



Maryland
Transportation
Authority

Wes Moore, Governor
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Dontae Carroll	Cynthia D. Penny-Ardinger
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Mario J. Gangemi, P.E.	John F. von Paris

Bruce Gartner, Executive Director

August 6, 2024

TO ALL POTENTIAL PROPOSERS:

Addendum No. 2

RE: Contract No. MDTA 2024-02
Planning, Engineering, Construction Management and Program Support Services for Francis
Scott Key (FSK) Bridge Reconstruction

To Whom It May Concern:

- A. The Proposal Due Date for this Contract **has been changed to Thursday, September 5, 2024, at 2:00 pm local time.**
- B. The Questions Due Date for this Contract **has been changed to Monday, August 12, 2024, at 2:00 pm local time.**
- C. Responses to questions are issued with this Addendum.
- D. An updated attendance report is issued with this Addendum.
- E. The language below replaces Paragraph 2 on Page 2.

All proposals received for this contract will be reviewed on a competitive basis in accordance with Title 23 Code of Federal Regulations (CFR) Part 172. The Firm that submits the highest rated Technical Proposal will be requested to submit a Price Proposal. **Given the critical nature of this project, the deadline for price proposal submission has been shortened.** Salary, Payroll Burden, and Overhead limitations have been eliminated. Salaries shall be actual per-hour salary rates as supported by Certified Payroll Rosters while Prime and Subconsultants' Payroll Burden and Overhead rates shall be supported by either a Maryland Department of Transportation Modes approval letter or by an annual overhead audit performed by an independent Certified Public Accountant in accordance with Federal Acquisition Regulations (48 CFR Part 31) and applicable Maryland Department of Transportation (MDOT) guidelines. The annual overhead audit shall identify separate rates for both home office overhead and field overhead. If negotiations with the Firm is timely and successful, a contract may be awarded to the Firm.

- F. The language below replaces Paragraph 6 on Page 1.

Firms and their subconsultants are responsible for ensuring that their team is free from potential conflicts of interest. Do not respond to this RFP if on the Progressive Design-Build contract (KB-4903-0000, BPM044576) to reconstruct the FSK bridge you are the awardee (i.e., Prime or a JV constituent), a subcontractor, or a subconsultant. This is to avoid a potential conflict of interest. MDTA may declare offerors whose team member has a potential conflict of interest as not responsible; and MDTA may also declare their Technical



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Proposal as non-responsive. If any conflict of interest is discovered after the award, MDTA may rescind the award or terminate the contract for default. State Finance and Procurement Article, Section 13-212.1 of the Annotated Code of Maryland will dictate the Firm's eligibility to pursue work on Design-Build projects after advertisement.

G. The language below replaces Paragraph 1 and the software list on Page 8.

The MDTA may request that completed and signed draft plans, final plans and other materials developed be submitted in both hard copy format and electronic format for reproduction and distribution. This shall include structural design models and any input data required to complete the model. The MDTA shall solely own electronic native files, all documents and materials developed by the Firm(s), and may request the submission of documents and materials at any time. The electronic native files for design drawings shall be prepared in accordance with the SHA's CADD Standards <https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=29> within MDTA's ProjectWise System and maintained to sufficient high quality for use by external parties, including Firms performing work for the MDTA. When plans or drawings are submitted for review, all submittals must be in Bentley Systems, Inc. Micro-Station CE/23 or other current design file formats as specified by the MDTA. It shall be the responsibility of the Firm to perform any and all necessary electronic file conversions before the MDTA will accept any portion of the Firm's work. Electronic file submissions shall be continuous throughout the project such that the MDTA's files are representative of the current stage of work. Where applicable, the Firm shall use MDTA's ProjectWise system for the management of design and other files. All plan submissions shall be based on the Maryland Grid NAD 83/91 Datum if two-dimensional and NAD 83/91 and NAVD 88 if three-dimensional. Utility engineering will adhere to the utility owner's specifications, and it shall be the Firm's responsibility to ensure conformance with the owner's most current specifications.

- a. Microsoft Office 365 Suite
- b. Microsoft Teams and SharePoint
- c. Adobe Acrobat, Bluebeam Revu
- d. AASHTO Project
- e. ArcGIS Pro 3.3
- f. Microsoft Power BI
- g. Software tools to model condition and optimization
- h. Travel forecasting and simulation software
- i. Bentley MicroStation CE/23
- j. Bentley InRoads and OpenRoads Designer 2023
- k. Bentley ProjectWise 2023
- l. Primavera P6, RSMeans Data Online
- m. ProjectSolve2
- n. Software packages for engineering design, detailing and analyses (e.g., water resources, structural analyses, geotechnical analyses, etc.)
- o. Mobile and desktop computers/devices
- p. Bentley Open Bridge Modeler
- q. AutoTurn Pro 2024 or AutoTrack



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- H. The language below replaces Paragraph in Section 10 on Page 13.

With the exception of Government forms and the Organizational Chart, all pages included with your Technical Proposal submission are required to be standard 8½ x 11 size paper with a minimum of a one-inch margin on all sides and no smaller than 11-point Times New Roman font. Attachments to the Proposal are unacceptable and will not be evaluated.

- I. The language below replaces Paragraph 2 in Section 10.D on Page 15.

It is anticipated that the Key Staff individuals may be required to provide services on-site at MDTA facilities or at offices designated by MDTA. The information required for SF 330 Part I.E. Resumes of Key Personnel Proposed, Key Personnel shall be limited to the twelve (12) separate individuals proposed for performing significant productive time on the Project and shall not exceed twenty-four (24) pages in total.

- J. The language below replaces the Key Personnel Lead Manager and Engineering Manager in Section 10.D on Page 15.

Lead Manager (1 position)- Shall be a Professional Engineer registered in the State of Maryland, who will serve as the overall project or program manager. Must have a 4-year bachelor's degree in civil, structural or transportation engineering. This individual must demonstrate expertise in oversight of engineering, permitting, delivery, audit, and public involvement of transportation projects similar to the FSK Reconstruction Project. This individual must be a direct employee of the Prime or JV constituents. The person should have experience on design-build projects. Emphasize experience as owner's representative. This person shall oversee individual design disciplines, including interdisciplinary coordination, and ensure the overall Project design conforms to the Contract documents. Responsible for the day-to-day management of the overall work to ensure adequate progress of work is achieved. The position must coordinate with stakeholders that are internal and external to MDTA, and align efforts of all consultants and advisors working on this contract. The Lead Manager may be required to coordinate directly with legal advisors, financial advisors, and other workstreams as necessary. Fifteen (15) years of experience is required in performing the aforementioned functions.

Engineering Manager (1 position) - Responsible for leading the technical engineering and support for all design (preliminary and final) areas such as roadway, water resources, structures, tolling, travel forecasting, noise, geotechnical, pavement, traffic engineering, maintenance of traffic, landscape architecture, noise, utilities, third party agreements, permitting, railroad, non-toll operations and maintenance, data collection, constructability, cost estimating, and right-of-way. This may include but is not limited to reviewing engineering work prepared by other parties under another contract to MDTA and oversight of all preliminary design prepared for studies for MDTA under the NEPA process. This position shall be a Professional Engineer (PE) registered in the State of Maryland and demonstrate successful past performance in leading the technical development and engineering oversight of similar highway or bridge projects or programs. Design-Build experience is preferred. The Engineering Manager shall possess fifteen (15) years



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of experience in performing the functions above. Must have a 4-year bachelor's degree in civil, structural, water resources, transportation or a closely related engineering field.

K. The language below replaces Paragraph 2 in Section 10.D on Page 19.

SF 330 Section H – Specialized Expertise shall be limited to three (3) pages and must address the Firm's specialized expertise in the development and delivery of Design-Build projects or programs as an owner representative and/or working for Design-Builder. Any information presented in Section H will be considered in the evaluation process.

L. The language below replaces Question 4 in Section 10.E on Page 20.

4. How will you maintain continuity of staff (Key and others) over the course of the contract? Discuss how you will manage the staffing for this project with your other commitments. Describe your approach to creating and maintaining project records.

M. The language below replaces Section 10.I.2 on Page 22.

2. The Consultant shall include a copy of the firm's current certification(s) of insurance, which should contain, at minimum, the following:
- Carrier (name and address)
 - Type of insurance
 - Amount of coverage, which must include at a minimum of \$5,000,000 per occurrence of Professional Liability
 - Period covered by insurance; and
 - Any exclusions

Sincerely,

Jacquae Rubin
Procurement Officer III

Attachments

THIS AMENDMENT IS ISSUED TO CLARIFY, ADD TO, DELETE FROM, CORRECT AND/OR CHANGE THE REQUEST FOR PROPOSALS (RFP) FOR THIS PROJECT TO THE EXTENT INDICATED AND IS HEREBY MADE A PART OF THE SAID RFP DOCUMENTS ON WHICH THE CONTRACT WILL BE BASED. THIS AMENDMENT BECOMES PART OF THE PROPOSAL SUBMISSION AND MUST BE ATTACHED IMMEDIATELY INSIDE THE FRONT COVER OF THE PROPOSAL. THE ATTACHED RECEIPT MUST ALSO BE RETURNED TO THIS OFFICE. FAILURE TO RETURN THE RECEIPT ACKNOWLEDGING THE AMENDMENT MAY RESULT IN YOUR PROPOSAL BEING CONSIDERED NON-RESPONSIVE.



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August 6, 2024

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Addendum No. 2

RE: Contract No. MDTA 2024-02
Planning, Engineering, Construction Management and Program Support Services for Francis
Scott Key (FSK) Bridge Reconstruction

To Whom It May Concern:

It is important that you acknowledge receipt of Addendum No. 2 on the referenced contract regardless of whether you will be bidding or not bidding.

If you have any questions regarding this matter, please contact Jacquae Rubin, Procurement Officer, via email at mdtaprocurement@mdta.state.md.us with a copy to jrubin1@mdta.state.md.us.

Sincerely,

Jacquae Rubin
Procurement Officer III

Enclosure

Contract No. 2024-02

This will acknowledge receipt of the attached Addendum No. 2.

NAME OF COMPANY

SIGNATURE

DATE

Addendum No. 2
August 8, 2024
Response to Questions

Contract No.: MDTA 2024-02
PLANNING, ENGINEERING, CONSTRUCTION MANAGEMENT AND PROGRAM
SUPPORT SERVICES FOR FRANCIS SCOTT KEY (FSK) BRIDGE RECONSTRUCTION

Question 1: We understand joint ventures are unable to register with SDAT. Is it acceptable for each JV constituent to be registered with SDAT prior to proposal submission?

Answer 1: Both Joint Venture constituents should be registered with SDAT before technical proposal submission. A JV FEIN should be established for the Firms.

Question 2: On page 22 of the RFP, there is a discrepancy for the professional liability coverage. At one place it says \$1M PL and then later on it says \$5M PL. Which should firms plan to be able to provide for this contract?

Answer 2: Please reference Addendum No. 2. Professional Liability is \$5 million dollars.

Question 3: In responding to E. Technical Questions, can the response indicate the Technical Question # instead of repeating the question as part of the response?

Answer 3: Yes, responses to technical proposal questions may be provided with the corresponding question number.

Question 4: The RFP requests both 10-point and 11-point Times New Roman font. Please clarify the specific font size required.

Answer 4: Please reference Addendum No. 2. Times New Roman 11-point font is required.

Question 5: The RFP states that MDTA retains the right to adjust the total funding allocation, the number of contracts granted, or both. Under what conditions may MDTA choose to grant more than one contract?

Answer 5: At this time, MDTA cannot provide the conditions to award more than one contract.

Question 6: The RFP does not specify whether some/all of the Key Staff will be required to work in a co-located project office with MDTA staff and members of the PDB team. Please clarify MDTA's expectations for the frequency and duration of co-location of Key Staff.

Answer 6: Staff shall be able to co-locate for the duration of the contract. The frequency required cannot be detailed at this time.

Question 7: At what time will firms that are under the current PDB procurement be available to be added to teams seeking the GEC?

Answer 7: Please reference Addendum No. 2.

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August 8, 2024
Response to Questions

Contract No.: MDTA 2024-02
**PLANNING, ENGINEERING, CONSTRUCTION MANAGEMENT AND PROGRAM
SUPPORT SERVICES FOR FRANCIS SCOTT KEY (FSK) BRIDGE RECONSTRUCTION**

Question 8: Given the Progressive Design Builder (PDB) requirements for Phase 1 and Phase 2 services, and the significant number of deliverables to be managed for the specific packages, i.e. preliminary plans, design reports, performance requirements for final design, specifications for construction, and the development inspection, maintenance, and load rating procedures of the unique and complex bridge features, would MDTA consider GEC team interviews to ensure a full demonstration of respondent capabilities? We understand this may impact the overall GEC procurement timeline; however, we feel the proposal-interview approach helps the MDTA understand all project complexities and GEC Team members who have experience on a complex and unique bridge project of this size. If interviews are not considered, would MDTA consider extending Item H to five pages to further demonstrate technical capabilities of the GEC Team?

Answer 8: MDTA will not consider team interviews but has increased the page limit for highlighting specialized expertise (SF 330 Section H) to three (3) pages.

Question 9: The GEC RFP does not allow subconsultants to participate in both the Progressive Design Build (PDB) and GEC contracts, however since the PDB contract will not be awarded until after the GEC RFP is submitted this restriction prohibits subconsultants from inclusion on any GEC team. In the information Session in March the Restrictions slide stated, "Entities that are participants in the selected PDB.....will not be selectable on the GEC of CMI contracts". With the current GEC RFP restrictions, no prime of JV will consider any subconsultant that was included on any of the PDB teams. Please reconsider this restriction on delay the GEC RFP (and CMI) until the PDB team is selected.

Answer 9: Please reference Addendum No. 2.

Question 10: I would just like to confirm that the Independent Cost Estimate (ICE) will not be issued as a separate contract from the GEC contract. It appears from the language of the GEC solicitation document that the ICE will be included as part of the scope of work of the GEC contract, but I just want to verify that this is correct.

Answer 10: The independent cost estimator will be part of the GEC, however, to preserve the independence of the ICE their work product should not be influenced by the GEC.

Question 11: In "10. Technical Proposal Required Information" (page 13 of the RFP) the required font size is stated as both "Times New Roman size 11 point or greater" and "no smaller than 10-point Times New Roman font." Please confirm the preferred font size.

Answer 11: Please reference Addendum No. 2.

Addendum No. 2
August 8, 2024
Response to Questions

Contract No.: MDTA 2024-02
**PLANNING, ENGINEERING, CONSTRUCTION MANAGEMENT AND PROGRAM
SUPPORT SERVICES FOR FRANCIS SCOTT KEY (FSK) BRIDGE RECONSTRUCTION**

Question 12: With respect to Block 25 of SF 330 Pt. I.F Similar Projects: Some contracts included numerous subconsultants. To list them all, one per line, would take a significant amount of space. Given that projects are limited to one page each, is it permissible to list only the prime consultant firm(s) in Block 25 that were involved in the project?

Answer 12: Firms should list those who were a part of both teams - the example project's team and your current team.

Question 13: With respect to Block 25 of SF 330 Pt. I.F Similar Projects: Some contracts included numerous subconsultants. To list them all, one per line, would take a significant amount of space. Given that projects are limited to one page each, is it permissible to include the response to Block 25 on a second page?

Answer 13: MDTA will not accept a response in Block 25 on a second page.

Question 14: For the Standard Form (SF) 330 I.E. Resumes, would MDTA consider extending the page limit to 24 pages (2 pages per resume) to allow for additional detail on project experience and compliance with the position requirements?

Answer 14: Please reference Addendum No. 2.

Question 15: Please confirm that only Prime Firms and/or Joint Venture partners are required to provide the proposal affidavits requested in 10.J. – “Proposal Affidavits.”

Answer 15: Prime Firms or Joint Ventures are only required to provide the Proposal Affidavits.

Question 16: Please confirm that only Prime Firms and/or Joint Venture partners are required to provide the letter and proof of insurance requested in 10.I – “Financial Responsibility and Insurance Requirements.”

Answer 16: Prime Firms or Joint Ventures are only required to provide the proof of insurance requested.

Question 17: Given the proposal is due on Monday, August 19th, would anyone from MDTA be available on the Friday before (August 16th) to accept submissions should a firm choose to submit early?

Answer 17: MDTA will accept proposal submissions before the due date. All proposals shall be delivered to the 1st floor Mail Room at the address listed in the RFP.

Addendum No. 2
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Response to Questions

Contract No.: MDTA 2024-02
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SUPPORT SERVICES FOR FRANCIS SCOTT KEY (FSK) BRIDGE RECONSTRUCTION**

Question 18: The RFP states “Firms and their subconsultants are responsible for ensuring that their team is free from potential conflicts of interest. Do not respond to this RFP if on the Progressive Design-Build contract (KB-903-0000, BPM044576) to reconstruct the FSK bridge you are the awardee (i.e., Prime or a JV constituent), an offeror (i.e., Prime or a JV constituent), a subcontractor, or a subconsultant. This is to avoid a potential conflict of interest.” In the Virtual Industry Forum presentation held on May 7, 2024, the MDTA stated “Entities that are participants in the selected Progressive Design-Build, including contractors, subcontractors, prime consultants, and subconsultants, will not be selectable on either the GEC or CMI contracts.” (slide 30 of the presentation). The wording in the presentation implies that this relates only to the selected Progressive Design-Build team. Since the Progressive Design-Build team has not been selected then how do subcontractors on a proposed Progressive Design-Build team have a conflict of interest? Does being a DBE subcontractor on a proposed Progressive Design-Build team mean that the DBE subcontractor can’t join a proposed team for the GEC contract?

Answer 18: Please reference Addendum No. 2.

A conflict of interest may arise upon the award of the Progressive Design Build. The DBE sub-consultant can join a proposed team for the GEC contract, but MDTA may declare offerors whose team member has a potential conflict of interest as not responsible; and MDTA may also declare their Technical Proposal as non-responsive. If any conflict of interest is discovered after the award, MDTA may rescind the award or terminate the contract for default.

Question 19: Page 1 and 2 of the RFP describes a conflict of interest as being named an awardee or subconsultant of the FSK DB contract. We are unaware of an award for that contract being made yet. Has there been an award, or if not, how should submitters for that contact who want to bid for this work approach this conflict?

Answer 19: Please reference Addendum No.2.

Question 20: MDTA anticipates awarding one open-end, task-order based contract for these services. Does this mean there will be only one (1) awardee for the contract?

Answer 20: There will be one awardee for this contract; however, MDTA reserves the right to award more than one contract.

Question 21: The Maryland Transportation Authority (MDTA) is issuing this Request for Proposals (RFP) for General Engineering Consultant (GEC) services to perform planning, engineering, construction management, and program support services for traditional and alternative delivery projects to reconstruct the collapsed Francis Scott Key (FSK) bridge. Question: Is there an ongoing list of questions and answers in eMaryland Marketplace Advantage (eMMA) concerning submissions and procedures, or will the questions and answers be provided at one concluding time?

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Answer 21: Please reference Addendum No. 2.

Question 22: Consultant Services Required: This is not an all-inclusive list as this contract may require other unlisted professional services and activities related to planning, engineering, construction management, and program support services. Question: Will other unlisted professional services and activities be included at the Questions and Answers stage itself?

Answer 22: No, other professional services and activities will not be included at the Question-and-Answer stage.

Question 23: Standard Form 330 Parts I and Parts II: It is anticipated that the Key Staff individuals may be required to provide services on-site at MDTA facilities or at offices designated by MDTA. Question: Will work also be at consultant sites if applicable? Will there be remote or hybrid work if needed?

Answer 23: Yes, there may be work at consultant's offices. MDTA generally does not dictate the manner - whether in person, remote or combination thereof - of performing work at consultant offices. If MDTA determines that co-location or onsite presence is needed for non-Key staff, then that staff should make themselves available for co-location or on-site presence.

Question 24: Consultant Services Required: Question: Will the industry-standard software applications and platforms-list to perform all services required in this RFP be an abbreviated/shorter list, in time for the technical proposal response?

Answer 24: No, MDTA does not anticipate the industry standard software applications and platform-list be shorter in time for the technical proposal response.

Question 25: Technical Proposal Required Information: MDTA must be notified in writing, by email to jrubin1@mdta.state.md.us with a cc to mdtaprocurement@mdta.state.md.us, of any deletions, additions, and/or substitutions of proposed Subconsultants after Technical Proposals have been submitted. Question: Will this be until the Technical Proposals are submitted and award is made?

Answer 25: Deletions, additions, and/or substitutions of proposed sub-consultants shall be after technical proposal submissions and an award is made.

Question 26: Standard Form 330 Parts I and Parts II: Twelve Key Staff individuals. Question: Will certifications (if any) be required for roles where they are not explicitly stated at this time?

Answer 26: No, all required certifications for the Key Staff are outlined in the RFP.

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SUPPORT SERVICES FOR FRANCIS SCOTT KEY (FSK) BRIDGE RECONSTRUCTION**

Question 27: Question: Are the terms Lead Manager/Program Manager and Contract Manager synonymous?

Answer 27: *No. A contract manager is responsible for contract management activities such as invoicing, fund transfers, task closeouts, etc., and has the authority to bind the Prime (or JV).*

Question 28: Page 5, Section 2: "The consultant will assist MDTA to oversee the Disadvantaged Business Enterprises (DBE) programs, On-the-job training (OJT) program, and administer Equal Employment Opportunity (EEO). Monitor compliance, collect and report information, monitor workforce utilization and contractor compliance, provide support services, and develop training programs." Question: Will the consultant oversee the programs specific to the multiple contracts for the Key Bridge reconstruction project or will it be overall?

Answer 28: *GEC is responsible for the monitoring of its own performance and also that of the progressive design-builder and other contractors delivering various aspects of the FSK reconstruction.*

Question 29: Page 5, Section 3: "Periodically, new guidelines, processes, laws, and mandates may require additional activities not clearly cited in the RFP." Question: Will the consultant be responsible to ascertaining adherence to processes by the multiple contractors?

Answer 29: *Yes, consultants will be responsible for adhering to the processes by multiple contractors.*

Question 30: Will the scope of work be limited to Francis Scott Key Bridge reconstruction or will be an all encompassing including Key Bridge reconstruction?

Answer 30: *Please refer to paragraph 1 of the RFP. The scope of work will include the planning, engineering, construction management, and program support services for traditional and alternative delivery projects to reconstruct the collapsed Francis Scott Key (FSK) bridge.*

Question 31: Question: What software tools are presently used by MDTA and what additional software tools are expected to be used?

Answer 31: *Please reference Addendum No. 2. All software required for the contract are outlined on Page 8 of the RFP.*

Question 32: Page 7, "The Firm shall develop and implement a knowledge and transition plan to reach a smooth but quick transition from the current project delivery and support team providing MDTA these services to the selected Firm." Question: Can MDTA provide the name of the organization currently providing these services?

Answer 32: *The Maryland State Highway Administration, MDTA, and staff from multiple consultant firms are providing these services.*

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Question 33: Can a DBE list themselves under multiple Primes?

Answer 33: DBE firms may propose as a sub under multiple Primes proposing on the contract.

Question 34: Page 21 of RFP states that the DBE goal is 31.5%, whereas eMMA portal specifies that it is 32%. Please clarify which number is correct.

Answer 34: The DBE goal for the contract is 31.5%.

Question 35: During the pre-proposal conference, firms were asked to provide if they intend to participate as a Prime or as a sub. When MDTA publishes the attendance sheet, can it include the prime/sub intent?

Answer 35: Please reference Addendum No. 1. If the information was included in the Teams chat, it will be included in the attendance report.

Question 36: Is there a listing of the NAICS codes required to support this project and/or its primes?

Answer 36: There is no such list. They would need to review the scope of work in the solicitation and decide if they can support those services.

Question 37: Do you have the schedule for when answers will be addressed for Solicitation MDTA_2024-02_-_FSK_-_GEC_FINAL? We are waiting on answers regarding the statement in the solicitation about the Progressive Design Build team. The communication that MDTA has given regarding entities that are on proposed Progressive Design Build teams has been unclear. In the Virtual Industry meeting the MDTA stated that selected Progressive Design Build teams cannot participate on the GEC contract, in the RFP the wording implies that Offerors cannot participate in the GEC contract and in the pre-proposal conference Jeff Davis stated the awarded Progress Design Build team cannot participate in the GEC contract.

Answer 37: Please reference Addendum No. 2.

Question 38: Our firm was unable to attend the Pre-Bid Conference yesterday due to Teams link issue, we were not able to join. I would like to request if you can send us the information of Pre bid conference with bidder list. Also, I would like to know as we MBE certified from Maryland, so can we use our certification for DBE goal.

Answer 38: Please reference Addendum No. 1. Please note that DBE is a federal program, while MBE is a state program. Having an MBE certification will not fulfill the DBE goal; however, MBE firms are still encouraged to participate.

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Question 39: I have attended the Informational meeting for the Francis Scott Key Bridge on Friday July 26. I was wondering if you could provide me with the attendee list for that meeting as the deadline is soon and we are looking forward to subcontract with the firms interested. I really appreciate your help with this matter!

Answer 39: Please reference Addendum No. 1.

Question 40: Do you have any ideas when to expect the addendum No.1 to be posted? And given the tight deadline for teaming up, do you anticipate any change in the deadline for submittals?

Answer 40: Please reference Addendum No. 2.