

BOZEMAN REST AREA REPLACEMENT PROJECT

PROJECT DESCRIPTION AND GENERAL SCOPE OF WORK:

The project includes the replacement of the existing North 19th Avenue Bozeman Rest Area at a new location along Interstate 90 west of the current facility. The 5.48- acre existing Bozeman Rest Area facility was built in 1999. Due to the expanding limits of the City of Bozeman and the increased infrastructure needs in the area, a new location for a replacement facility is desirable. The project requires that the Design-Build Firm provide a property exchange in lieu of any other compensation or cost reimbursement. In addition to procuring new property to relocate the existing rest area, the successful Firm is also required to design and construct a new single unit rest area facility along and adjacent to I- 90 which meets all MDT and FHWA requirements. The following are the scope of work items related to this design-build project.

Project identification information:

Project Name: Bozeman Rest Area Relocation
Project No.: SF 90-6(156)245
Control No.: 9851000
Contract ID.: DB321

MAJOR DESIGN FEATURES

The Design-Build Firms will be required to prepare a Phase 1 Rest Area Analysis in accordance with the MDT's Rest Area Plan (September 2014) located at:

https://www.mdt.mt.gov/pubinvolve/restareaplan/docs/final-rest_area_plan.pdf.

The proposed Rest Area analysis will provide recommendations on building layout requirements, required number of fixtures, all internal and external amenities, parking area requirements, projected systems impacts, landscaping, and other ancillary improvements to provide a complete facility. It is important to note that the facility needs to accommodate projected usage demands based on a 30-year design life. The current Bozeman Rest Area facility should not be used as the baseline for the future rest area design as it does not meet MDT's current rest area design requirements or current capacity needs.

The Phase 1 Analysis will be submitted in two parts:

- Phase 1a – Preliminary Phase 1a submitted by all short-listed Firms with their Technical Proposals
- Phase 1b – Final Phase 1b submitted by the awarded Firm as an element of their final design

Following is a brief summary of the elements of the two-stages of the Phase 1 Rest Area Analysis.:

Phase 1a - Request for Proposal (RFP) Phase Effort: Firms that were prequalified through the Request for Qualifications (RFQ) process and issued this Request for Proposals (RFP) will be required to perform a "preliminary" Phase 1 Analysis effort as part of their Technical Proposal, herein referred to as Phase 1a. This preliminary analysis will be used by MDT to determine if the Firm's proposed new site and facility meets all of the requirements of a fully functional and sustainable rest area, i.e., provides adequate water and wastewater systems, facilitates vehicle and pedestrian access, includes necessary building features, etc. In addition, the analysis should address the permits and/or approvals from appropriate agencies that will be necessary during the design

(preconstruction) and construction phases of the new facility. Potential permits and authorizations are discussed in the subsequent sections of this Scope of Work. *(We are currently in this early phase of the project)*

Phase 1b - Design Phase Effort: The selected best-value Design-Build Firm (Firm) will prepare for review and approval a comprehensive Phase 1 Rest Area Analysis during the design process. This document will build on the preliminary analysis (Phase 1a) to include all necessary detail to satisfy MDEQ, MDT and local jurisdictional development requirements. The elements of the comprehensive Phase 1b document is outlined in the above referenced Rest Area Plan web link. Note - failure to obtain the necessary permits/approvals for construction of the new facility will be cause for termination of the project. If terminated, the Firm will not be eligible for any compensation for materials, labor, land, or other incidental expenses incurred by the Firm or their agents.

The following are select excerpts from scope of the project outlining the minimum standard requirements for the future rest area that are of most interest to the County:

- The Design-Build Firm must select a future Rest Area location and indicate the Firm's property interest and ability to convey full fee ownership and property title to MDT.
- The future rest area property must be located at an existing Interstate 90 Interchange west of the existing Bozeman Rest Area. The farthest west the new rest area can be located is the Milligan Canyon Interchange at Mile Post 267. Locations east of the existing Bozeman Rest Area are not acceptable. MDT will not accept a facility located within, between, or adjacent to metropolitan areas (i.e., Bozeman or Belgrade). *Note that one team is proposing a site just north of Wheat Montana and the other is proposing south of Town Pump. I will provide a map for reference in our discussion.*
- The Design-Build Firm must prepare a systems impact/traffic analysis justifying adequate accessibility and geometry to accommodate the AASHTO WB-67 design vehicle.
- MDT's preference is that the location have access to an existing public water/sewer system. If not available, the location must be located where adequate water supply and water quality can be installed and maintained. Likewise, the site must demonstrate it has adequate capacity to meet septic service demands.
- The facility must be located outside of the floodplain.
- The Firm must undertake the subdivision approval process as required by the local City or County agency having jurisdiction over the proposed site. Local support must be demonstrated by the Firm with their Technical Proposal submittal, through the use of an MDT-approved public involvement process. It is not necessary to provide complete subdivision approvals with the Technical proposal. However, the Firm must demonstrate in their Technical Proposal that there is agency support for the project. This agency support must include conditional approval by the local jurisdiction(s), and MDEQ.
- The Phase 1 Rest Area Analysis must include a traffic analysis and corresponding rest area visitation projections through the 30-year design life. Future traffic projections must consider interstate traffic volumes and connector road traffic volumes. Include the required number of truck parking stalls and passenger vehicle parking stalls, including ADA compliant handicap stalls as outlined in the MDT Rest Area Plan. At a minimum provide 35 truck parking stalls

and 15 passenger vehicle stalls.

- Provide design and construction of new DEQ-approved public drinking water service. System will be sized to accommodate potable and irrigation system demands. For maintenance and facility cost purposes, a single well is preferable to two separate wells. Minimum flow rates are driven by DNRC allowable limits.
- Secure all water rights for the new wells transferable to MDT.
- For sites where public water and/or sewer services areas available, provide design of the public services in accordance with applicable state and local requirements.
- For sites that do not have access to existing public services, provide design and construction of the well pump, electrical components, and controls.
- Provide design and construction of a new irrigation system for the site.
- Clearly mark the potable water system and the landscaping irrigation water system to aid in identifying each system and to prevent cross contamination.
- Provide inflow water usage meters for both the potable water and landscaping irrigation water systems. Provide an inflow wastewater effluent usage meter.
- Wastewater systems will be designed to include a primary and replacement septic drain field. Advanced treatment systems that may be required by MDEQ based on site placement in relation to groundwater and/or surface waters will need to be approved by DEQ.
- The Design-Build Firm must prepare a complete MDEQ Water and Wastewater report, including MDEQ preliminary approvals.
- Provide storm water collection and detention or retention systems as required to meet MDT hydraulic design criteria for Off-Site Development.
- Meet MS4 requirements, as necessary.