp -- Scoring Type B</i>	6
<i>SB on-ramp -- Scoring Type B</i>	6
Total	175

