Request for Proposal (RFP) to provide Transportation Engineering, Public Space Design, and Community Engagement Consultant Services for the I-75 Cap Feasibility Study in Downtown Detroit

March 24, 2025

Schedule:

March 24, 2025	RFP Released for Bidders
April 2, 2025	Bidder Q/A
April 23, 2025	RFP Packages Due to Downtown Detroit Partnership
Wk of Apr 28, 2025	Possible Interviews of Firm's Project Team
May 7, 2025	Firm Selection
May 2025	Contract Finalization/Signatures
May 2025	Project Kick Off

Downtown Detroit Partnership
Attention: James Fidler
1000 Woodward Ave, Suite 380; Detroit, MI 48226
313.566.8250
james.fidler@downtowndetroit.org

Request for Proposal (RFP) to provide Transportation Engineering, Public Space Design, and Community Engagement Consultant Services for the I-75 Cap Feasibility Study in Downtown Detroit

In partnership with the Michigan Department of Transportation and the City of Detroit, the Downtown Detroit Partnership (DDP) is seeking proposals to provide Transportation Engineering, Public Space Design, and Community Engagement services for a Feasibility Study to support the I-75 Cap Project in Downtown Detroit. Funding for the project is being provided through a United States Department of Transportation Fiscal Year 2023 Neighborhood Access and Equity (NAE) Program planning grant.

Project Description:
In 2024, the Downtown Detroit Partnership together with the Michigan Department of Transportation (MDOT) and the City of Detroit undertook a community-led Vision and Alternatives Analysis to select a preferred alternative to cap a section of I-75 between Brush Street and 3rd Avenue in Downtown Detroit. After a robust and meaningful engagement process, the community selected as its preferred alternative a series of three park caps to best achieve the project vision and goals of reconnecting the communities separated by the freeway and addressing past harms associated with freeway construction. As part of the preferred alternative, additional pedestrian and bike improvements were recommended along the north-south right-of-ways and along the service drives to further enhance connectivity within the project area.

Building on the I-75 Cap Vision and Alternatives Analysis project, the next phase of the I-75 Cap Project will be a Feasibility Study to further advance the design and engineering of the three park caps and the right-of-ways up to 30% completion. The I-75 Cap Feasibility Study will be undertaken over a 12-month period between the second quarter of 2025 and second quarter of 2026. It is being funded by a $2 million FY2023 U.S. Department of Transportation Neighborhood Access and Equity (NEA) program grant under the Reconnecting Communities and Neighborhoods program.

The work of the Feasibility Study will be broken down into three categories: Community Engagement, Transportation Design and Engineering, and Public Space Design. Community Engagement will continue to play a key role in the project to ensure that the design remains reflective of the community vision and achieves the project goals to address past harms of the original freeway construction. Transportation Design and Engineering will include transportation network design, Environmental Class of Action determination and documentation, hazardous materials routing, ventilation and life safety study and structural design up to 30% completion. Public Space Design will develop a Park Design and Placemaking Plan for each of the three park caps and right-of-ways within the project area up to 30% completion.

As part of its final deliverables package, the Feasibility Study will provide an updated project budget, ownership, operations, and maintenance plan, construction timeline, and implementation plan. All work developed as part of the Feasibility Study must follow State and Federal environmental, regulatory, and funding criteria.

A bidder question and answer session will be held virtually Wednesday, April 2 at 10am. Please RSVP all members of your team who would like to attend to James Fidler (james.fidler@downtowndetroit.org) for login information.

RFP submissions are due at noon EST on Wednesday, April 23. Please email RFP submissions in PDF form to James Fidler (james.fidler@downtowndetroit.org) and Isaac Douglas

(isaac.douglas@downtowndetroit.org). Proposal packages and subsequent bids will not be opened in a public setting and will be considered confidential and proprietary to the DDP.

Possible interviews will be conducted the week of April 28th with firms notified of selection by May 7.

Please contact James Fidler (james.fidler@downtowndetroit.org) and Isaac Douglas (isaac.douglas@downtowndetroit.org) with any questions.

I-75 Cap Feasibility Study – Scope of Work

Project Area: 3rd Ave to I-75/I-375 Boulevard Interchange; Downtown Detroit
Project duration: 12 months

1. Community engagement
    - Develop inclusive community engagement plan to ensure that all demographic groups are kept informed and provided opportunity to participate in the development of the Feasibility Study
    - Conduct monthly stakeholder meetings – virtual or in-person – with project stakeholder group.
    - Convene public meetings as part of a broad and inclusive participatory planning process; meetings expected to provide general project updates but also focus on gathering input related to specific park design options and recommended local street network changes around the caps.
2. Park Design and Placemaking Plan
    - Develop schematic design drawing package for proposed public spaces and local street rights-of-way within the project area.
    - Develop program and placemaking plan for each proposed public space.
    - Integrate park design and program and placemaking plan with capital and operational cost estimates for overall project.
3. Transportation Design and Engineering
    - Transportation Study
        - Study potential changes to I-75 access and the local street and parking network, including impacts and benefits for vehicular, non-motorized, and transit modes.
        - Determine Interstate Access Change Request needs within the project study area.
        - Recommend multimodal roadway design for service drives and north-south streets
        - Complete a safety and operations analysis of the existing conditions and model safety improvements
        - Study impacts to hazardous materials routing.
    - Environmental Review

        - Research to support Environmental Class of Action determination.
- Engineering Design
    - Locate and size highway caps based on preliminary site survey, ventilation study, structural design concepts, transportation study, and community feedback
    - Conduct ventilation study to assess overall size of caps to eliminate need for mechanical ventilation systems.
    - Develop feasible structural design concepts
    - Study the constructability and phasing, including potential coordination with adjacent I-375 project.
    - Prepare drainage concepts
    - Update capital cost estimates

The goal of the Feasibility Study is to ensure that the I-75 caps are located and sized accurately to continue design and engineering development in later phases of the project under separate contract. Please see Appendix A: MDOT Preconstruction Consultant Tasks Checklist for additional information. The expectation will be to complete all 1000 and 2000 level tasks as indicated and undertake 3000 level tasks as needed to complete the scope of work.

Required Michigan Department of Transportation Guidelines and Standards

Work shall conform to current Michigan Department of Transportation (MDOT), Federal Highway Administration (FHWA), and American Association of State Highway and Transportation Officials (AASHTO) practices, guidelines, policies, and standards (i.e., including, but not limited to – MDOT Road Design Manual, MDOT Bridge Design Manual, Standard Plans, Published MDOT Design Advisories, Drainage Manual, Special Details, Special Provisions (both standard and unique), Roadside Design Guide, A Policy on Geometric Design of Highways and Streets (AASHTO Green Book – latest approved MDOT adopted version), Michigan Manual of Uniform Traffic Control Devices (MMUTCD), MDOT Geotechnical Manual, current MDOT Standard Specifications for Construction (Spec Book), etc.).

The Consultant is required to use the current MDOT accepted version of design software (published at Software Requirements of the Development Guide) with the current MDOT workspace configuration (published at CAD Workspace Configuration Downloads of the Development Guide). 3D models and Reference Information Documents are required for all applicable projects. The consultant shall comply with all Roadway Modeling Standards, Design Submittal Requirements, MDOT CAD standards, Guidelines for Plan Preparation and design base file and sheet file naming conventions.

Deliverables

The Consultant shall create a folder structure mirroring the scope of work and provide all electronic files associated with the project in their native format (spreadsheets, CADD files, design software files, Roadway Templates etc.) as directed by the Project Manager or as part of each submittal at a minimum. All CADD/design software files/project files shall be created and identified with standard MDOT file names per the latest MDOT naming conventions. It is the Consultant's responsibility to obtain current design software seed/configuration files necessary to comply with MDOT's CADD standards. Any

CADD/design software files/project files that do not conform to MDOT standards will be returned to the Consultant for correction at the Consultant's expense.

All plans, special provisions, estimates, and other project related items shall meet all MDOT requirements and detailing practices (i.e., format, materials, symbols, labeling, patterns, and layout) or as otherwise directed by the Project Manager. All plans, specifications, and other project related items are subject to review and approval by DDP.

Upon completion of the scope of work items, the Consultant will issue the native final format of all files to the Project Manager. This will include, but not limited to, all corresponding reference files, calculations, meeting notes, CADD files, design software files, survey files, spreadsheets, and document files. These will become property of DDP.

Michigan Department of Transportation Consultant Prequalification Requirements

Consultants performing services described in the scope of work must be prequalified by MDOT as a prerequisite to submitting proposals for contracting. More information about the MDOT prequalification process can be found at https://www.michigan.gov/mdot/business/vendor-and-consultant-services.

Primary Prequalification Classification
Design – Bridges: Complex

Secondary Prequalification Classification
Design – Bridge: Load Rating
Design – Roadway
Design – Hydraulics I
Design Geotechnical: Advanced
Design – Traffic: Capacity & Geometric Analysis
Design – Traffic: Pavement Markings
Design – Traffic: Safety Studies
Design – Traffic: Signal Operations
Design – Traffic: Signal Operations - Complex
Design – Traffic: Signal
Design – Traffic: Signing – Freeway
Design – Traffic: Signing – Non-Freeway
Design – Traffic: Work Zone Maintenance of Traffic
Design – Traffic: Work Zone Mobility & Safety
Design – Utilities: Municipal
Design: Landscape Architecture
Surveying: Road Design
Surveying: Structure
Surveying: Right of Way

Submittal Requirements:

The Respondent must submit a completed Proposal package (PDF) that includes the following:

Section 1 - Project Approach:

1. Provide a detailed description of your approach to the project including the role of each relevant consultant to complete the scope of work.
2. Provide a detailed description of your approach to community engagement incorporating the scope of work.
3. Provide a detailed description of your approach to the transportation engineering of the project, including the incorporation of NEPA criteria.
4. Provide a proposed 12-month project schedule with key milestones including community engagement activities.
5. Provide an explanation of your approach to the start-up and management of this project.
6. Identify whether your firm, or any of your sub-consultants, is a minority- or woman-owned business enterprise and/or whether your firm, or your subconsultants, are registered with the City of Detroit's Detroit Business Opportunity Program.

Section 2 - Project Personnel:

1. Provide a project organization chart.
2. Include a one-page resume for each project team member specifically identifying relevant transportation, community engagement, and/or parks and public space experience.
3. Describe the role of each project team member, including project executives, as part of the project organization chart.

Section 3 – Prior Experience

1. Provide at least three relevant examples of past completed work that are of a similar scale, budget, and scope of the proposed project. Please include the client name, your role, and the budget for the project, and whether it used state or federal funds for its completion.

Confidentiality of Submittals:
Proposal packages and subsequent bids will not be opened in a public setting and will be considered confidential and proprietary to the DDP.

During the selection process, proposals may be considered by a Selection Committee (SC) comprised of individuals selected by the DDP or may be considered solely at the discretion of the DDP. Only those proposals that satisfy the requirements described in this RFP, will be considered for evaluation. The SC and DDP reserve the right to request additional information from any Respondent.

		Weight
1.	Bidder Information	5
2.	Understanding RFP	15
3.	Project Approach	35

4.	Prior Experience	30
5.	Staffing	15
	TOTAL	**100**

During the review process, Respondents may be required to make oral presentations of their proposals to the SC or DDP. These presentations provide an opportunity for the Respondents to clarify the proposals. The DDP will schedule these presentations, if required. Project cost and fees will be negotiated between the DDP and the selected consultant team after team selection is made by decision of the selection committee. The DDP reserves the right to stop the contractual procurement process at any point if project funding is terminated or for any other unforeseen act or circumstance that should stop the project from moving forward.

Only those proposals receiving a score of *80 points or more* in the technical proposal evaluation will have their pricing evaluated to be considered for award.