



**REQUEST FOR QUALIFICATIONS  
For Consultant Services**

**Route 9 Corridor Study**

***Planning Sustainable Places Program***

**Requested by  
The Mid-America Regional Council**

**January 26, 2015**

## Table of Contents

### SECTIONS

A.	Purpose and Introduction.....	3
B.	Creating Sustainable Places Initiative.....	3
C.	Project Background.....	4
D.	Scope of Services.....	5
E.	Study Schedule.....	7
F.	Proposal Submittal Requirements.....	8
G.	Selection Procedure.....	9
H.	Proposal Evaluation Criteria.....	10
I.	Contract Award.....	10
J.	Project Budget.....	10
K.	Period of Performance.....	10

### ATTACHMENTS

Attachment A – Summary of Attachments.....	11
Attachment B – Affirmative Action Checklist.....	12
Attachment C – Certification Regarding Disbarment, Suspension, Ineligibility and Voluntary Exclusion.....	13
Attachment D – Certification Regarding Lobbying.....	14
Attachment E – Intent to Perform as a Disadvantage Business Enterprise.....	15

## **REQUEST FOR QUALIFICATIONS**

### **A. PURPOSE AND INTRODUCTION**

The Mid-America Regional Council (MARC) seeks consulting services to complete the Route 9 Corridor Study.

The Planning Sustainable Places (PSP) Program provides local governments with financial support to advance detailed local planning and project development activities in support of *Creating Sustainable Places*, *Transportation Outlook 2040*'s Activity Centers and Corridors framework, and the Mid-America Regional Council's adopted policy statement on regional land use direction. The subject project is one of 13 across the region chosen for funding through the Planning Sustainable Places Program.

### **B. CREATING SUSTAINABLE PLACES INITIATIVE**

In October 2010, a consortium of more than 60 regional partners, led by the Mid-America Regional Council, received a \$4.25 million planning grant from the U.S. Department of Housing and Urban Development to advance the implementation of the Regional Plan for Sustainable Development, *Creating Sustainable Places*.

Creating Sustainable Places is not only a regional vision and plan to guide how we grow and develop, but a strategy for moving our communities from planning to action. This strategy includes the following steps:

- Organizing for Success – Building on the region's strong track record of collaboration to provide leadership, coordinate outreach and education activities, broaden public understanding of and involvement in sustainability issues, and strengthen stakeholder capacity to address them.
- Enhancing Decision Making – Developing new tools, policies and practices necessary to make sound investments and accelerate sustainable development.
- Demonstrating New Models – Applying these new tools to key corridors and activity centers through demonstration projects that can help transform the ways neighborhoods and communities grow and develop.

The 2013 Planning Sustainable Places Program (PSP) combined funds dedicated to the demonstration projects component of *Creating Sustainable Places* and the Livable Communities Surface Transportation/Bridge Program to provide local governments with financial support to advance detailed local planning and project development activities. These projects were consistent with the goals of *Creating Sustainable Places* and the region's long-range transportation plan, *Transportation Outlook 2040*. The program received 37 applications and funded 18 projects, including two in Parkville that recommended improvements to the Route 9 corridor.

The *Creating Sustainable Places* Initiative and *Transportation Outlook 2040* outline a need to focus efforts on promoting concepts consistent with sustainable communities and place a focus on advancing site specific and project specific activities in support of these objectives.

The 2015 Planning Sustainable Places program will continue to serve as a single local government assistance program intended to specifically respond to these goals and facilitate the following objectives:

**Program Objectives:**

- Support the development and implementation of local activity center plans consistent with [Creating Sustainable Places principles](#), [identified regional activity centers](#), and the [land use policy direction](#) outlined in *Transportation Outlook 2040*.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative and *Transportation Outlook 2040*.
- Support the conceptualization, development, and implementation of Creating Sustainable Places projects.

Additional information about the [Planning Sustainable Places](#) program and the [Creating Sustainable Places](#) initiative can be found on the MARC website, [www.marc.org](http://www.marc.org).

The focus of this request for qualifications (RFQ) is to create an Implementation Plan that addresses the following key priorities for the project partners:

- Mitigate safety and capacity issues on Route 9.
- Enhance aesthetics and pedestrian movements, particularly in proximity to downtown Parkville and Park University.
- Accommodate compatible new development and redevelopment along the corridor.
- Minimize additional conflicts along corridor.
- Reduce future construction costs by facilitating the reservation of right-of-way for future improvements.
- Position the participating municipalities to compete in future transportation grant cycles for eligible improvements in the corridor.

**C. PROJECT BACKGROUND**

The project involves a corridor study for Missouri Route 9 from Route 45 to Horizons Parkway to determine needed vehicular and pedestrian improvements. The City of Parkville is the lead local agency, but the project will be overseen by a steering committee comprised of voting representatives from the following funding partners: City of Parkville, City of Riverside, Missouri Department of Transportation (MODOT), Park University and Platte County. Other stakeholder groups will be represented in an advisory capacity.

Route 9 is regionally significant, connecting vehicular and pedestrian traffic on Route 45 to employment centers and regional destinations including downtown Parkville, Park University, the Horizons commercial development, over 200 acres of parkland, the South Platte County Community Center and the Platte County Health Department. Corridor improvement is a top priority of Parkville, Riverside and the project partners. The project helps implement top goals and

objectives from several adopted plans including MetroGreen, the City of Parkville and Riverside Master Plans, Vision Downtown Parkville (a Planning Sustainable Places Plan), the Parkville Livable Communities Study, Northland Trails Vision Plan, Park University Master Plan, Platte County Parks Master Plan and others.

Parkville and Riverside are partnering to ensure seamless design throughout the corridor regardless of jurisdictional boundaries. As recommended by the Parkville Master Plan, last year Parkville completed two master planning efforts: (1) the Parkville Regional Multi-Model Access and Livable Communities Study and (2) the Vision Downtown Parkville master plan. Both studies identified various improvements for Route 9 to mitigate safety and capacity issues and enhance aesthetics and pedestrian movements. Similarly, the 2010 Riverside Master Plan identified the need to accommodate regional traffic and the large percentage of workforce that commutes to Riverside. Identified improvements included the extension of the Route 9 Trail and improvements to the intersection of Mattox Road with Route 9 as well as additional lane improvements. Both cities recognize the corridor's economic role in Platte County and beyond.

Route 9 is a regionally significant link, providing a connection between employment, service and entertainment destinations in southern Platte County and downtown Kansas City. As it exists, Route 9 is an undivided, two-lane road, restricted by existing terrain and development, that lacks adequate shoulders, access control, turn lanes and pedestrian improvements. Recommended improvements include access control, widening where feasible, mitigation of capacity and safety issues, sidewalks/multiuse trails, and accommodation for future transit service for employment centers, including downtown Parkville, the University and Horizons.

The purpose of the corridor study is to achieve the next step toward implementation of the wide range of improvements envisioned and necessary for Route 9. The outcome will be concept level engineering plans that are adequate to generate cost estimates for future design/construction phases and that will allow Parkville to compel reservation of right-of-way and coordination of improvements as development occurs in the interim. (No ROW acquisition is anticipated in the Riverside portion of the project). The project is paramount to preserving the future capacity of Route 9, minimizing additional conflicts and reducing future construction costs.

#### **D. SCOPE OF SERVICES**

*Note: Following the selection process, a scoping meeting(s) will be held to negotiate the final scope of work and a contract for services. Therefore, the steering committee reserves the right to direct revisions.*

The selected consultant must deliver conceptual/preliminary plans (showing geometric detail) for the improvements outlined below. The steering committee desires preliminary plans to a MODOT standard ([http://epg.modot.mo.gov/index.php?title=Category:235 Preliminary Plans](http://epg.modot.mo.gov/index.php?title=Category:235_Preliminary_Plans)); however, this level of design is likely not feasible for all improvements within the available project funding. The goal is to achieve a level of design that goes beyond the conceptual work completed in the previous two PSP funded plans:

1. Vision Downtown Parkville (2014) – <http://parkvillemo.gov/downtown-master-plan/>

2. Livable Communities Study (2013) -

[http://parkvillemo.gov/wp-content/uploads/2014/05/ParkvilleStudy\\_FINAL09052013-1.pdf](http://parkvillemo.gov/wp-content/uploads/2014/05/ParkvilleStudy_FINAL09052013-1.pdf)

Emphasis in the design should be placed on preparing the horizontal and vertical alignment and establishing tentative right of limits to meet two key objectives:

(1) allows the City of Parkville to compel the reservation of needed right-of-way for future improvements as development occurs along the corridor, and (2) positions the participating municipalities to compete in future grant cycles for PSP, STP (Surface Transportation Program), TAP (Transportation Alternative Program), and CMAQ (Congestion Mitigation and Air Quality) design and construction funding for eligible projects. The selected consultant should anticipate all traffic counts, modeling, surveying, concept development, etc. to achieve the desired level of preliminary design. A robust public engagement process must be implemented in accordance with directions outlined in Section F of the RFQ.

1. ROUTE 9 EXPANSION AND CONGESTION MITIGATION

- a. Develop preliminary engineering for expanding Route 9 to a three- to four-lane access-controlled cross arterial street section.
- b. Determine needed access management restrictions throughout the corridor, notably from 1<sup>st</sup> St. to Route 45.
- c. Recommend any other improvements to mitigate congestion and enhance safety, particularly during peak hours (emphasis on improved air quality).
- d. Develop preliminary engineering for the right combination of capacity improvements to the intersection of Mattox Road and Route 9. Note: MODOT has already scoped the intersection and determined that it does warrant improvements such as turn lanes, signals, etc.

2. COMPLETE STREET DESIGN

- a. Evaluate conceptual options and determine ideal implementation of complete street concepts for East St. (Route 9) in downtown Parkville. The key objectives are to better connect pedestrian movement throughout downtown and improve aesthetics.
- b. Ensure consistency with the transportation enhancement grant-funded downtown entryway improvements on Route 9 (Coffey Rd. to East St.) that will be constructed in spring 2015.
- c. Utilize MARC's Envision Tomorrow Plus resource (or similar tool) to evaluate plausible redevelopment scenarios for areas that will lose access or otherwise be significantly impacted by the expansion, including the east side of Route 9 from 1<sup>st</sup> St. to 6<sup>th</sup> St. Provide adequate conceptual estimates (square footage, retail/commercial mix, etc.) to allow the City to determine potential economic impact that could be converted to public incentives to help offset the cost of related public improvements for Route 9.

3. MULTI-MODAL CONNECTIONS

- a. Evaluate options and develop preliminary engineering for the ideal route for a north-south multi-modal trail connection from the Southern Platte Pass Trail on Route 45 to downtown Parkville and the riverfront trail network.

- b. Evaluate options and develop preliminary engineering for the reconfiguration of the 1<sup>st</sup> St./East St./Route 9 intersection to increase capacity, reduce congestion, and improve pedestrian crossings.
- c. Evaluate the viability and desirability of the following and, as appropriate, incorporate accommodations for each into the preliminary design for Route 9 expansion:
  - i. Bike lanes and/or wide sidewalks in lieu of or to complement a multi-modal trail connection from Route 45 to downtown Parkville.
  - ii. A future transit stop(s) to serve downtown Parkville (notably Park University and the Platte County Health Department) and/or other segments of the corridor.
  - iii. Multi-modal trail extension along the northern bluff of Route 9 west of Horizons Parkway.
  - iv. Pedestrian crossing on Route 9 between Route 45 and Lakeview Drive.

#### 4. DELIVERABLES

- a. Ten (10) hard copies and five (5) electronic copies of a final written corridor study report that includes, at a minimum, the following:
  - i. Preliminary design for improvements that convey basic design criteria, basic geometric details and recommendations on which detailed plans may be developed as outlined in the scope of work, including identifying existing right-of-way and additional right-of-way that must be acquired or reserved.
  - ii. A construction phasing strategy for incremental implementation of improvements as funding and capacity allow. All phases, and projects within phases, should be priority rank-ordered based on need, urgency, feasibility, cost, economic impact, and overall benefit to the corridor in terms of resolving traffic conflicts.
  - iii. Visualizations or renderings of each phase of improvements to communicate the roadway changes and impacts to the public.
  - iv. Preliminary cost estimates for all phases and all projects within phases.
- b. Up to four (4) on-site presentations to report progress to the Parkville Board of Aldermen:
  - 50% completion mid-point status report
  - 75-80% completion draft report presentation with opportunity for input and corrections (2 meetings if needed)
  - 100% final completion report

#### E. STUDY SCHEDULE

MARC anticipates issuing the notice to proceed on or before April 15, 2015. The City proposes an approximately six month study timeframe, contingent upon negotiation of a final scope of services. Ideally the final corridor study report will be adopted by the Parkville Board of Aldermen on or before November 17, 2015, to allow adequate time to prepare for 2016 grant funding cycles.

## F. PROPOSAL SUBMITTAL REQUIREMENTS

To be eligible for consideration, **one electronic** and six (6) hard copies of the response to the RFQ must be received by the Mid-America Regional Council **no later than 3:00 pm CST, on February 20, 2015**. Late submittals will not be considered and will be returned to submitter unopened. Responses can be no more than 6 pages including 2-3 pages detailing the public engagement process. This total doesn't include resumes or required attachments listed in Attachment A. The envelope should be addressed to:

Mid-America Regional Council  
Attn: Beth Dawson  
600 Broadway, Suite 200  
Kansas City, MO 64105  
Fax: 816-421-7758

Questions should be directed to Beth Dawson at [bdawson@marc.org](mailto:bdawson@marc.org) or 816-701-8325. **DO NOT CONTACT CITY OF PARKVILLE REGARDING THIS REQUEST FOR QUALIFICATIONS, YOU WILL BE DIRECTED TO BETH DAWSON.**

All questions will be posted to a Question and Answer page on the MARC website. A link to that page will be posted on the RFP page, <http://www.marc.org/Requests-for-Proposals>.

The following items must be addressed in all proposals:

1. **PROPOSED PROJECT APPROACH:** Proposals should include a proposed approach to the project that includes the proposer's understanding of the project's objectives and local context, tentative schedule for project completion, a description of your approach to each of the tasks listed in Section D, description of all project deliverables and tentative public engagement process. Please provide your staff capacity for meeting the project requirements. Identify the key team members who are likely to be assigned to this contract if your proposal is selected along with a description of their roles and responsibilities. State approximate date your business/firm is available to begin work on the Project. Provide a list of subcontractors to be included on the consultant team, along with a brief description of their qualifications and services they are likely to perform.
2. **PROPOSED PUBLIC ENGAGEMENT STRATEGIES:** Proposals should include a proposed approach to public outreach and engagement including process, meetings, tools and techniques to be utilized for engaging the community and key stakeholders in this project. Per the objectives of the Planning Sustainable Places Program, the project is required to include a robust public engagement process that reaches a broad cross-section of the study area community. There was extensive public engagement in previous planning efforts, notably Vision Downtown Parkville and the Livable Communities Study for Downtown Parkville. The proposal should demonstrate how the study will build upon (and not re-create) public input from previous planning efforts to advance the Route 9 corridor improvements into the implementation stage.
3. **QUALIFICATIONS:** Proposals should indicate general and specific qualifications of the proposer in disciplines appropriate to this project and specifically convey the role of the

proposer in each case cited. An emphasis and priority in evaluation will be placed on firms with qualifications and experience that have resulted in successful implementation of comparable projects. A brief narrative (three pages maximum) may also be included regarding the firm's capabilities to carry out this project, including special assets, areas of expertise, analytical tools, data sources, etc. to which the firm may have access.

Proposals shall also include:

- a. A listing and summary of similar projects undertaken within the last five (5) years, by proposing firm and/or its subcontractors, showing contract amounts, description of work performed, client contact persons, phone numbers, and e-mail addresses;
  - b. Resumes of key professional staff who will be assigned to this project (3 single pages maximum);
  - c. Description of the existing and anticipated workload of individuals assigned to this project during the period of this study. Any reassignment of designated key staff shall not occur without mutual consultation and the consent of the Mid-America Regional Council and City of Parkville.
  - d. References. (3 – 4 including contact name and email address)
4. **DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL:** Studies funded in part by USDOT are required to follow 49 CFR part 26 Disadvantage Business Enterprise Program (DBE). The proposed study has a minimum DBE goal of 16%.
5. **AFFIRMATIVE ACTION CHECKLIST:** If applicable, proposers must complete and enclose with their proposal company's Affirmative Action Plan (see Attachment B Affirmative Action Checklist).
6. **CERTIFICATION REGARDING DEBARMENT:** Each proposer is required to certify by signing the "Certification Regarding Debarment, Suspension, and Other Ineligibility and Voluntary Exclusion" (Attachment C). "Certification Regarding Debarment, Suspension, and Other Ineligibility and Voluntary Exclusion" is a certification that the proposer is not on the U.S. Comptroller General's Consolidated Lists of Persons or Firms Currently Debarred for Violations of Various Contracts Incorporating Labor Standards Provisions.
7. **CERTIFICATION REGARDING LOBBYING:** See Attachment D.

**G. SELECTION PROCEDURE**

The review committee shall adhere, as closely as possible, to the following review schedule. The Coalition reserves the sole right to change this review schedule to meet the needs of the review committee.

Milestone	Date
RFQ Released	January 26, 2015
Pre-Bid Workshop	February 3, 2015 at 1 p.m., MARC Board Room
Proposals Due	February 20, 2015 at 3 p.m.
Review of RFQs	February 27, 2015

Interviews	March 5, 2015
Negotiate Scope	Week of March 9, 2015
MARC Board Authorization	March 24, 2015
City of Parkville Authorization	April 7, 2015
Execute Contract	Week of April 6, 2015
Notice to Proceed	On or before April 15, 2015

Review will be conducted by a committee made up of representatives from Mid-America Regional Council and representatives of the project steering committee. Interviews will take place with short-listed firms.

## H. PROPOSAL EVALUATION CRITERIA

The proposals submitted by each Contractor, Firm, or Contractor Team, will be evaluated by the selection committee according to the following criteria:

- Experience and availability of key personnel;
- Experience on similar projects;
- Approach to community engagement;
- Project understanding;
- Project approach and solutions to critical issues;
- Ability to accomplish project within desired timeframe.

## I. CONTRACT AWARD

From the firms expressing interest, a committee will review the submittals and rank the firms. Short listed firms will be notified to schedule an interview.

The remaining firms will be notified by letter after the agreement is approved by the Board.

Awarding of the final contract is subject to the acceptance of the grant by the MARC Board and a signed funding agreement between City of Parkville and MARC.

## J. PROJECT BUDGET

The award of this contract will be based on a **qualifications based selection process** that will include in-person interviews followed by the successful negotiation of costs and fees. The selected firm should be prepared to provide cost and fee information within two days of their notification of selection for negotiation. If the City cannot come to an agreement with the first choice firm on costs and fees then the City may choose to terminate those negotiations and begin negotiations with the second firm on the scoring list or terminate all negotiations and issue another RFQ for these services at a later date.

## K. PERIOD OF PERFORMANCE: End date of December 16, 2015.

Both the project budget and the period of performance are subject to change based on the availability of funds or other unforeseen events or activities.

## **ATTACHMENT A**

### **SUMMARY OF ATTACHMENTS**

1. Complete the AFFIRMATIVE ACTION CHECKLIST Attachment B.
2. Complete the CERTIFICATION REGARDING LOBBYING Attachment C.
3. Complete the CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY, AND VOLUNTARY EXCLUSION Attachment D.
4. Complete the INTENT TO PERFORM AS A DISADVANTAGE BUSINESS ENTERPRISE (DBE). If Contractor elects to perform as a DBE, Attachment E.

## **ATTACHMENT B**

### **AFFIRMATIVE ACTION CHECKLIST**

Federal regulations require that any firm of 50 or more employees soliciting an assisted federally funded contract must have an affirmative action program. If applicable, please provide a brief response to the following items that would typically be covered in any such program. You may provide a copy of your program and reference appropriate pages.

1. Date plan was adopted
2. Name of Affirmative Action Officer
3. Statement of commitment to affirmative action by the chief executive officer
4. Designation of an affirmative action officer, of assignment of specific responsibilities and to whom the officer reports.
5. Outreach recruitment
6. Job analysis and restructuring to meet affirmative action goals
7. Validation and revision of examinations, educational requirements, and any other screening requirements.
8. Upgrading and training programs
9. Internal complaint procedure
10. Initiating and insuring supervisory compliance with affirmative action program
11. Survey and analysis of entire staff by department and job classification and progress report system
12. Recruitment and promotion plans (including goals and time tables)

## ATTACHMENT C

### CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This Certification is required by the regulation implementing Executive Order 12549, Debarment and Suspension, 29 CFR Part 98 Section 98.510, Participants' responsibilities. The Regulations are published as Part II of the June 1985, Federal Register (pages 33, 036-33, 043)

**Read instructions for Certification below prior to completing this certification.**

1. The prospective proposer certifies, by submission of this proposal that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in this transaction by any Federal department or agency.
2. Where the prospective proposer is unable to certify to any of the statements in this certification, such prospective proposer shall attach an explanation to this proposal.

---

Date      Signed – Authorized Representative

---

Title of Authorized Representative

Instructions for Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion:

1. By signing and submitting this agreement, the proposer is providing the certification as set below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**ATTACHMENT D**

**CERTIFICATION REGARDING LOBBYING**

The undersigned certifies, to the best of his or her knowledge and belief, that:

No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersign, to any person influencing or attempting to influence an officer or employee of a federal agency, Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

If any funds other than Federal appropriated funds have been paid or will be paid to any person for attempting to influence an officer or employee of any federal agency, Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal or Federally assisted contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form – LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

The undersigned shall require that the language of this certification be included in the award documents of all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 32, US Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

\_\_\_\_\_  
(Name of Entity)

\_\_\_\_\_  
(Name and Title of Authorized Official)

\_\_\_\_\_  
(Signature of above Official)                      (Date)                      \_\_\_\_\_

**ATTACHMENT E**

**INTENT TO PERFORM AS A DISADVANTAGE BUSINESS ENTERPRISE (DBE)**

Project Title and Description:

The undersigned intends to perform work in connection with the above project as (check one):

\_\_\_\_\_ Prime Contractor      \_\_\_\_\_ Subcontractor  
\_\_\_\_\_ Joint Venture      \_\_\_\_\_ Other (please specify) \_\_\_\_\_

\_\_\_\_\_

If applicable name of prime contractor or joint venture partner:

The DBE status of the undersigned is confirmed by a DBE Certification from one or all of the following (please provide copy of current Certification Certificate):

\_\_\_\_\_ MRCC (Missouri Regional Certification Committee)  
\_\_\_\_\_ KDOT  
\_\_\_\_\_ MoDOT  
\_\_\_\_\_ City of Kansas City Missouri  
\_\_\_\_\_ Kansas City Area Transportation Agency (KCATA)  
\_\_\_\_\_ Other (please specify) \_\_\_\_\_  
(MARC may require additional certification documentation)

The undersigned is prepared to perform the following described work in connection with the above project (attach additional sheet in needed),

\_\_\_\_\_  
\_\_\_\_\_

at the following price \_\_\_\_\_

\_\_\_\_\_

Date      Name of DBE Firm

By: \_\_\_\_\_  
Signature of DBE Firm's Authorized Representative

\_\_\_\_\_  
(Please Print Names of Authorized Representative)