MDTA
Maryland Transportation Authority

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July 3, 2018

TO ALL POTENTIAL PROPOSERS OF THE CONTRACT:

Amendment

RE: Contract No. NB-0543-0000
Nice Bridge Replacement Pre-solicitation Conferences

To Whom It May Concern:

A. The presentation given at both the June 6, 2018 and June 12, 2018 Pre-Solicitation Conferences is issued with this amendment, and is also available at newnicebridge.com under Industry Resources.

B. A brief summary of the presentation and the Questions and Answers from both the June 6, 2018 and June 12, 2018 Pre-Solicitation Conferences and Site Visits are issued with this amendment.

Sincerely,

Jeff Davis
Procurement Administrator, Division of Procurement

Presentation Agenda

- Project History/Background
- Project Overview
- Current Project Status
- Project Opportunities

NEW NICE BRIDGE

Pre-Solicitation Conference

June 2018

www.newnicebridge.com

Maryland Transportation Authority
MDTA

Welcome and Introductions

Project Team

MDTA Project Manager:	William N. Pines, MDTA 410-456-8045 wpines@mdta.state.md.us
GEC Project Managers:	Michael J. Blair 410-316-2244 mblair@mdta.state.md.us James T. Ruddell 703-742-5706 james.ruddell@wsp.com
MDTA Civil Rights Program Manager:	Normetha D. Goodrum, MDTA 410-537-6718 ngoodrum@mdta.state.md.us
MDTA Procurement:	mdtaprocurement@mdta.state.md.us

Project Organization

MDTA

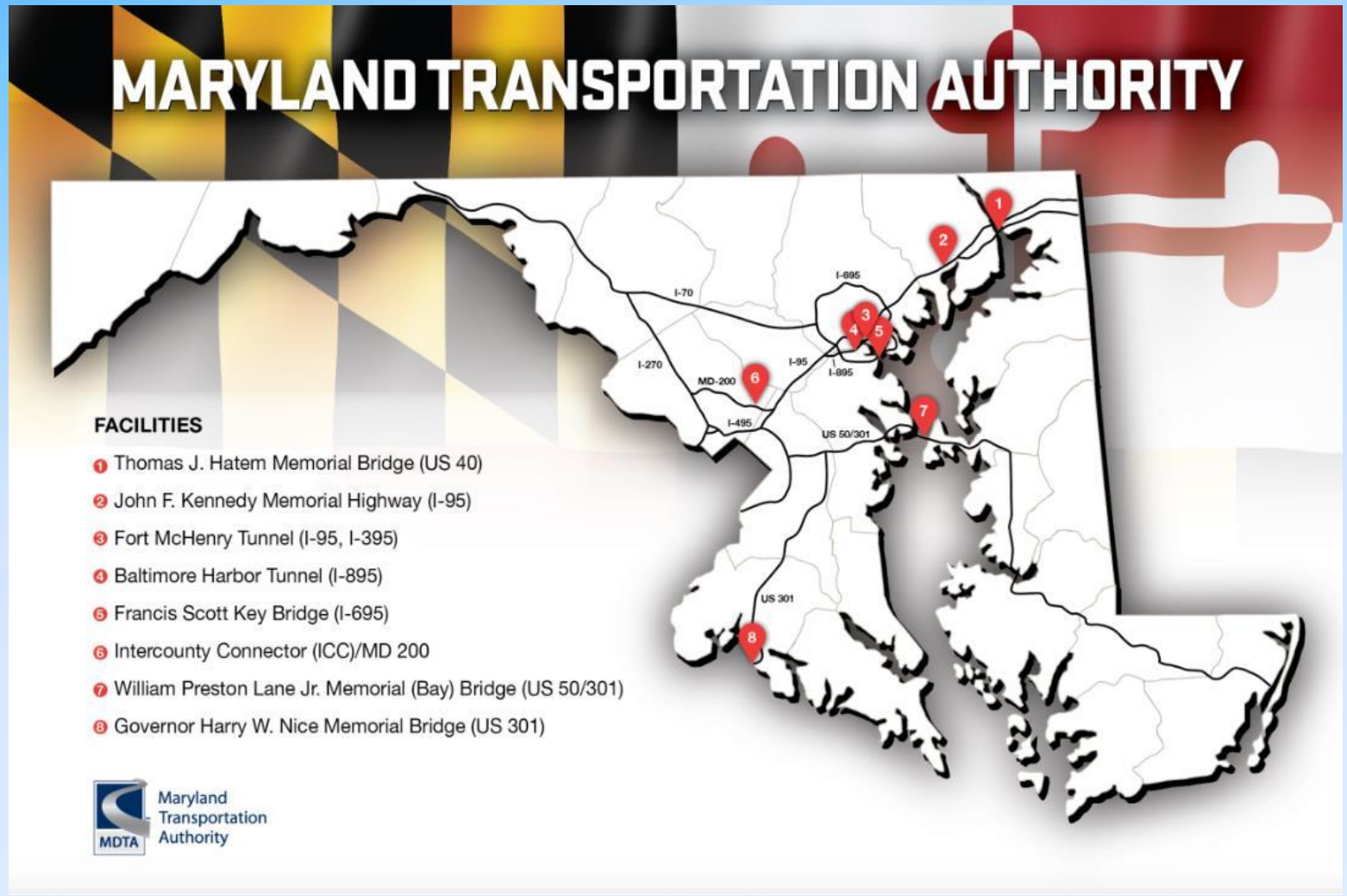
- Right-of-Way, working with Virginia Department of Transportation (VDOT) Preliminary Engineering and Environmental Conceptual Permitting
- Design Audits
- Construction Administration and Program Management
- Construction Inspection
  - Typical policies and procedures, including quality control and quality assurance as defined in the Maryland State Highway Administration (SHA) Standard Specifications for Construction and Materials

Project Organization (cont'd)

Design/Builder

- **Design**
  - Lead Design Quality Control and Quality Assurance
  - Independent Design Quality Manager (IDQM)
  - Environmental Construction Permitting and Modifications
  - 'Phase V' Services (as defined in SHA's Specifications for Consulting Engineers' Services, Volume II)
- **Construction**
  - Conform to the contract, technical proposal and plans and specifications prepared by the Design-Build team
  - Conformance with the project quality control plan

Nice Bridge Replacement



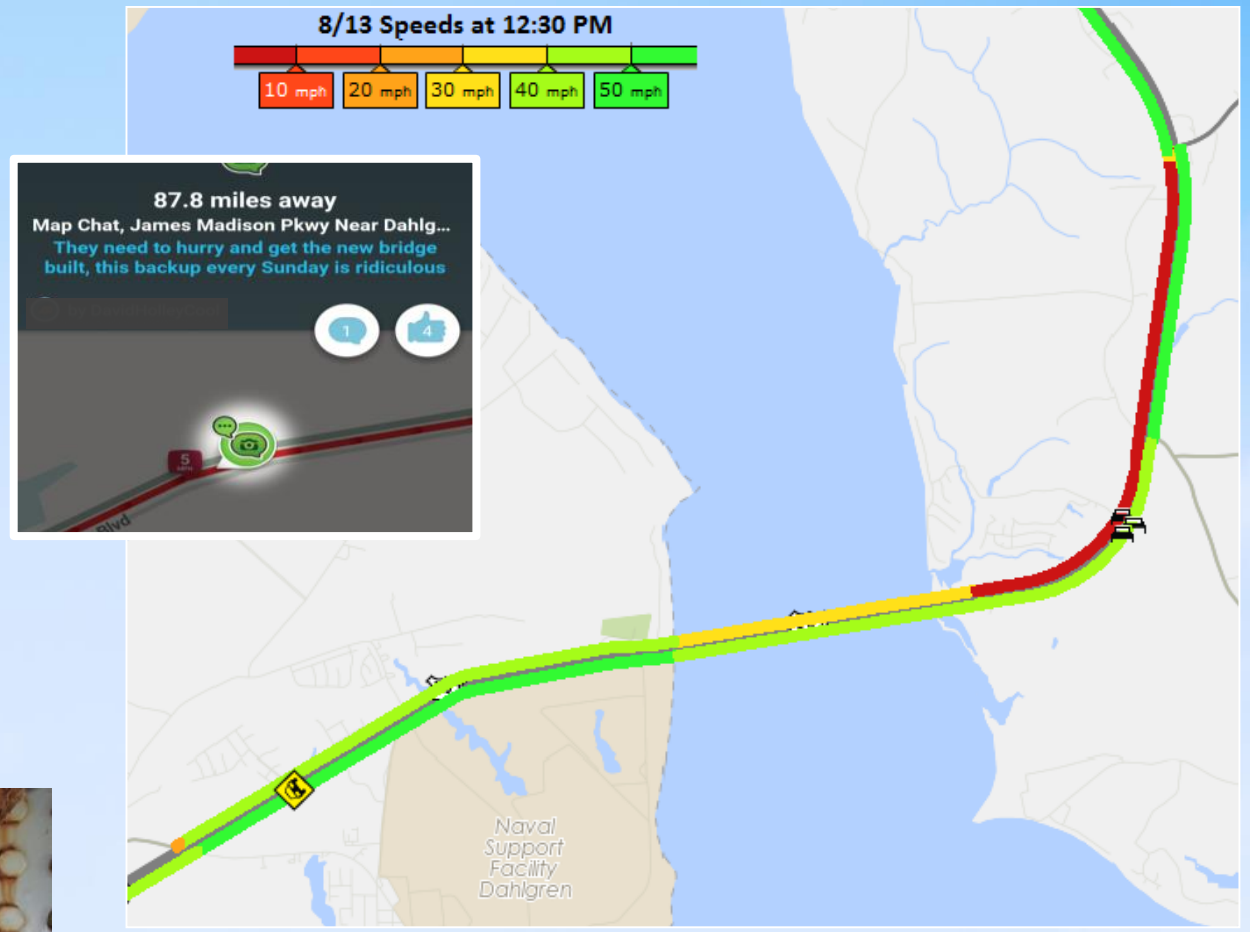
Nice Bridge Fast Facts:

- Construction dates: March 1938 – December 1940
- Original cost to construct: $5 million
- Named in 1968 for Maryland Governor Harry W. Nice
- Length of entire facility (including bridge and approaches): 2.2 miles
- Bridge length: 1.9 miles of two-lane bridge
- CY 2017 traffic volume: 6.8 million vehicles (average annual daily traffic: 18,732)
- FY 2017 toll revenue: $21.2 million

Project Drivers

Purpose & Need:

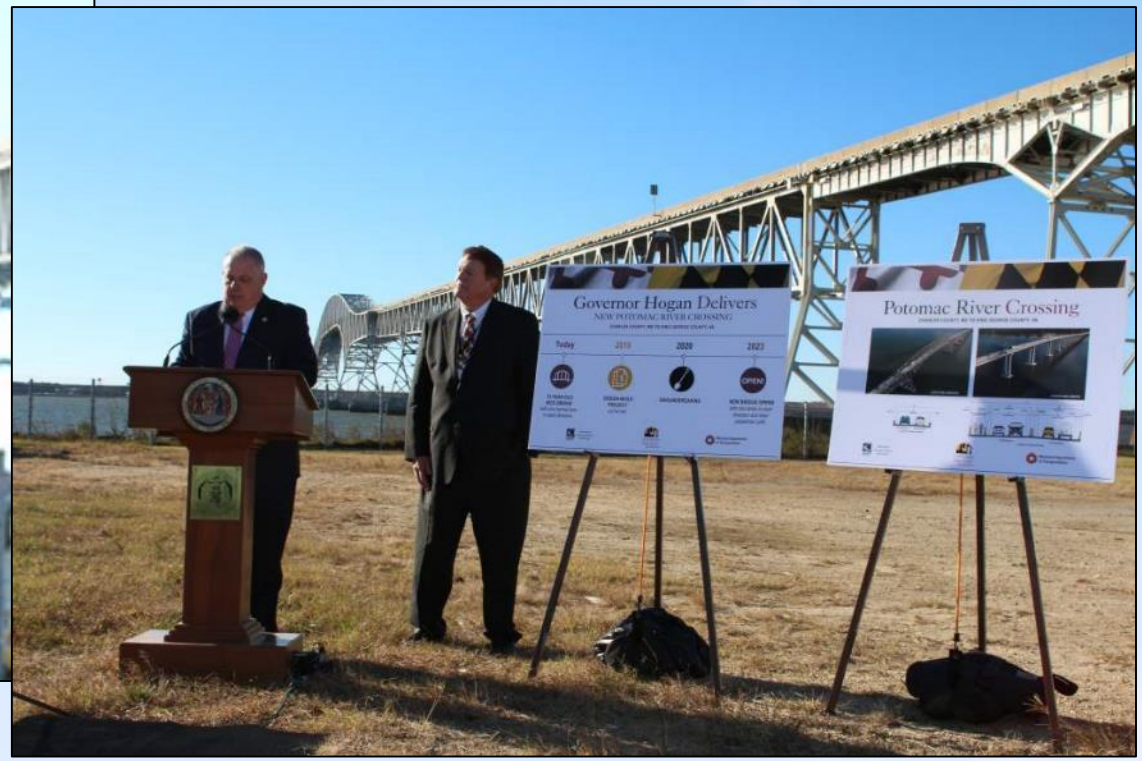
- **Safety issues**
- **Traffic capacity limitations** – 2-lane bridge, 4-lane approaches
- **Condition** – 75+ year old structure, Life Cycle Cost Analysis (LCCA) indicates major rehab needed in the near future (i.e. re-decking), very problematic with only one lane in each direction



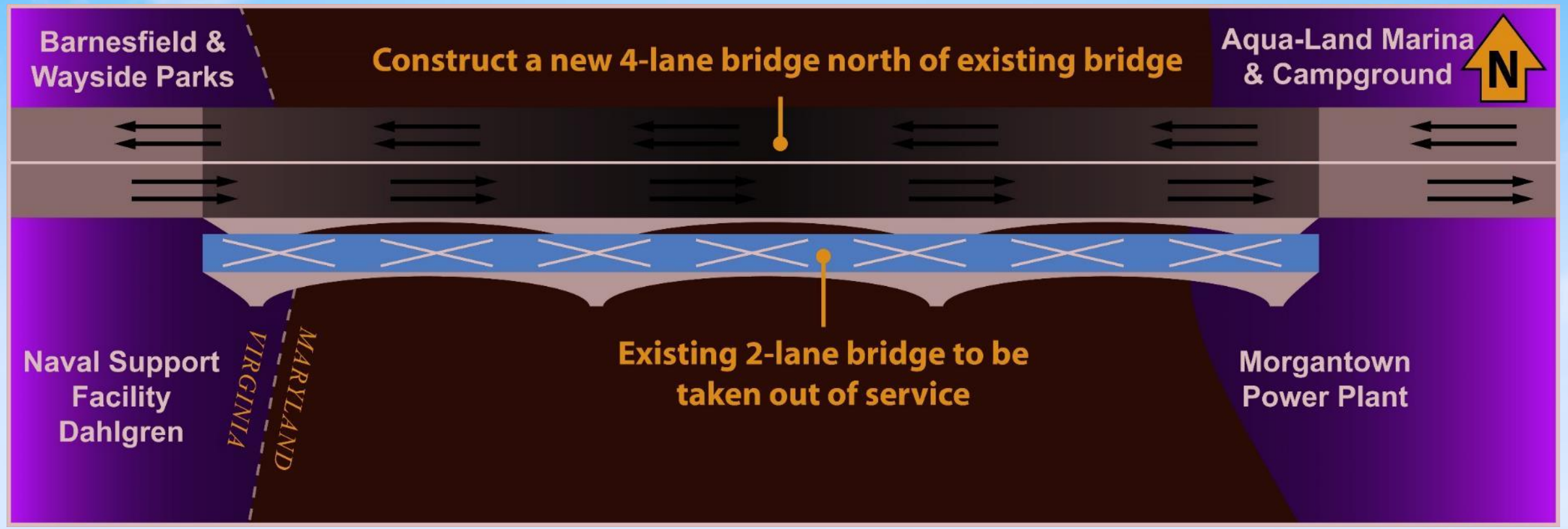
Saturday, Aug. 13, 2016, 12:30 p.m.
4.43 mile back up

Project History

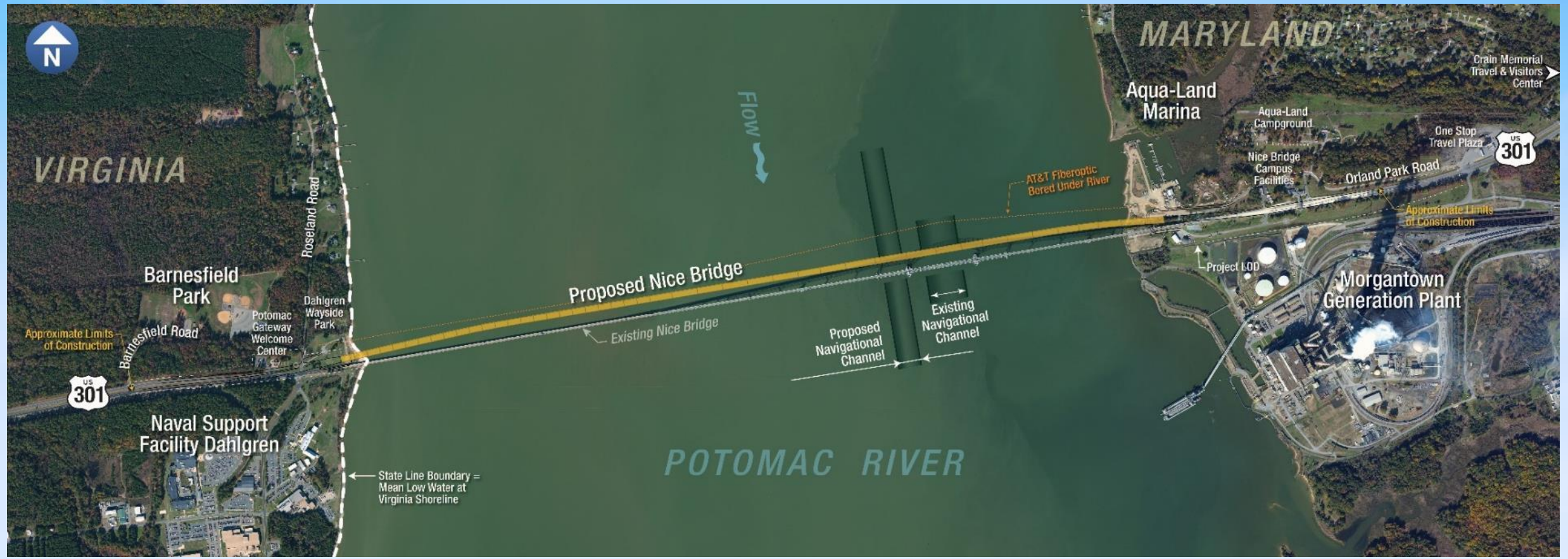
Maryland Governor Larry Hogan announces funding for new Potomac River crossing – November 2016



Project Layout



Project Aerial Map



Key Project Stakeholders

Coordinating Stakeholders

- FHWA
- US Coast Guard
- MDOT
- MDTA (owner)
- MDOT SHA
- VDOT
- Charles County, MD
- King George County, VA

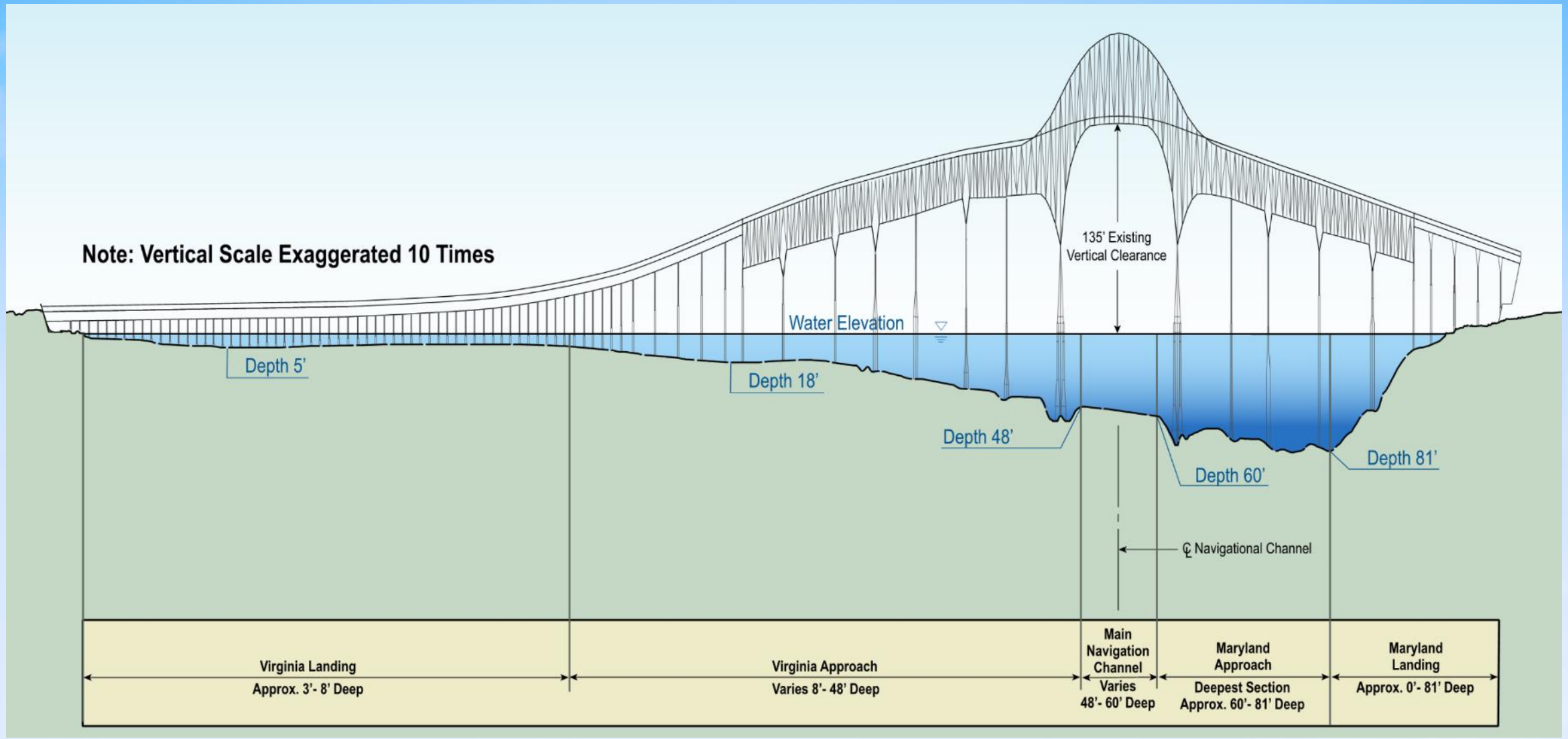
Environmental Agencies

- US Army Corps of Eng. (USACE)
- MD Dept. of the Env. (MDE)
- MD Dept. of Nat. Res. (DNR)
- MD Critical Area Comm. (CAC)
- VA Dept. of Env.'l Qual. (VADEQ)
- King George Tidal Wetlands Board

Project Neighbors

- Dahlgren Naval Support Facility
- Morgantown Generating Plant
- Aqualand Marina & Campground
- VA Tourism Authority/ Dahlgren Heritage Museum

Existing Bathymetry

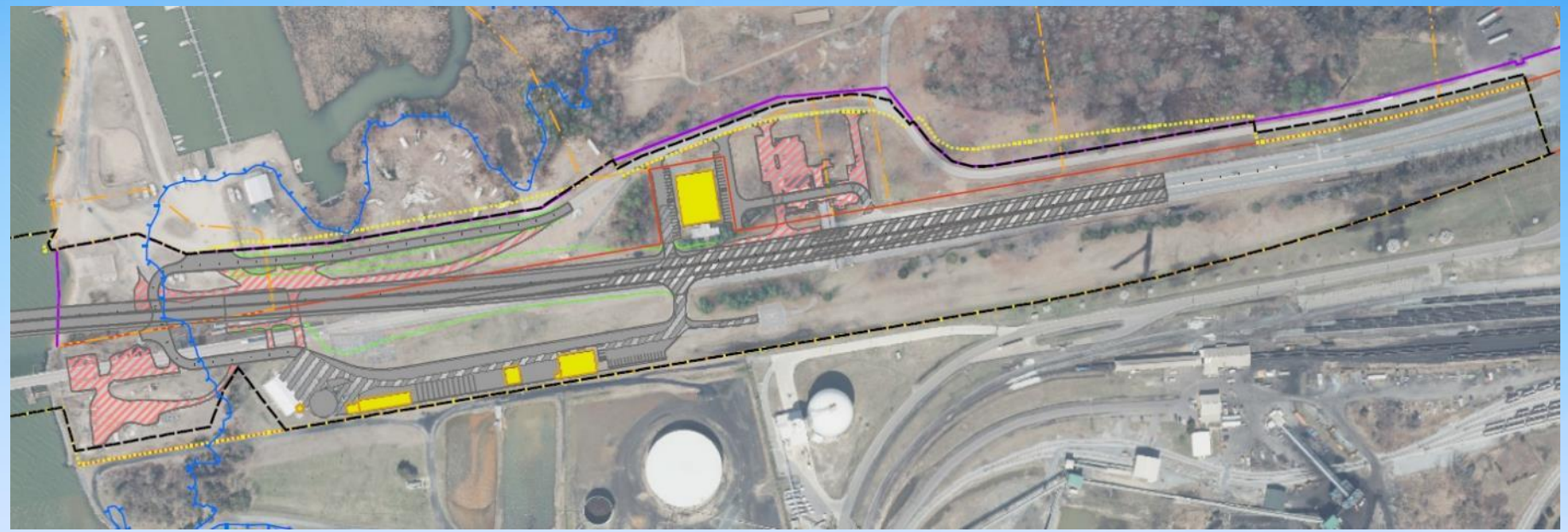


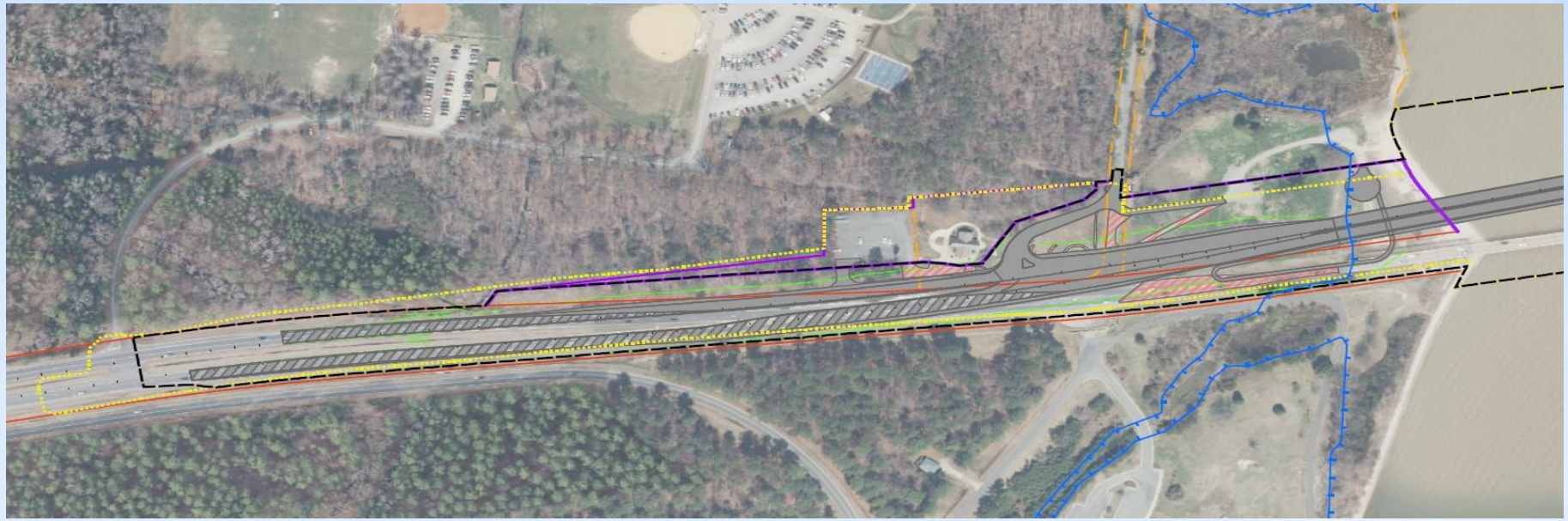
Construction Access

- Three (3) Primary Methods:
  1. Causeway (means of access in 1985 major rehab project)
  2. Dredging (means of access used for Woodrow Wilson Bridge Project)
  3. Trestle

Project Land Work

Note: Campus Improvements anticipated to be constructed by others, through a separate contract.





Design/Build Delivery Method

- One combined contract for design and construction
- Alternative Technical Concepts (ATC's)
  - Will be included in this Procurement
  - Similar approach to MD SHA's recent D/B projects
  - Encourages confidential innovation and tailored delivery of the project to each proposer's strengths in means and methods
  - Must be equal to or better than the contract requirements
    - Must improve project quality, costs and/or schedule
    - Not acceptable if merely reduces quantities, performance or reliability, or seeks a relaxation of the contract requirements

Project Goals

1. **Cost** – Complete the project at or below the total construction budget, while minimizing life-cycle costs.

2. **Schedule** – Fully open all four (4) lanes to traffic on the new bridge by December 15, 2022, and minimize the total days of project construction.

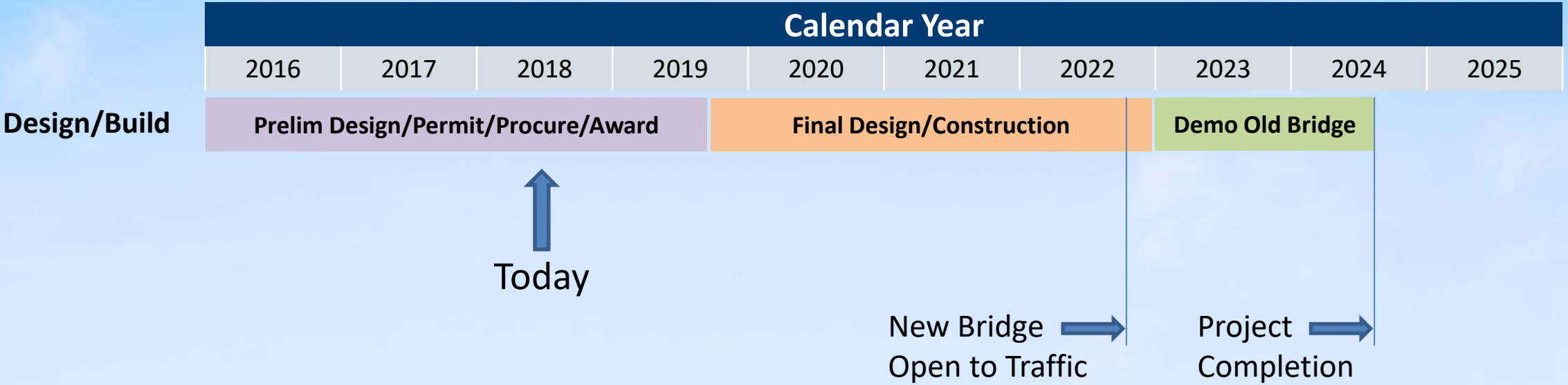
3. **Safety** – Provide a safe toll facility with zero fatalities and serious injuries for workers and the public during and after construction.

4. **Durability** – Integrate high quality design, construction and operational aspects to deliver a durable, functional bridge achieving the minimum 75 year service life requirements.

5. **Mobility** – Minimize customer travel delays during and after construction.

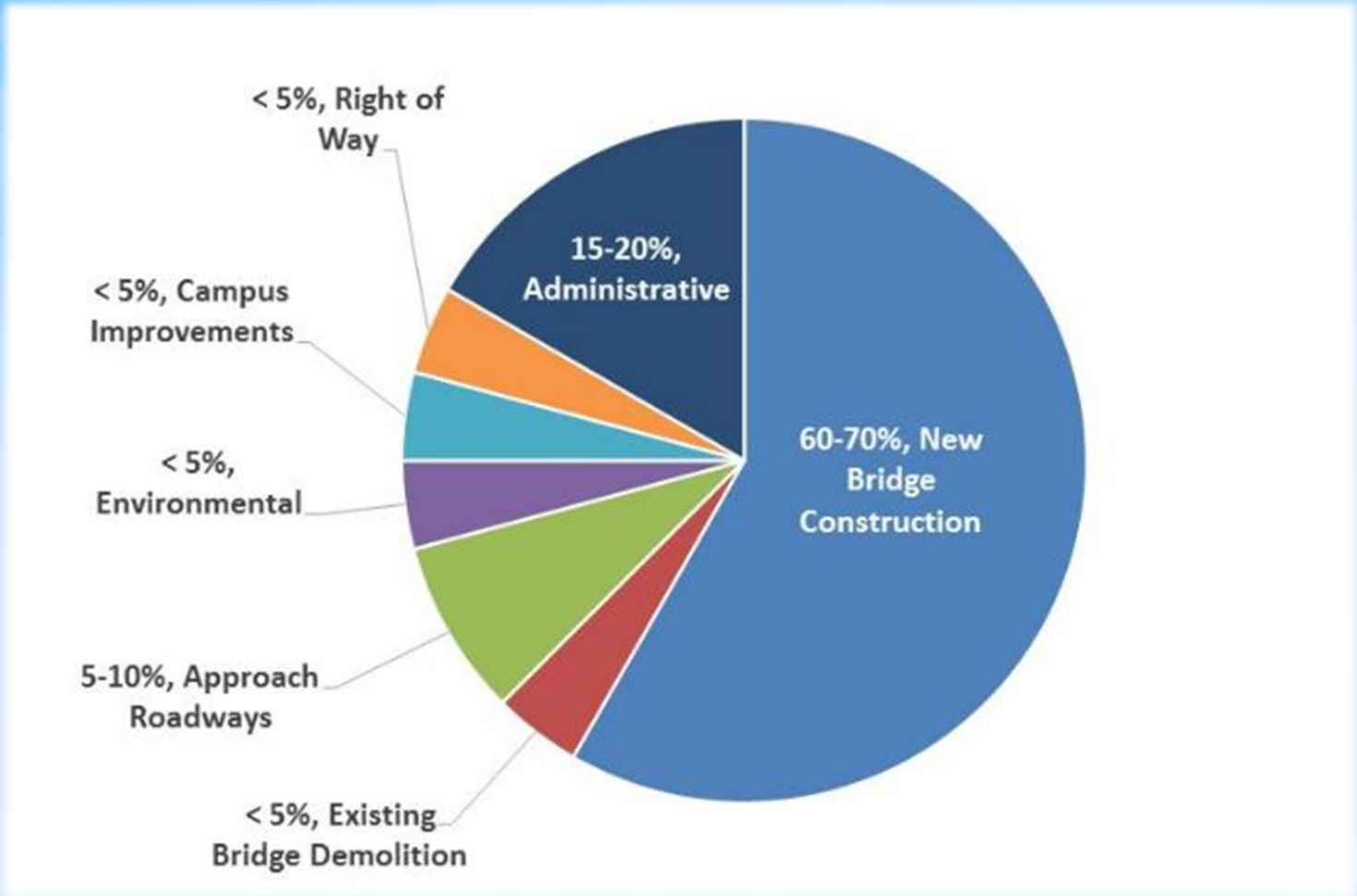
Project Schedule

- Based on advertisement RFQ date of October 2018 and start-of-construction in 2020, bridge construction complete by the end of 2022, project complete in 2024



Note: The 'New Bridge Open to Traffic' & 'Project Completion' dates are to be determined by the Proposers and evaluated by MDTA.

Program Budget



Note: the total program may be broken up into more than one contract.

Cost Elements:

New Bridge Construction
Infrastructure on new bridge and temporary access

Administrative
Planning, preliminary engineering, CMI, program and financial management

Approach Roadways
Infrastructure for roadway, signs, lighting, cameras, gantries, traffic control, utilities

Campus Improvements
Modifications to administrative building and maintenance facility

Environmental
Park mitigation and other environmental work

Existing Bridge Demolition
Removal of existing structure once new bridge is constructed

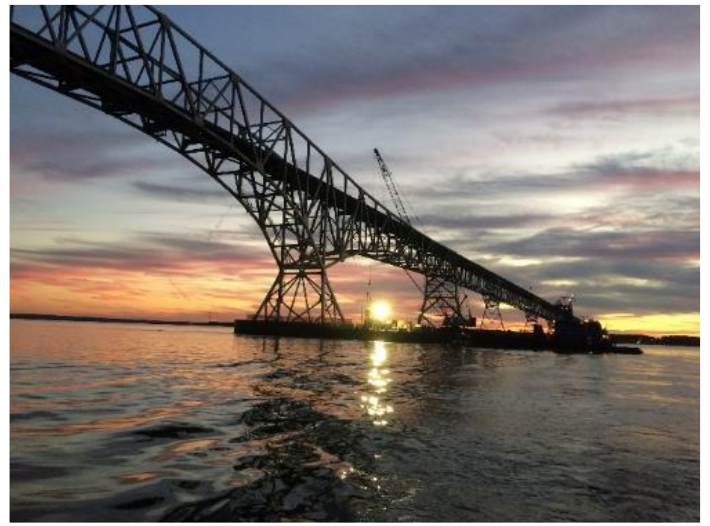
Right of Way
Acquisition costs for all required parcels

Anticipated Work Items

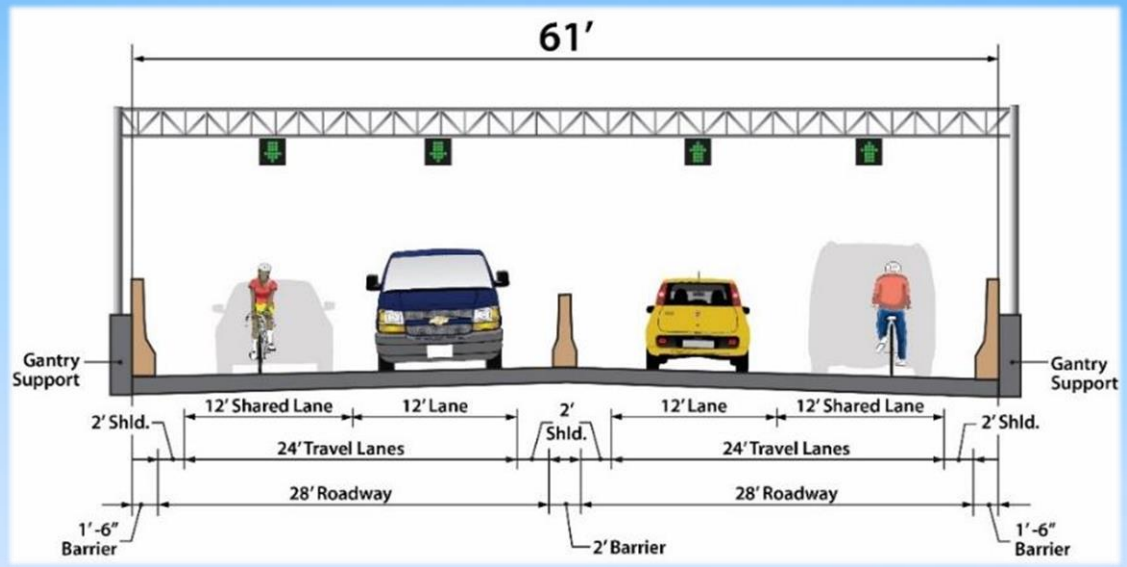
- The following includes a sample of the main work items anticipated for this contract:
  - Approximately 1.9 Mile Bridge Structure across the Potomac River with an opening for Navigational Passage
  - Approximately 1 Mile of Highway Realignment in both Maryland and Virginia
  - Realignment of Orland Park Road and Roseland Road
  - Drainage and Stormwater Management
  - Traffic Signing and ITS Equipment
  - Tolling Infrastructure

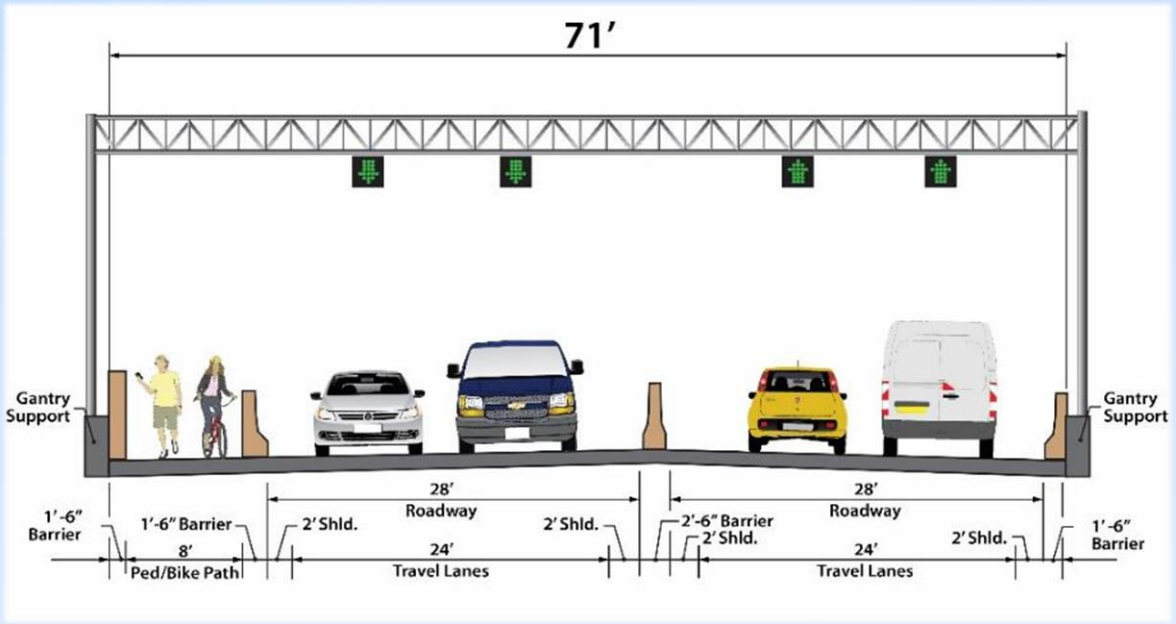
Anticipated Work Items (cont'd.)

- Sample of anticipated main work items (cont'd):
  - Navigational Beacons
  - Utility Relocations
  - Environmental Mitigation and Landscaping
  - Temporary Construction Access Structures
  - Demolition of the Existing Bridge
  - Support for Regulatory Approvals and Permitting
  - Associated Engineering Design, Geotechnical Studies, Earthwork, Supplies, and Hauling
  - Public Outreach Support



Bridge Design - Bid-Alternate Approach

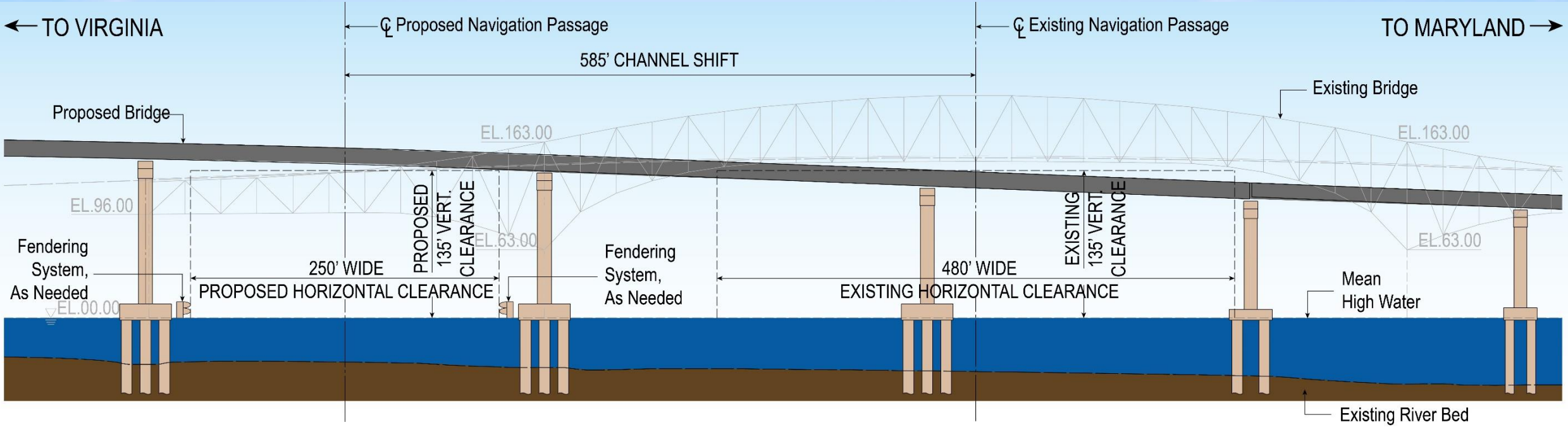




- It is anticipated that the MDTA will use a 'Bid-Alternate' approach to assess options for bike access.
- Prices would be provided with an option to include a separated path with its own associated costs.
- Inclusion of a separated shared-use path will be determined by the MDTA Board based on a cost/benefit analysis.

Bridge Design
Navigation Clearance Changes

Navigational passage requirements include a 135’ vertical clearance, 250’ horizontal clearance, and a passage centerline shift of up to 585’



MAIN SPAN STEEL GIRDER - WATERWAY SEQUENCE OF CONSTRUCTION
(585’ CHANNEL SHIFTED / 250’ CHANNEL WIDTH / 135’ VERT. CLEARANCE / 4% GRADE)

Bridge Type

Steel

Segmental

Concrete

All Electronic Tolling (AET)

ICC/MD 200

ICC/MD 200

I-95 ETLs

Note: the Design-Builder will provide the tolling infrastructure only.

Lane-Use Control Signals

Bay Bridge lane-use control signals

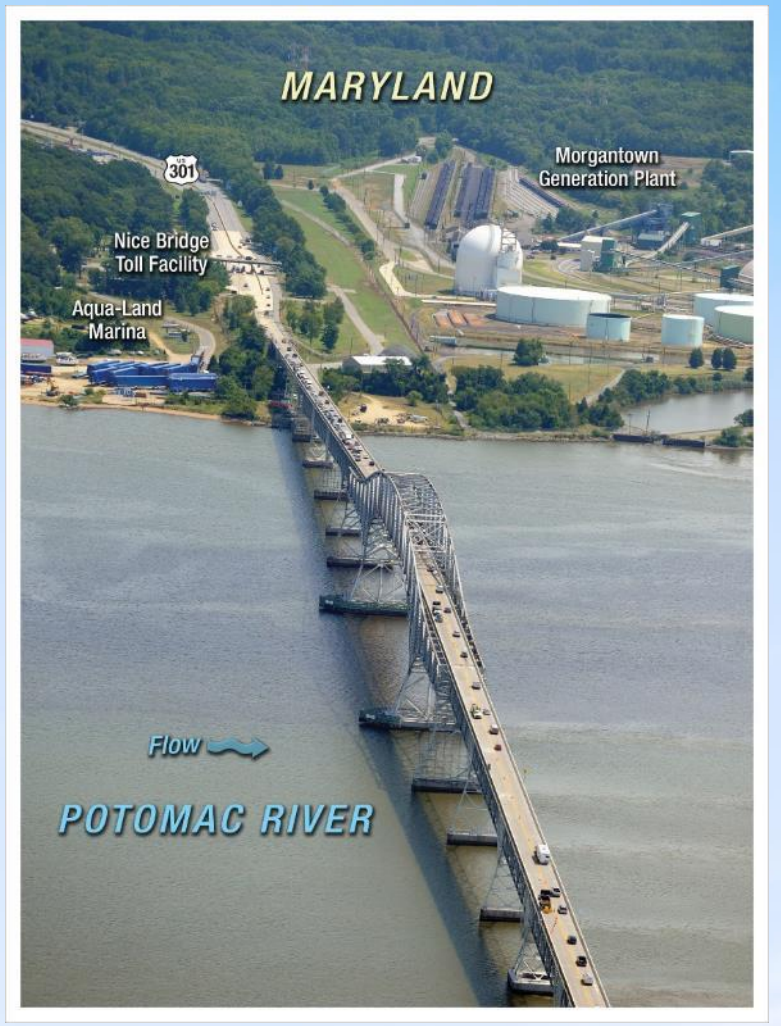
Disadvantaged Business Enterprise (DBE) Firm Opportunities

Potential NAICS Codes		
221122- Main Span Power	238990 - Crane Services	541330 - Erosion Control Services
236210 - Construction Material Supply	238990 - Sawing & Coring Equipment Rental	541330 - Quality Engineering Consulting Services
236220 – Commercial and Institutional Building Construction (includes Toll & Service Plaza Facilities)	238990 – Specialty Trade Contractors (asphalt, concrete, fencing, MOT, etc.)	541330 / 541340 - Civil/CADD Support
237110 – Utility System Construction	238990 / 423390 - Fencing Services/Supplies	541330 / 541340 - Electrical Engineering Services/CADD Support
237310 - Asphalt/Paving	323312 - Steel Fabrication	541340 – Drafting/CADD
237310 – Highway, Street and Bridge Construction	334290 - Barge Location Monitoring Services	541370 – Surveying and Mapping
237310 - Imbedded Concrete Hardware	335932 - Building Electrical & Communication Boxes/Services	541490 - Lighting Design Services
237310 - Imbedded Concrete Hardware	423310 - Lumber Wholesale	541511 - Computer Systems Design and Related Services
237310 - Paving Services	423320 - Building Materials/Sheet Rock Supply and Installation Services	541611 - Management and Financial Services
237310 - Signage	423320 - Concrete Supply	541620 – Environmental Consulting Services
237990 – Other Heavy and Civil Engineering Construction	423320 – Materials Supply	541690 – Traffic Data Services
237990 / 238910 - Drainage	423420 - Computers and Accessories Equipment	541820 - Public Involvement Plan Support
238110 - Concrete Pumping	423440 - Lockers and Benches	541990 + 541611 – Construction Engineering and Inspection
238120 - Fabricate and Install Steel	423520 - Fuel Supply	561110 - Administrative Support Services
238120 - Installing Reinforcing Steel	423610 - Electrical Cable and Supplies	561110 - Scheduling
238120 - Rebar Accessories	423610 - Lighting Suppliers	561320 - Staff Augmentation Services
238120 - Rebar and Rebar Bending	423730 - Heating, Ventilation and Air Conditioning Supplies	561410 / 561439 / 493190 - Document Control
238120 - Structural and Miscellaneous Steel	424120 - Office Supplies	561439 - Misc. Business Services
238120 / 541340 - Structural/CADD Support	424950 - Paint Distribution/Paint Supplies	561439 – Reprographics/Blueprint Services
238140 - Masonry	444190 / 423390 – Misc.Material	561612 - Security Guard Services
238160 - Roofing Systems/Services	483211 - Barge/Marine Towing	561621 - Security Systems
238190 - Welding/Welding Inspection Services	483211 - Marine Towing Services	561710 - Rodent Control
238210 - Electrical Services (including Temporary)	484220 – Specialized Freight Trucking	561720 - Office Cleaning
238220 - Analytical Testing of Water Samples	488490 - Trucking Services (Ex. Delivery of Steel Beams)	561730 - Landscaping Services (Including Tree Removal)
238220 - Heating, Ventilation and Air Conditioning Services	523120 - Trailers	561990 – Underwater Bridge Inspections
238320 – Painting and Wall Covering Contractors	532289 - Small Tools	561990 / 541330 - Misc. Maintenance of Traffic Materials/Equipment
238390 - Office Furniture	532490 - Attenuator Truck Rental	562119 - Remove and Hauling of Debris
238910 - Excavation Services	541320 – Landscape Architecture	562910 - Removal of Contaminated soil
238910 - Right-of-Way Services?	541330 – Civil Engineering (includes geotech and testing)	611430 - QA/QC Services
238910 - Site Preparation Contractors	541330 - Construction Engineering Services	924110 - Air quality and Noise Consulting Services

The potential NAICS Codes listed above are not a complete list of all available categories of work that may be subcontracted. Design-Builders should utilize the MDOT DBE Directory to assist in identifying available NAICS Codes and certified firms to perform work for this project. NAICS codes may vary depending on the D/B design.

Federal DBE & On-the-Job Training (OJT) Program Opportunities

- Project will include Federal DBE and OJT Programs
- Must be ***MDOT DBE*** Certified
- Goal = TBD – currently in process
- Opportunities for OJT
  - Engineering and Design
  - Construction
  - Services
- VDOT Certification assistance on site
- MDOT Certification assistance on site

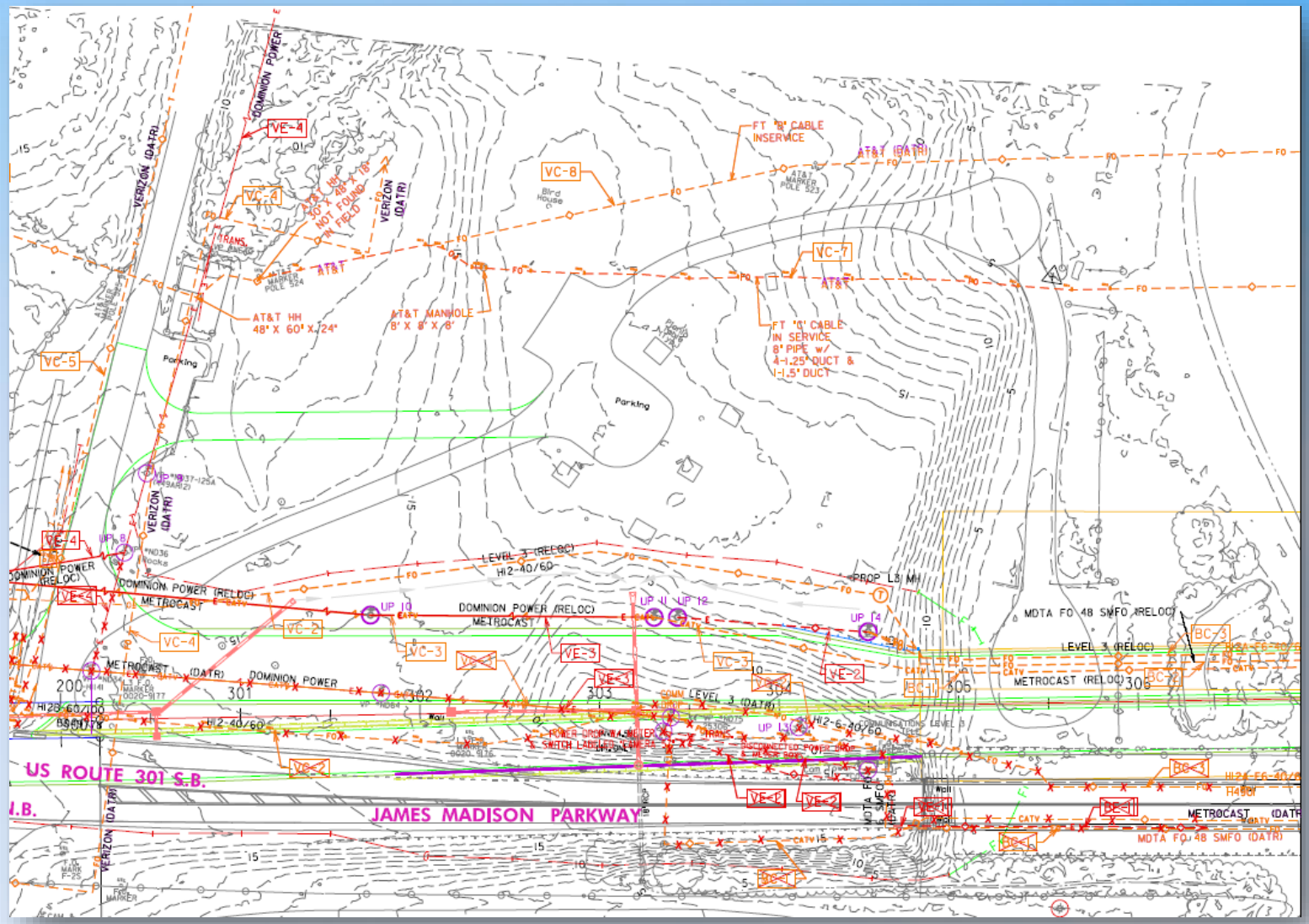


Actions To Date

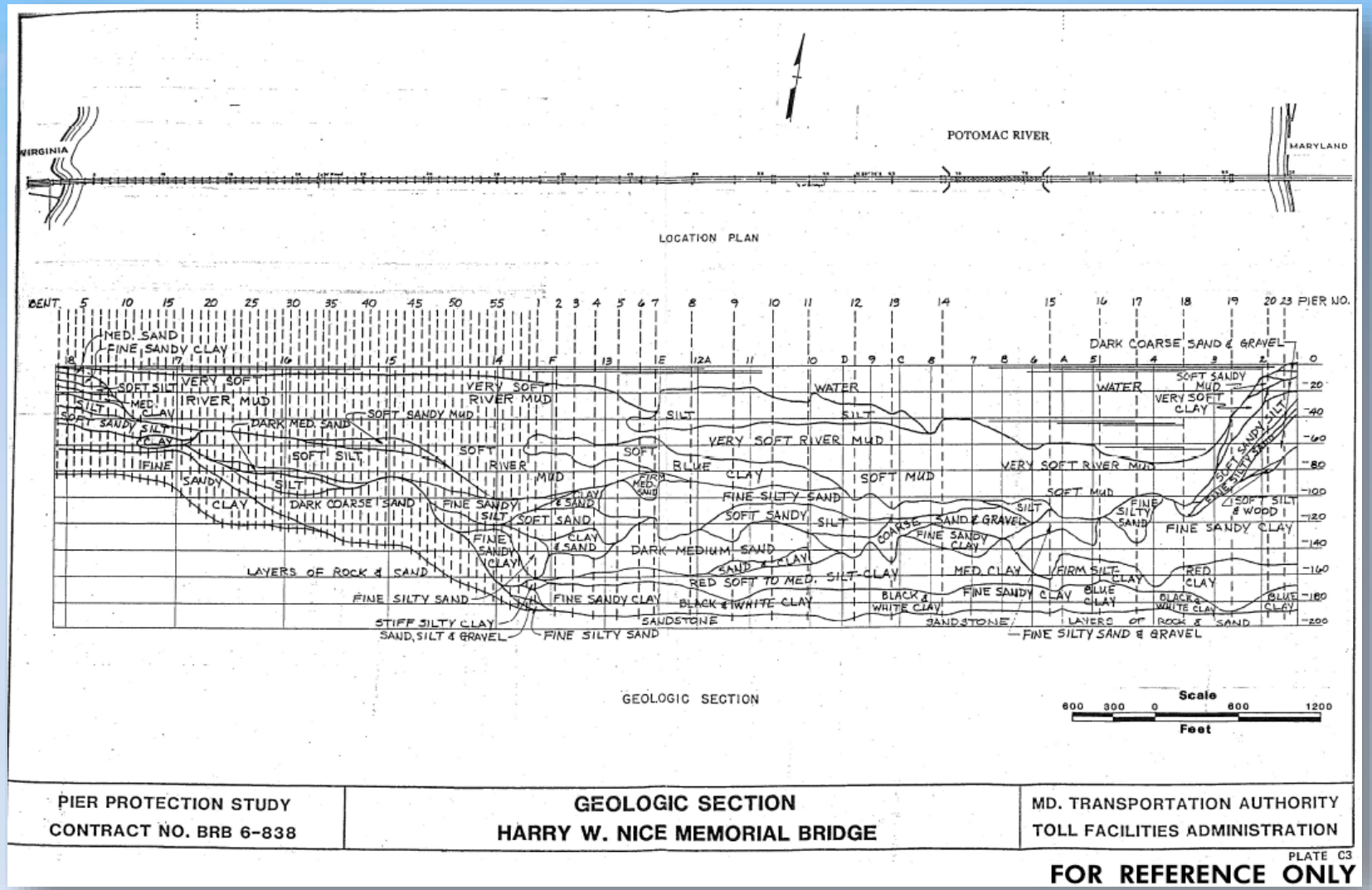
- ✓ **Stakeholder Coordination:** USCG, US Navy Dahlgren, VDOT, etc.
- ✓ **Engineering Site Investigations:** UXO/MEC, Geotechnical Borings, Test Piles
- ✓ **Project Refinements:** Incorporation of Practical Design elements
- ✓ **Preliminary Engineering:** Navigational Analysis, Cost Estimates, Roadway PI, Conceptual SWM, etc.
- ✓ **Environmental Investigations:** Avoidance and Minimization, Phase I ESAs, Historic/Cultural Resources (Underwater/Terrestrial/Architectural), Wetland Delineations, etc.
- ✓ **Procurement Documents:** Finalize RFQ/RFP for Design-Build Contract

Utility Investigations

- Completed level ‘C’ Utility Mosaic Basemap
- Coordinating with utility companies
- Conceptual Utility Matrix will be provided, final Utility Matrix to be a Proposal submittal

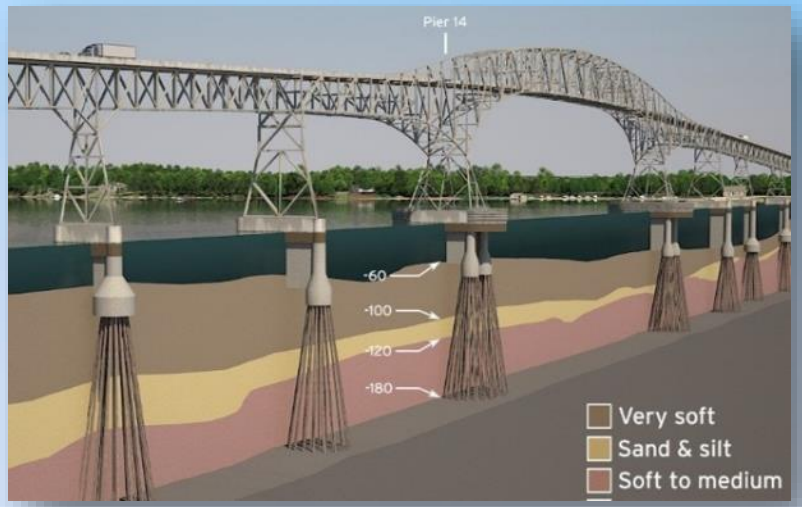


Geotechnical Historical Information



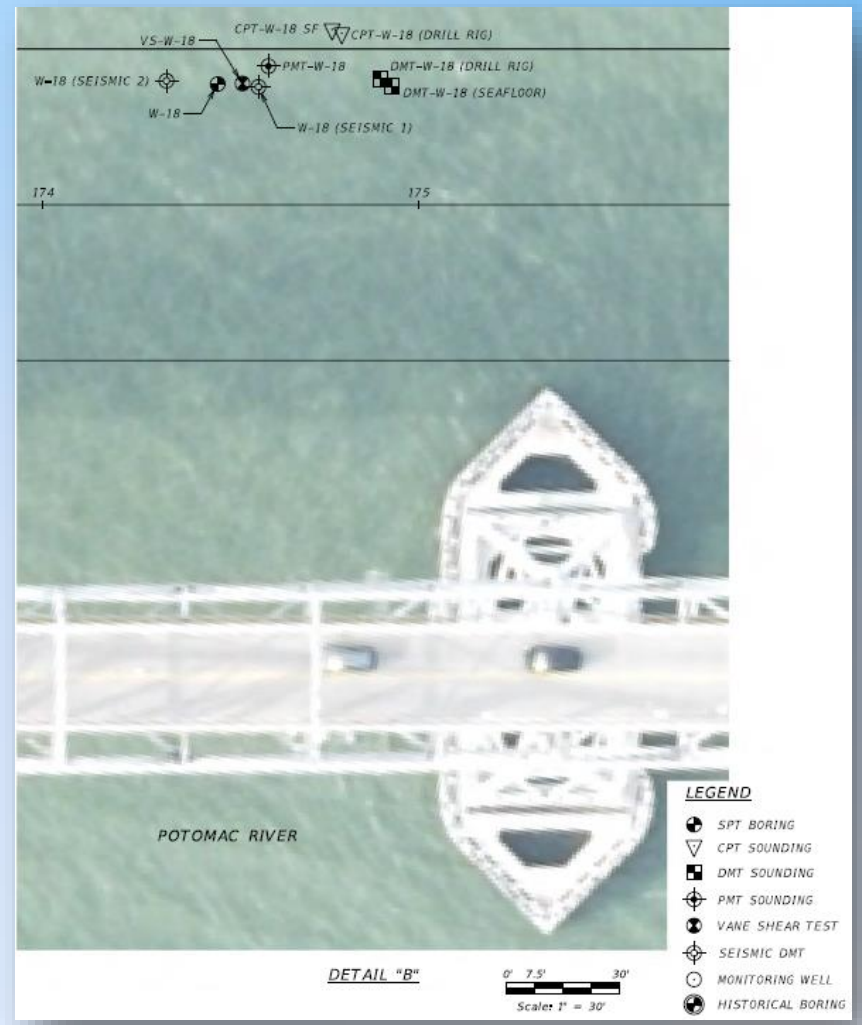
Geotechnical Program and Results

- A Survey of potential submerged hazards found that the risk of encountering “Munitions of Concern” or “Unexploded Ordinances” from the Dahlgren Naval Support Facility is characterized as LOW.
- Geotechnical Subsurface Investigation Program
  - 27 River SPT Borings to 150 to 250 feet
  - 20 Maryland Shore Land SPT Borings
  - 10 Virginia Shore Land SPT Borings
- Seismic Testing @ 2 River Locations per ASTM D7400
- In-Situ Testing Program
  - 13 River Cone Penetrometer Tests with Pore Pressure Dissipation Tests and Seismic Testing
  - 4 Land Cone Penetrometer Tests with Pore Pressure Dissipation Tests and Seismic Testing
  - 4 Dilatometer Tests; 2 Rover and 2 Land
  - 30 Pressuremeter Tests in 2 River Borings
  - 21 Field Vane Shear Tests at 2 River Boring Locations



Geotechnical Program and Results (cont'd)

- Borings - Field work completed May 2016, Geotechnical Data Report compiled.
- Test Piles - Accomplished small test pile program in February 2016 (2 – 24" steel pipe piles)
- Geologic Setting Disclosed By Geotechnical Subsurface Investigation Program
  - Holocene (MD, VA and Potomac River)
  - Pleistocene (Maryland Point on MD Side and Sedgefield on VA Side)
  - Miocene Age Calvert Formation (VA Side)
  - Nanjemoy (MD, VA and Potomac River)
  - Marlboro Clay (MD, VA and Potomac River)
  - Aquia (MD, VA and Potomac River)



Status of Permitting

Federal

Permit	Status
US Army Corps of Engineers Section 10/404 (Individual Permit)	Joint Federal/State Permit Application submitted on 1/26/18. Baltimore District to authorize entire project.
US Army Corps of Engineers Section 408	Determination made – not required for Project.
US Coast Guard Section 9 Permit	Permit application submitted on 5/2/18.

Note: permit modifications will be a Design/Builder responsibility.

Status of Permitting

Maryland

Permit	Status
MD Department of the Environment (MDE) Non-tidal Wetland & Waterway Permit	Joint Federal/State Permit Application submitted on 1/26/18. Additional information provided to MDE on 5/3/18 to continue processing of application.
Board of Public Works Tidal Wetlands License	Joint Federal/State Permit Application submitted on 1/26/18. Additional information provided to MDE on 5/3/18 to continue processing of application.
MDE Section 401 Water Quality Certification	Submitted 1/26/2018 as part of the Joint Permit Application.
MDE Erosion & Sediment Control and Stormwater Management Approval	Concept approval received May 11, 2018. Design/Builder responsible for final approval based on final design.
MDE NPDES Permit for Stormwater Associated with Construction Activity	To be issued at final design, Design/Builder to obtain.
MD Dept. of Nat. Res (DNR) Roadside Tree Permit	MDTA currently pursuing draft permit. Final permit to be obtained during final design by Design/Builder.
DNR Critical Area Commission Approval	MDTA currently pursuing Commission approval. Follow-up coordination on final impacts and mitigation plan to be conducted by MDTA during final design phase.

Note: permit modifications will be a Design/Builder responsibility.

Status of Permitting

Virginia

Permit	Status
VA Marine Resources Commission Sub-Aqueous Bed Permit	Determination made – not required for Project.
VA Department of Environmental Quality (VA DEQ) Water Protection (VWP) Permit	MDTA currently pursuing.
King George Tidal Wetlands Board Tidal Wetlands Permit	MDTA currently pursuing.
Virginia Chesapeake Bay Preservation Exemption	Commonwealth-owned public roads exempt from the Chesapeake Bay Preservation Area Designation & Management Regulations (provided E&SC plans and a SWM plan have been approved by DCR).
VADEQ VPDES General Permit for Construction	To be issued at final design, Design/Builder to obtain.
VA Department of Transportation (VDOT) Stormwater and Erosion and Sediment Control Plan	Development of SWM Strategy Report in process. Design/Builder responsible for final approval based on final design.
VDOT Land Use Permit	Design/Builder to obtain.

Note: permit modifications will be a Design/Builder responsibility.

Procurement Processes

Request for Qualifications - Shortlisting Process

- The MDTA anticipates developing a Reduced Candidate List consisting of a maximum of the four (4) firms evaluated to be the most highly qualified.

Request for Proposals – Stipend Process

- This Project will pay out Stipends of $750,000 to each unsuccessful (***NOT*** selected) RCL proposer.
- Stipends only paid out if MDTA's stipend requirements are met.

Questions/
Open Discussion

Stay Connected….

Maryland Transportation Authority
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Office of Engineering and Construction
8019 Corporate Drive, Suite F
Nottingham, Maryland 21236

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info@newnicebridge.com

Procurement Requests to:
mdtaprocurement@mdta.state.md.us

Support Here Today….

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Virginia Department of Small Business and Supplier Diversity (SBSD)
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Ms. Elizabeth Goff
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Ms. Denise Merritt
Public Relations & Outreach Coordinator
Office of Small & Minority Business Policy
Maryland Department of Transportation
410-865-1380
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NB-0543-0000

HARRY W. NICE BRIDGE REPLACEMENT PROJECT (NICE BRIDGE)
Amendment

Meeting Summary

I. Introductions

Mr. William Pines, MDTA introduced himself and present members of the project team including Jeff Davis (MDTA Procurement), Normetha Goodrum (MDTA Office of Civil Rights), and GEC Team members Mike Blair and Jim Ruddell. Mr. Pines noted that the overall agenda of the meeting was to include the presentation, attendee introductions, a small break, Q&A, networking, and the optional site visit.

II. Purpose

Mr. Pines stated that the purpose of the meeting was to provide preliminary project/procurement information to potential interested proposers and to facilitate networking and teaming opportunities between Primes and DBE subs and suppliers.

III. General Information- please refer to the presentation for more details

a. Mr. Pines informed everyone that the presentation, sign-in sheets, and Q&A would be posted on eMaryland Marketplace and the newnicebridge.com Industry Resources page following the conferences.

b. Mr. Pines then reviewed the project organization and responsibilities between MDTA/the GEC, the Designer, and the Contractor (slides 4-5).

c. Next, a history of the bridge was given as well as the need for its replacement – safety, traffic capacity, and its current condition due to age (slides 6-8).

d. The project location and layout were discussed – new construction of a 4-lane bridge and removal of the existing 2 lane bridge once the new bridge is complete and open to traffic (slides 9-10).

e. Preliminary background information such as key stakeholders, bathymetry, means of construction access, and the campus/land work was discussed (slides 11-14).

f. Mr. Pines introduced the Design-Build procurement/delivery method and went over the five (5) project goals established by the MDTA Board; the overall project schedule and program budget were also discussed (slides 15-18).

g. Potential work items, type of bridge (which will be up to the Design-Builder to propose) and known scope items such as All Electronic Tolling (AET) and Lane-Use

Control Signals were discussed, as well as potential opportunities for DBE's (slides 19-26).

h. A summary/status of the activities to date regarding utilities, geotechnical, and permitting was provided (slides 28-35).

i. The presentation concluded with a brief overview of the RFQ/RFP process and details known to date – up to four teams are to be shortlisted, and non-successful shortlisted teams meeting MDTA's requirements will receive a $750,000 stipend (slide 36).

j. Mr. Pines then asked all attendees to stand and introduce themselves, their companies, and their areas of expertise, which was followed by a short break and then Q&A.

IV. DBE Information

Mr. Pines provided information to attendees regarding the Disadvantaged Business Enterprise (DBE) program anticipated for this project, particularly that Maryland Department of Transportation (MDOT) DBE certification will be required for sub and supplier participation to count towards the goal on this project. He also stated that there will be an On the Job Training (OJT) requirement for the Design-Builder to meet. At this time, the DBE goal has not been established, but will be prior to the RFQ being advertised. Representatives from both the MDOT and VDOT Civil Rights Offices were present at both conferences to assist firms with obtaining certification (slide 27).

V. Questions

A summary of the questions asked and answered at the Pre-Solicitation Conferences and optional site visits is attached to this summary.

Site Visit Questions and Answers – June 6, 2018

Question 1: Will procurement information be posted on eMaryland Marketplace or the project website?

Answer 1: Industry information will be placed on both, but consider eMaryland Marketplace the official location for posting all procurement related information on the project.

Question 2: What are the constraints related to the park in Virginia?

Answer 2: Any constraints will be outlined in the RFP.

Question 3: Does MDTA intend to maintain the Virginia shoreline with revetment or shoreline erosion control?

Answer 3: Any requirements will be outlined in the RFP.

Question 4: Does Dahlgren Naval Support Facility have any restrictions governing this project?

Answer 4: Any restrictions will be outlined in the RFP.

Question 5: Is the new bridge within 100' of the existing bridge?

Answer 5: Final location of the new bridge will be determined by the Design-Builder, within requirements set forth in the contract. These requirements will be outlined in the RFP.

Question 6: When will the joint permit be acquired?

Answer 6: MDTA is currently working with the agencies and has submitted the Joint Permit Application, and it is anticipated that the permit will be acquired prior to issuance of the RFP.

Question 7: Why is there a chain link fence parallel to the existing bridge on the Virginia shore?

Answer 7: The existing fencing is for the protection of MDTA's bridge.

Question 8: Are there utilities on the existing bridge?

Answer 8: Yes, it is anticipated that the relocation of these utilities onto the new bridge will be a responsibility of the Design-Builder.

Question 9: Has the Navy weighed in on the methods for demolishing the old bridge?

Answer 9: The MDTA is coordinating with the US Navy. Any requirements or restrictions will be outlined in the RFP.

Question 10: Will a portion of the old bridge be retained as a fishing pier?

Answer 10: The project scope includes full demolition of the existing bridge.

Question 11: With the bridge's proximity to Dahlgren, is there a restriction on the use of drones?

Answer 11: The MDTA is coordinating with the US Navy. Any requirements or restrictions will be outlined in the RFP, including the use of drones.

Question 12: Will MDTA enter an agreement with Aqualand Marina?

Answer 12: Undetermined at this time. Any agreements will be outlined in the procurement documents.

Question 13: What are the allowable limits within the Aqualand property?

Answer 13: MDTA is currently in negotiations to acquire a portion of the Aqualand property, the limits of which will be outlined in the RFP.

Question 14: Is MDTA securing all the Aqualand Marina or a portion of it?

Answer 14: MDTA is currently in negotiations to acquire a portion of the Aqualand property, the limits of which will be outlined in the RFP.

Question 15: Will MDTA secure permits to accommodate dredging of the water abutting the Aqualand property?

Answer 15: MDTA is pursuing a permit to include dredging within the project Limits of Disturbance (LOD), which would include only the portion of Aqualand that will be acquired. Any permitting for dredging outside of the LOD would be a Design Builders responsibility.

Question 16: Will there be water quality treatment requirements?

Answer 16: Yes, the permit requirements will be outlined in the RFP.

Question 17: Has MDTA performed sulfate and chloride sampling of the river that will be needed to determine corrosion design solutions?

Answer 17: MDTA will include any sampling and testing in the RFP. Historical salinity and pH information is also publicly available for station RET2.4 – Morgantown Bridge (Rte 301) at http://eyesonthebay.dnr.maryland.gov/.

Question 18: What NAICS codes does a firm need?

Answer 18: The Contractor will be responsible for determining the needed services (NAICS codes) for the project. A list of potential project NAICS codes is available on slide 26 of the Pre-Solicitation Conference presentation. This list is not meant to be all-inclusive.

Question 19: How much staging area will MDTA permit for the project?

Answer 19: Available areas for staging will be outlined in the RFP.

Site Visit Questions and Answers – June 12, 2018

Question 20: What area(s) will be available for staging?

Answer 20: Available areas for staging will be outlined in the RFP.

Question 21: Who will be responsible for the maintenance of the existing bridge during the contract?

Answer 21: Maintenance of the existing bridge will be a responsibility to both MDTA and the Design-Build team. MDTA will provide clarity of responsibilities in the RFP.

Question 22: Will a gawk screen be a requirement for the project on the existing bridge?

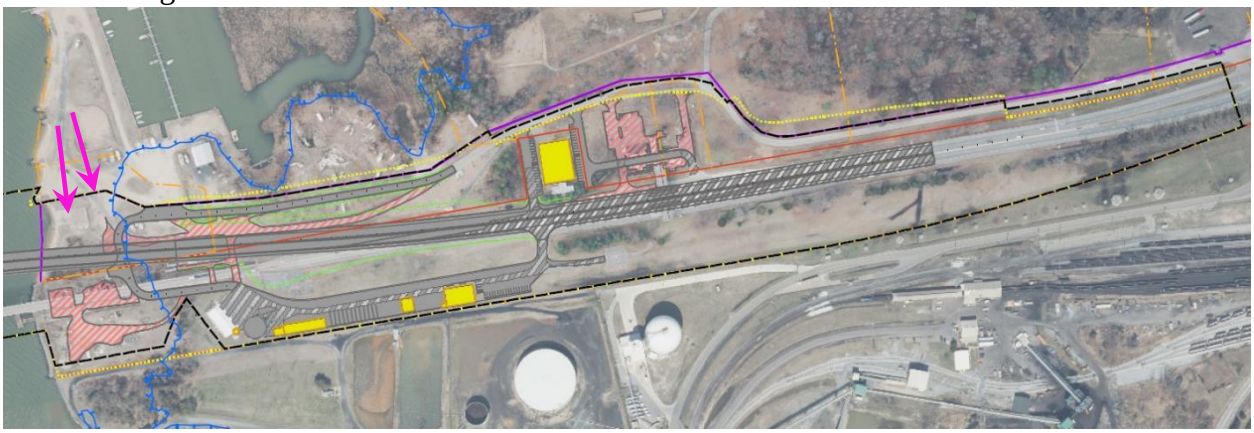
Answer 22: Provisions for a gawks screen for the project on the existing bridge are currently being evaluated. Any requirements will be outlined in the RFP.

Question 23: Will Aqualand Marina be acquired in full, or just partial acquisition?

Answer 23: MDTA is currently in negotiations to acquire a portion of the Aqualand Marina property, the limits of which will be outlined in the RFP.

Question 24: How far does the Right-of-Way (ROW) acquisition extend into Aqualand?

Answer 24: The area under negotiations at this time is just beyond the large concrete pad near the shoreline (concrete pad is included in the area being acquired). See the graphic below (slide 14) – the arrows point to the concrete pad discussed at the site and the right-of-way lines that are under negotiations at this time and are subject to change:



The actual acquired right-of-way limits will be outlined in the RFP

Question 25: Has a standard agreement with Aqualand been considered?

Answer 25: Yes, this is currently under consideration. Any agreements will be outlined in the procurement documents.

Question 26: Will Aqualand continue to be in operation throughout construction?

Answer 26: Yes, it is currently anticipated that Aqualand Marina will remain in operation throughout construction. The Design-Builder will be responsible to maintain access to Aqualand's operations. Requirements related to Aqualand will be outlined in the RFP.

Question 27: Will Orland Park Road need to be shared with Aqualand's operations during construction?

Answer 27: It is currently anticipated that Aqualand Marina will remain in operation throughout construction, and the Design-Builder will be responsible to maintain access for Aqualand Marina to maintain uninterrupted operations. Requirements related to Aqualand will be outlined in the RFP.

Question 28: Does the existing bridge contain lead paint?

Answer 28: Yes.

Question 29: Will the lead paint issue with the existing bridge require a permit from MDE?

Answer 29: A permit issued by MDE is not anticipated. However, refer to Sections TC-6.09 and 436.01.02 of the MDOT SHA Standard Specifications for Construction and Materials for typical requirements associated with managing and handling toxic metals, such as lead.

Question 30: Does this part of the Potomac River have much barge traffic?

Answer 30: MDTA performed a river navigation analysis and found a relatively low volume of barges travel the river through the Nice Bridge area. The Navigation Analysis Report will be made available in the RFP.

Question 31: Does this part of the Potomac River ever freeze in the winter?

Answer 31: Yes, refer to the photos of one such example freeze in Attachment A – 2014 Nice Bridge Frozen River.

Question 32: Are there any agreements with Dahlgren NSF?

Answer 32: The MDTA is coordinating with the US Navy. Any requirements, restrictions and/or agreements will be outlined in the RFP.

Question 33: Will the MDTA specify allowable foundation types?

Answer 33: No, it is the MDTA's intent to allow for flexibility in project elements. It will be up to the Design-Builder to determine the most appropriate foundation type(s), within the requirements of the applicable codes and the contract.

Question 34: How deep is it to rock?

Answer 34: The depth to bedrock is very deep, if reachable at all. Refer to Attachment B - Geotechnical Data Report (GDR) posted with these responses for additional information. Additional geotechnical requirements will be included in the RFP.

Question 35: Will the Dahlgren Wayside Park be closed to the public during construction?

Answer 35: It is not anticipated at this time that the park will be closed outside of the ROW acquisition currently under negotiation. Any further clarity will be outlined in the RFP.

Question 36: Will there be any provisions or requirements on the disposal of the existing concrete from the demolition of the old bridge – in particular, as related to artificial fish reefs?

Answer 36: Any requirements, restrictions and/or agreements related to the disposal of the material from the demolition of the existing bridge will be outlined in the RFP.

Question 37: What will the sediment control requirements be during pile driving?

Answer 37: Requirements for pile driving will be outlined in the RFP.

Question 38: How fast does the river flow in this area?

Answer 38: Any available data on the velocity of the river flow through this area of the Potomac River will be made available in the RFP, if not already publicly available.

Pre-Solicitation Conference Questions and Answers – June 6, 2018

Question 1: Are there any architectural/aesthetic elements required for the bridge, including a visual quality panel?

Answer 1: It is anticipated that the design and construction of the new bridge will be required to follow the MDOT SHA Aesthetic Bridges - Users Guide and the AASHTO Bridge Aesthetics Sourcebook for guidelines on aesthetic bridge design. It is not anticipated that a visual quality panel will be used for this project. The specific requirements for bridge aesthetics will be included in the RFP.

Question 2: What floodplain and Scour analysis has been done to date?

Answer 2: MDTA has collected some river data and conducted a bathymetry survey, but it will be the Design-Builder's responsibility to complete the final hydraulics and hydrology (H&H) Report and Scour Report, based on their final design.

Question 3: Will there be any local hiring requirements on the project?

Answer 3: No, not at this time. There will be an On the Job Training (OJT) requirement for this project.

Question 4: What about apprenticeship program requirements?

Answer 4: No apprenticeship program is required at this time, but MDTA may accept one if it is proposed by teams. There will be an On the Job Training (OJT) requirement for this project.

Question 5: You mentioned an Independent Design Quality Manager (IDQM) requirement on the Design-Build team for the project – will there also be a requirement for a QC engineer?

Answer 5: Yes, the Design-Builder's designer will be required to perform their own QA/QC on the design, in accordance with their Quality Control Plan. The IDQM will provide a separate, independent quality function. This role has been included on recent MDOT SHA procurements and is anticipated to serve similar functions for this project. The IDQM scope will be defined in the procurement documents.

Question 6: Does the Program Manager (GEC) have an DBE requirement for DBE's on their team?

Answer 6: The GEC contract was established with MBE and VSBE goals. However, all subconsultants on the GEC contract are also MDOT certified DBE firms.

Question 7: Has a goal been established for the Design-Build contract?

Answer 7: The contract goal has not been established at this time. MDTA will include the required DBE and OJT goals in the RFQ advertisement.

Question 8: Will the Design-Build teams be selected based on qualifications?

Answer 8: Yes, a reduce candidate list of the most highly qualified firms will be developed during the RFQ stage. The Design-Builder will be selected on a best-value basis during the RFP stage.

Question 9: When will the goal for DBE participation on the Design-Build contract be established?

Answer 9: It is anticipated that the goal will be set prior to Request for Qualifications being advertised.

Question 10: Could more than one (1) Design-Build team be selected (one for Maryland, one for Virginia?)

Answer 10: No, there will be only one (1) contract award made for the Design-Build contract for the bridge replacement and highway approach work. However, the Design-Builder may segment the work/contract at their discretion. There will be separate procurements as part of the overall New Nice Bridge program. As an example, it is planned that a campus improvements contract will be advertised as a separate Design-Bid-Build contract that will be constructed concurrently with the bridge and highway construction.

Question 11: What was the reason for changing the horizontal clearance of the main navigation span?

Answer 11: The reduction in clear width of the main navigation span was pursued as a cost saving change.

Question 12: Will there be any sub/minority goals, similar to MDTA A/E contracts?

Answer 12: No, the contract will have an overall DBE goal.

Question 13: When do Design-Build teams have to submit proposals to MDTA?

Answer 13: A very high-level schedule states that the Request for Qualifications will be advertised on or before October 2018. Shortlisted firms can expect to hear back regarding shortlisting around December 2018. A draft of the Request for Proposals will be released to shortlisted teams in early 2019, so firms can prepare Alternative Technical Concepts (ATC's).

Question 14: At what point in the submittal process will the DBE firms and the DBE plan need to be submitted (RFQ, RFP?)

Answer 14: MDTA is still currently evaluating this matter, and it will be included in procurement documents.

Question 15: For the proposed bridge, who will set the span arrangement?

Answer 15: It will be the Design-Builder's responsibility to set the span arrangement, within the requirements of the contract, including anticipated limitations associated with permit impacts.

Question 16: Did the MDTA/GEC Geotech program account for all span arrangement scenarios?

Answer 16: No, MDTA's geotechnical program only took borings at roughly every 500 feet across the river. Refer to the Attachment B – Geotechnical Data Report. The Design-Build Teams will be responsible for evaluating and determining the sufficiency of the geotechnical data provided and for obtaining supplemental geotechnical borings and testing for their design and construction to conform to pertinent Authority, AASHTO and ASTM policies and specifications that will be outlined in the RFP.

Question 17: Based on other Design-Build projects in the State, can you provide a range of what you expect the DBE goal to be?

Answer 17: A range cannot be provided, since every project is unique and is evaluated on a case-by-case basis.

Question 18: Regarding alternates – are the base bid and add alternate going to be 2 separate designs, prices, and proposals?

Answer 18: It is not the intent to make the procurement process burdensome for the industry. Bridge design without the separated path will be the base option, and the Design-Builder will be asked for the necessary costs and technical information needed to evaluate the add alternate. Additional information will be provided in the RFP.

Question 19: Once the project is awarded and contract signed, who is responsible for existing bridge maintenance during new bridge design and construction?

Answer 19: Maintenance of the existing bridge will be a responsibility to both MDTA and the Design-Build team. MDTA will provide clarity of responsibilities in the RFP.

Question 20: Will you require Design-Build teams to do DBE outreach before they submit their bids?

Answer 20: The specific DBE requirements for the contract will be included in the RFP.

Question 21: Have the three (3) CMI contracts been awarded yet?

Answer 21: The selection notices for Contract MDTA2017-02 for Nice Bridge CMI Services have been sent to the firms. The procurement process remains closed for this Contract, and MDTA is not at liberty to disclose the selected firms at this point in time.

Question 22: Is MDTA aware of any planned private/economic development (such as marinas or restaurants) associated with the new bridge construction?

Answer 22: No, MDTA has been coordinating with VDOT for their corridor study, but we are not aware of any specific developments associated with this project.

Question 23: Will there be any incentives provided for the bridge opening early?

Answer 23: The schedule requirements are under evaluation at this time. The schedule requirements for the Contract will be included in the RFP.

Question 24: Is the test pile program info available to post on eMaryland Marketplace?

Answer 24: Refer to Attachment B - Geotechnical Data Report (GDR) posted with these responses for additional information for the test piles.

Question 25: Is Charles County going to review and approve the SWM designs or will MDE?

Answer 25: Concept and final design approval for stormwater management will be approved by MDE. MDTA is collaborating with Charles County, but as this is a state agency project, the MDE policies and practices will govern. This project does not have to go through any county permitting or processes.

Question 26: Is the GEC team involved in the MDE permit review?

Answer 26: Each permit has a different flow path, such that the division of permitting responsibilities between MDTA and the Design Builder will vary by permit. The specific division of permitting responsibilities will be defined in the RFP.

Question 27: How much time will teams have to respond to the RFQ?

Answer 27: MDTA is targeting 6 to 8 weeks, but MDTA may adjust the duration as necessary to be responsive to pertinent requests from industry to ensure that any questions are appropriately answered and teaming opportunities are facilitated.

Question 28: How long will it take to shortlist firms following their SOQs?

Answer 28: Shortlisted firms can expect to hear back regarding shortlisting around December 2018. A draft of the Request for Proposals will be released to shortlisted teams in early 2019 so firms can prepare Alternative Technical Concepts (ATC's).

Question 29: Will DBE firms on the GEC team be allowed to participate on the Design-Build contract?

Answer 29: MDTA will provide list of firms that are precluded in the RFQ.

Question 30: Will DBE firms on the CMI contracts be allowed to participate on the Design-Build contract?

Answer 30: The procurement documents advertised for CMI listed precluded firms according to COMAR regulations. Refer to project MDTA 2017-02 addendums on eMaryland Marketplace for a partial/incomplete list of precluded firms for the design-build contract. Also, firms selected, including subconsultants, have been retained under MDTA 2017-02 to perform construction phase services on behalf of the State, and therefore will be prevented from pursuing work with a Contractor for the Nice Bridge Design/Build project.

Question 31: Can DBE and sub preclusions be provided before the RFQ is advertised?

Answer 31: MDTA will provide this information as soon as possible, and will include this information in the RFQ.

Pre-Solicitation Conference Questions and Answers – June 12, 2018

Question 32: Regarding the service life/durability goal – will any guidance be provided on specific replaceable and non-replaceable element requirements (corrosion protection plan)?

Answer 32: A corrosion protection plan will be required, and specific requirements will be defined in RFP.

Question 33: Was MDE's concept stormwater management approval for the 61' or 71' preliminary design typical section?

Answer 33: The concept approval was for the wider, 71-foot wide structure.

Question 34: Can you provide more details about the lighting requirements on the new bridge?

Answer 34: The existing bridge is not lit, and similarly there are no plans to require the new bridge to be lit at this time. There will be navigational lighting and some landside lighting required, and those requirements will be defined in the RFP.

Question 35: Will key staff positions/descriptions/requirements be made available prior to the RFQ advertisement (similar to what SHA does)?

Answer 35: It is anticipated that MDTA will require the following Key Personnel (at minimum) in the RFQ:

1. Design-Build Project Manager
2. Design Manager,
3. Construction Manager,
4. Structures Design Manager,
5. Bridge Erection and Removal Manager,
6. Geotechnical Design Manager,
7. Roadway Design Manager,
8. Traffic Design Manager,
9. ITS Design Manager,
10. Environmental Compliance Manager,
11. Utility Manager,
12. Project Quality Manager,
13. Independent Design Quality Manager Director,

Question 36: Will there be a requirement to provide instrumentation, monitoring, and/or real time geotechnical information on the existing bridge and structures in the area during construction activities for the new bridge?

Answer 36: Any requirements associated with geotechnical instrumentation and monitoring will be outlined in the RFP. It is anticipated that the DB will need to provide a plan to protect the existing structure during construction of the new bridge. The plan must include measures to verify in real time that construction activities have not compromised the structural integrity of the existing bridge.

Question 37: Will the bridge hydraulic study requirements be similar to what was required for the Woodrow Wilson Bridge project? How will the responsibilities be split between MDTA and the Design-Build Team? What will the impact to the schedule be, can we start the study now and gain access to the site?

Answer 37: Woodrow Wilson Bridge was a design-bid-build project, so the process was different and cannot be repeated for this project. MDTA has collected some river

data and conducted a bathymetry survey, but it will be the Design-Builder's responsibility to complete the final hydraulics and hydrology (H&H) Report and Scour Report, based on their final design. The Design Builder will be responsible for determining the schedule impacts associated with completing this work, and including this in his CPM schedule.

Question 38: Is the list of precluded designers available yet?

Answer 38: See Answer 30 in response to Question 30 above.

Question 39: What will the scope/responsibilities for the IDQM position be?

Answer 39: The role will be generally similar to what was defined for SHA Design-Build projects, like MD 32 and MD 404. Additional information on the IDQM requirements will be included in the RFQ and RFP.

Question 40: Will the stormwater management permit be reviewed by SHA or MDE?

Answer 40: SHA's PRD team will not review/approve permits for this project. MDE will be the reviewing regulatory agency.