



MAINEDOT

Maine Department of Transportation

REQUEST FOR QUALIFICATIONS

HOWLAND
PISCATAQUIS RIVER BRIDGE #3040
DESIGN-BUILD PROJECT

PROJECT NO. BH-15635(00)X

April 8, 2009

AS AMENDED, MAY 8, 2009

STATEMENTS OF QUALIFICATIONS DUE:

~~APRIL 8, 2009~~

MAY 27, 2009

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Contractor/Designer Work History Form

1. Introduction

The Maine Department of Transportation (The Department) is soliciting the information needed to determine which Design-Builders will be selected to submit proposals for this project. The Department will use a two-step, best-value procurement method for this project in accordance with Title 23, MRSA, Section §753-A – Design-Build Contracts and 23 CFR Section 636 – Design-Build Contracting. The procurement process is depicted in the flow chart shown in Figure 1.

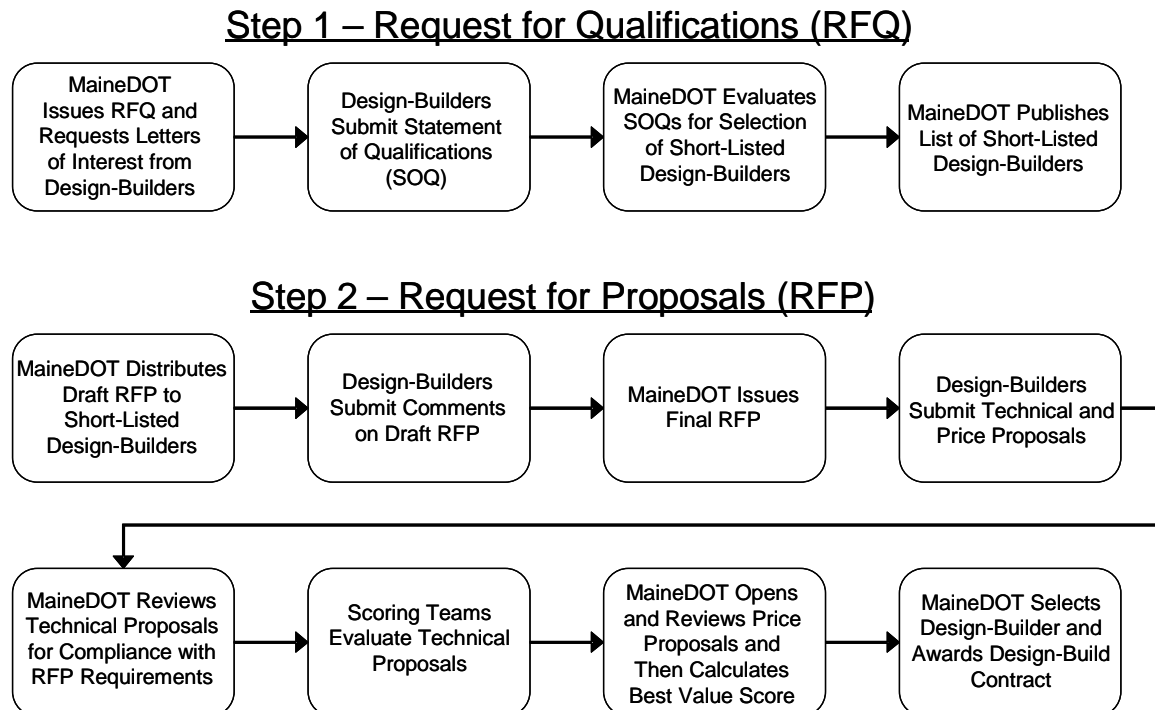


Figure 1: Contract Procurement Process Flow Chart

2. Definitions

2.1 Design-Builder. Design-Builder is defined as the entity that will be executing the Contract and that will be a single point of responsibility for all obligations under the Contract. The Design-Builder shall be independent with respect to the Department and shall not be an employee, agent or representative of the Department.

2.2 Major Participant. Major Participant is defined as:

- The Design-Builder and any Related Entities;
- The Builder and all Related Entities;
- The Designer and all Related Entities;
- Any firm providing more than 30% of the value of the onsite construction work and all Related Entities; or
- Any firm providing more than 30% of the value of the design work and all Related Entities.

3. Project Information

The Piscataquis River Bridge (#3040) Replacement Project (The Project) has just gone through a recent feasibility study process, whereby a number of rehabilitation and replacement alternatives were evaluated in the finding of the Department's preferred alternative. A series of public meetings have been held on the project, to solicit feedback from the community and to arrive at a final version of the Feasibility Study. A copy of the Final Feasibility Study is available on the project website for informational purposes only. As a result of these public meetings **and subsequent project evaluation**, amended drawings 3A, 5A, 6A, and 14A, pertinent to the ~~preferred~~ alternative Alt. #2A, are ~~also~~ available on the project website, **along with the drawings for the alternative Alt. #5.**

The existing bridge connects the downtown portions of the Town of Howland, serving as an integral downtown transportation link while providing connectivity from the downtown to Interstate 95 to the west, and U.S. Route 2 to the east. The bridge serves roadway and pedestrian traffic satisfactorily, but is structurally deficient, functionally obsolete, and scour critical.

The Department's goals for this Project are:

- To deliver a cost effective project
- To design and construct a quality bridge that will have a minimum 75-year design life
- To design and construct a bridge that will require minimal maintenance
- To minimize impacts to the traveling public, including vehicular, pedestrian, bicycle, and snowmobile traffic

3.1 Project Description and Scope

The Project includes the design and construction of a new bridge crossing over the Piscataquis River in downtown Howland, Maine. The Project location is shown in Figure 2.

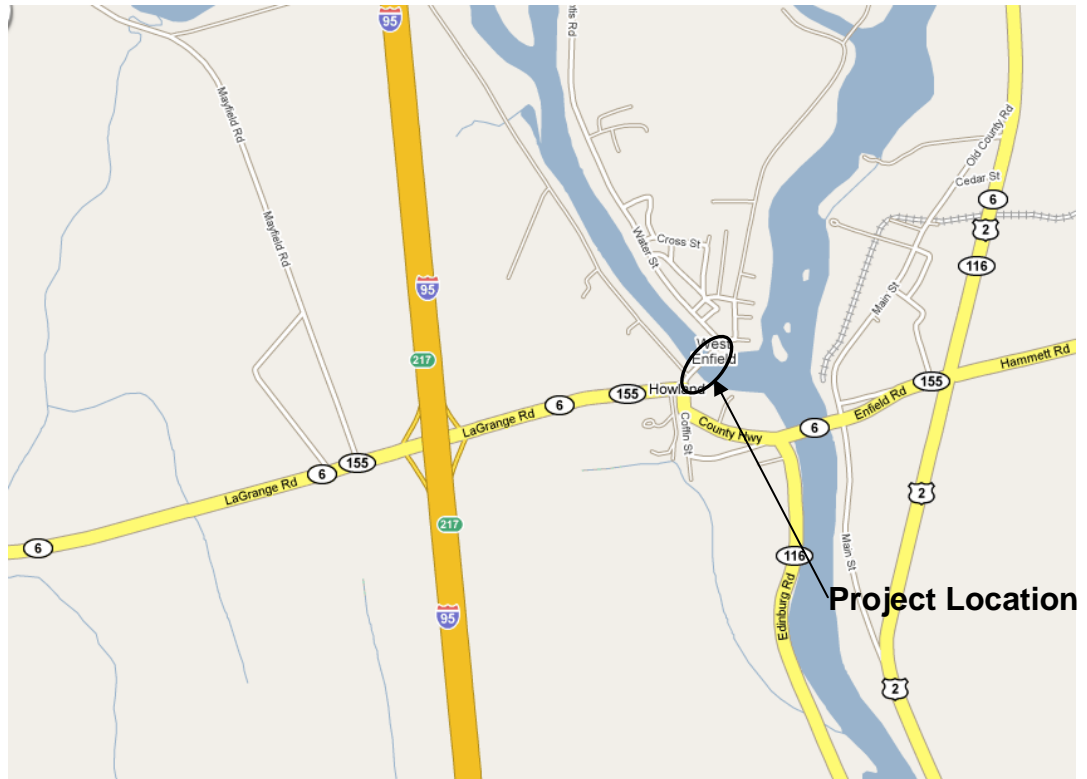


Figure 2: Project Location Map

The Project includes removal of the existing 528' long, three-span, Pennsylvania thru-truss bridge, construction of approximately 4000' 1400 feet of approach roadway, private and public utility alterations, roadway and bridge lighting, and landscaping. The following work is also expected to be the responsibility of the selected Design-Builder upon award of the Design-Build Contract:

- Interpretation of boring data and geotechnical evaluation;
- Hydrology/hydraulic/scour analysis;
- Utility coordination and accommodation;
- Final Right-of-Way mapping and appraisals;
- Any additional survey needed beyond that which is provided by MaineDOT;
- Coordination with MaineDOT's Office of Communications to effectively communicate with Municipal and School officials, First Responders, local residents and businesses, and the traveling public;

- Preparation of any amendments to environmental permits required due to the Design-Builder's design, and/or during construction due to the Design-Builder's construction operation and submitting them to MaineDOT. MaineDOT will not be responsible for any time delays caused by the amending of environmental permits;
- Coordination with the adjacent Howland Dam Bypass Channel project, as currently proposed by the Penobscot River Restoration Trust (www.penobscotriver.org); and
- Depending upon location of the proposer's alignment, the design and construction of required transmission/distribution lines and associated support structures, in coordination with Bangor Hydro Electric Co.

3.2 Project Design and Construction

In general, the design and construction of the new Piscataquis River Bridge (#3040) shall be in accordance with the latest edition and interims of the following design guides, specifications, and details:

- MaineDOT Bridge Design Guide
- MaineDOT Bridge Plan Development Guide
- MaineDOT Highway Design Guide
- AASHTO LRFD Bridge Design Specifications
- AASHTO Bridge Construction Specifications
- AASHTO Guide Design Specifications for Bridge Temporary Works
- AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals
- MaineDOT's Standard Specifications
- MaineDOT Standard Details
- MaineDOT Microstation Inroads Manual

The new bridge template is expected to consist of two (2) 11' travel lanes with 6' shoulders and a 5' wide sidewalk on the downstream side of the bridge, accommodations for snowmobile traffic, and appropriate bridge railings provided along each deck fascia.

The Request for Proposals (RFP) is expected to include the following design and construction parameters, which are subject to change, for the new bridge:

- 75-year design life with minimal maintenance needs;
- The new bridge ~~must~~ **may** be located at approximately the same location as the existing steel truss bridge (depicted as Alternative #2A in the Final Report of the Feasibility Study, and as amended in Figures 3A, 5A, 6A, and 14A), with a five foot lateral adjustment either side of the alignment allowed, ~~but not intruding upon Bangor Hydro~~



~~line offsets~~; or it may be located on the downstream side of the existing steel truss bridge (depicted as Alternative #5 in the Final Report of the Feasibility Study), with a five foot lateral adjustment either side of the alignment allowed;

- The demolition and removal of the existing steel truss bridge (#3040) shall not interfere with, disturb, nor damage the new bridge structure;
- In-water pier construction;
- ~~Increase the existing freeboard (vertical clearance) above the water surface (evaluate 2' freeboard above Q100 event (with no increase in water surface elevations at Q100 flow) vs. 4' freeboard above Q50 event, considering potential local flooding impacts), while limiting the raising of the proposed bridge deck profile to a maximum of 5' above the existing bridge deck;~~
- The freeboard for the replacement bridge shall be increased a minimum of 2.5' over the existing condition at Q50. Surface water elevation for a Q50 or greater flow shall not be increased, and at high flows, local flooding shall not be exacerbated or relocated onto currently dry properties;
- The bridge deck roadway profile shall not be increased more than 5' over the existing condition;
- Timber piles will not be allowed;
- Painted structural steel will not be allowed;
- Coordination with utilities, including the potential of supporting or integrating some relocated utilities on the new bridge;
- Use of the existing steel truss bridge for maintenance of traffic during construction will be allowed;
- The bridge and the immediate approaches need to be designed for the possibility that the Howland Dam, located immediately downstream, will be removed in the future.

The Project is expected to tie as quickly as possible into the existing intersections on the east and west side of the Piscataquis River, with predominant movements to the north along Water Street, and to the west and south along Routes 155/6. The minimum longitudinal grade on the new bridge is expected to be 1%. The maximum grade allowed on this project will be 6%.

Maintenance of traffic measures shall be employed to effectively continue conveying in-town vehicular and pedestrian traffic during construction of the new bridge. Once the new bridge has been fully constructed, traffic shall be shifted onto the new bridge and any temporary structures and roadways used during construction, closed to traffic and removed.

The Department anticipates that two-way traffic can be maintained at all times. A reduction to alternating one-way traffic flow may be allowed for short durations if the Design-Builder can demonstrate a reduction in

overall construction duration as a result. School bus and First Responder services shall be given preference at all times. Pedestrian traffic shall be similarly accommodated while school is in session.

Right-of-Way final mapping and appraisals shall be done in accordance with the MaineDOT Right-of-Way Manual. Utility coordination shall be in accordance with the MaineDOT Utility Accommodation Policy and Title 23, MRSA, Section §154, Subsection 4.

3.3 Project Status

The current status of the Project is outlined below. While reasonable effort has been made to assure the accuracy of this information, it is preliminary in nature and is thus subject to change.

Feasibility Study. A feasibility study has recently been completed, whereby, a number of rehabilitation and replacement alternatives were evaluated in the finding of the Department's preferred alternative. A copy of the Final Feasibility Study is available on the project website for informational purposes. Drawings 3A, 5A, 6A, and 14A are amended versions of the feasibility drawings, and reflect ~~the most current~~ **an alternative** conceptual design, following input from the February 24, 2009 public meeting and further study of an additional downstream alternative.

Survey. A copy of the survey plan is available on the Project website. Survey information will be available in MaineDOT Microstation/InRoads format for the RFP.

Plan and Profile. Conceptual vertical and horizontal alignments are available on the Project website for informational purposes only, **and are based on a 4' above Q50 elevation clearance envelope.**

Geotechnical. Preliminary borings have been drilled along the existing bridge alignment at the approximate locations shown on the base plan. Boring logs are included as a part of the Feasibility Study which is available on the project website for informational purposes only. A baseline geotechnical report with laboratory test results of these borings will be linked to the project website. The opportunity to request additional borings will be included within the draft RFP process. The Department will compile a list, then issue a supplemental boring program/report for use during the final RFP process.

Utilities. MaineDOT has attempted to locate existing utilities on the survey plan; however, not all may be shown. The known utilities on the existing Piscataquis River Bridge are:



- Town of Howland Sewer
- Mid-Maine Telecommunications

The known utilities on the approaches are:

- Town of Howland Water
- Town of Howland Sewer
- Bangor Hydro-Electric Company
- Mid-Maine Telecommunications
- Polaris Cable Services

Hydrology. MaineDOT is currently conducting a hydraulic/hydrologic study of the Piscataquis River at the project location. A report will be linked to the project website when completed and will be included within the overall RFP process.

Right of Way. The existing Right-of-Way is currently being mapped by the Department and will be available and shown on the survey plan when the Draft RFP is issued. Staging areas for the convenience of Design-Builder for equipment storage and lay down areas shall be the responsibility of the Design-Builder.

NEPA/Environmental Permits. The Department is currently conducting further study of several properties for potentially contaminated soils (the building on the SW corner of the Route 155/6 intersection and the building on the SW corner of the Coffin St/River Road intersection). Though the Department may not have received final environmental permits when the RFP is issued, the Department does expect to have the basic performance measures of the permits defined at that time. The Department expects to have the NEPA process completed and to have acquired all of the necessary environmental permits before the commencement of construction.

4. Procurement Information

4.1 Statement of Qualifications (SOQ) Submission and Format Requirements

In order to be registered for any follow up mailings and be allowed to submit an SOQ, a Letter of Interest must be submitted by the Design-Builder via U.S. Mail, E-mail, or facsimile to:

**Scott Bickford, Contracts and Specifications Engineer
Maine Department of Transportation
Bureau of Project Development**



**16 State House Station
Augusta, ME 04333-0016**

E-mail: scott.bickford@maine.gov

Facsimile: 207-624-3431

The RFQ and supporting documents will be found on the Department's Project website: <http://www.state.me.us/mdot/hdb/index.htm>

4.2 Schedule

The following is the proposed schedule for the Piscataquis River Bridge Replacement Design-Build Project. This schedule is subject to change as the project progresses, **and is updated on the Project website.**

MaineDOT Issues RFQ	April 8, 2009
Deadline for Design-Builders to Submit Letter of Interest	April 29, 2009 at 1:00 PM (EDT)
Deadline for Design-Builders to Submit Questions on RFQ	April 29, 2009 May 13, 2009 at 1:00 PM (EDT)
MaineDOT Issues Clarifications and Final Addenda to RFQ	May 6, 2009 May 20, 2009
Deadline for Design-Builders to Submit SOQ	May 13, 2009 May 27, 2009 at 1:00 PM (EDT)
MaineDOT Notifies Short-Listed Design-Builders	May 27, 2009 June 10, 2009
MaineDOT Issues Draft RFP	June 10, 2009 June 24, 2009
Deadline for Design-Builders to Submit Comments and Questions on Draft RFP	June 24, 2009 July 8, 2009 at 1:00 PM (EDT)
Deadline for Design-Builders to Submit Supplemental Boring Requests	June 24, 2009 July 8, 2009 at 1:00 PM (EDT)
MaineDOT Begins Supplemental Exploration Program	June 25, 2009 July 9, 2009
MaineDOT Issues Final RFP	July 22, 2009 August 5, 2009
Deadline for Design-Builders to Submit Questions on Final RFP	July 29, 2009 August 12, 2009 at 1:00 PM (EDT)
MaineDOT Completes Draft Supplemental Geotechnical Data Report	July 29, 2009 August 12, 2009
MaineDOT Issues Clarifications and Final Addenda to Final RFP	August 12, 2009 August 24, 2009
Deadline for Design-Builders to Submit Proposals	September 23, 2009 October 7, 2009 at 1:00



	PM (EDT)
MaineDOT Awards Contract	December, 2009
Begin Construction	February, 2010
Complete Construction	October, 2011

4.3 Clarifications

Clarifications to the RFQ shall be submitted via facsimile to Scott Bickford, Contracts and Specifications Engineer, at 207-624-3431, or be addressed in writing to:

Scott Bickford, Contracts and Specifications Engineer
Maine Department of Transportation
Bureau of Project Development
16 State House Station
Augusta, ME 04333-0016

Questions must be received by the Department no later than the date and time shown in Section 4.2. A listing of all questions received and the responses thereto will be posted on MaineDOT’s website at <http://www.state.me.us/mdot/hdb/index.htm>, no later than the date listed in Section 4.2.

5. Statement of Qualifications (SOQ) Requirements

5.1 Submission Guidelines

Ten (10) copies of the SOQ must be submitted no later than the date and time shown in Section 4.2. The SOQ must be clearly marked “Statement of Qualifications for Design-Build Contract – Piscataquis River Bridge, MaineDOT PIN 015635.00”. The SOQ must include the name, address, phone number, and e-mail address of the key contact person, and other information as required by this Notice.

In order to assure uniformity of the SOQs and facilitate the evaluation process, all SOQs shall meet the following requirements. The SOQ shall be submitted on 8 ½ -inch x 11-inch single-sided letterhead and subsequent sheets. The SOQ shall be bound and no more than 15 pages in length, excluding cover letter and appendices, using 1 inch minimum margins and 12 point font. No additional material, except as requested herein, may be attached or appended to this response. The SOQ shall be signed by a duly authorized representative of the Design-Builder and addressed to:

For U.S. mail, hand, overnight, or courier delivery:

Scott Bickford, Contracts and Specifications Engineer
Maine Department of Transportation
Bureau of Project Development
24 Child Street
16 State House Station
Augusta, ME 04333-0016

MaineDOT will not accept SOQs by facsimile or electronic transmission. Any SOQ that fails to meet the deadline or delivery requirements will be rejected without opening, consideration, or evaluation.

5.2 Submission Contents

5.2.1 Design-Builder Cover Letter

Provide a cover letter, signed by all Major Participants. This letter shall include:

- Names and roles of all the Major Participants of the Design-Builder.
- A single point of contact for the Design-Builder with address, phone number, fax number, and E-mail address where all communications from MaineDOT will be directed.
- A statement declaring the Design-Builder's intent, if placed on the short-listed Design-Builder list, to submit a Proposal and, if the Proposal is selected, to enter into a Contract with MaineDOT to perform the Work.
- An affirmative declaration that to the best of each Major Participant's knowledge and belief, the information supplied by said Major Participant is true and accurate.
- An affirmative declaration and acknowledgement that the Design-Builder is prohibited from receiving any advice or discussing any aspect related to the Project or the procurement of the Project with any person or entity with an organizational conflict of interest. The declaration and acknowledgement shall also include agreement that if an organizational conflict of interest exists or is discovered at any time, the Design-Builder shall make an immediate and full written disclosure to MaineDOT that includes a description of the action the Design-Builder has taken or proposes to take to avoid or mitigate such conflicts. If an organizational conflict exists, MaineDOT may at its sole discretion terminate the Design Build Project or process at any point.

- Include a general authorization for MaineDOT to confirm all information contained in the RFQ

5.2.2 SOQ and Appendices

The SOQ shall include information and discussion in the following areas:

- Overall Project Management Approach
- Design-Builder Organization and Key Personnel
- Past Performance and Experience of Design-Builder – inclusion of photographs of projects described are encouraged

5.2.2.1 Overall Project Management Approach

There are several issues to be resolved in the design and construction of the Project including, but not limited to, geotechnical, hydrology/hydraulics/scour, intersection design and/or traffic engineering, utility design and coordination, environmental/hazardous waste, construction staging, and traffic management during construction. In light of such potential issues, describe the Design-Builder's approach towards accomplishing the goals of the Project as outlined in Section 3.

5.2.2.2 Design-Builder Organization and Key Personnel

5.2.2.2.1 Organizational Chart(s)

As Appendix C, provide organizational chart(s) showing the structure of the organization with lines identifying Major Participants who are responsible for major functions to be performed and their reporting relationships in managing, designing, and building the Project. The chart(s) must show the functional structure of the organization and must identify Key Personnel by name and position.

Indicate the anticipated location of each Key Personnel from which they will work. Identify all Major Participants in the chart(s). Identify the critical support elements and relationships including, but not limited to, of project management, project administration,

construction management, quality control/quality assurance, safety, environmental compliance, and subcontractor administration. For each organizational chart(s), provide a brief, written description of significant functional relationships among participants and how the proposed organization will function as an integrated Design-Builder.

5.2.2.2.2 Resumes of Key Personnel

Resumes of Key Personnel shall be provided as Appendix D and shall be limited to two pages each. If an individual fills more than one position, only one resume is required. Personnel who staff these key functions listed below shall be identified in the required organizational chart(s), as described in Section 5.2.2.1. Quality Assurance Personnel shall be independent of Design and Construction personnel and shall report directly to the ~~Design-Builder Principal in Charge~~ **Design Manager**.

- Design-Builder Principal in Charge
- Construction Project Manager – Structures
- Construction Project Manager – Highway
- Construction Quality Manager - Structures
- Construction Quality Manager - Highway
- Construction Quality Assurance Manager
- Design Manager (Engineer of Record)
- Design Quality Assurance Manager
- Geotechnical Engineer
- Design Lead Engineer – Structures
- Design Lead Engineer – Highway
- Traffic Engineering Manager
- Traffic Control Supervisor
- Utilities Design Engineering/Coordination Manager
- Right-of-Way Manager
- Safety Manager
- Hydraulics/Scour Engineering Manager
- Environmental Compliance Manager

Include the following items on each resume:

- Relevant licensing, registration, certifications, and training
- Years of experience performing similar work
- Length of employment with current employer
- Title, roles, and responsibilities on any of the Projects listed in Section 5.2.2.3

5.2.2.3 Past Performance and Experience of Design-Builder

When describing past experience of the Design-Builder, provide a written description of the past experience of the Design-Builder (limited to the Major Participants), to include relevant information in the following areas:

- Bridges with a minimum 75-year design life requiring minimal maintenance;
- Bridge foundations
- In-water construction
- Retaining walls
- Bridge demolition/removal
- Pedestrian facilities
- Utility coordination
- Design and construction of state and local roadways
- Maintenance of traffic
- Turning lanes and/or signalized intersections
- Final right-of-way mapping and appraisals
- Residential and commercial neighborhoods
- Roadside safety

In addition to the written description, use the attached Contractor/Designer Work History Form and list no more than five (5) active and/or completed Design-Build or other projects similar to this project for each Major Participant. These forms must be submitted with the SOQ as Appendix F with the following information for each project:

- The written project description;
- The start date, completion date or anticipated completion date, and budget; and
- References and point of contact, including telephone numbers for each project. The Department reserves the right to contact any personnel or to conduct any review it deems necessary to review past project experience.

5.2.2.3.1 Equal Opportunity Performance

Provide the following information for each Major Participant as Appendix G:

- Affirmative Action Plan (including sexual orientation as per State of Maine Policy which can be found at <http://www.maine.gov/oer/policies/index.htm>) with goals and timetables,
- Certification that each Major Participant is in compliance with federal employment goals for women and minorities,
- Details surrounding any debarment based upon Civil Rights violations or other proceedings related to Civil Rights that occurred over the last five years and that impaired that entity's ability to perform public sector work, and
- Details surrounding any findings and/or rulings of sexual harassment and/or discrimination against any of the Major Participants over the last five years.

5.2.2.3.2 Safety Record

Provide a copy of the Major Participants' latest Experience Modification Rate (EMR) from the insurance carriers as Appendix H. If the EMR value for any Major Participant is greater than 1.25, please include the details of why the rating is high, and the actions the Major Participant is taking to lower that rating.

5.2.2.4 Design File Format and Construction Specifications

Each SOQ shall include a completed Statement of Compliance stating that all design shall be completed in Microstation/InRoads format, using current MaineDOT design and plan development standards, as defined in Section 3.2. The Statement of Compliance shall include a statement verifying that all construction operations will be completed in accordance with the Department's Standard Specifications. The Statement of Compliance shall be signed by the legal representative(s) of the Design-Builder,

dated and notarized. The completed Statement of Compliance shall be included in the SOQ as Appendix B.

5.2.2.5 Insurance and Bonding Requirements

5.2.2.5.1 Insurance

The Design-Builder contracting with the Department must provide evidence of its ability to obtain project specific Professional Liability Insurance covering errors and omission in the amount of \$2,000,000. Evidence shall be in the form of a Certificate of Insurance on an Acord Form or a letter from an insurer or a Maine Resident Agent for an insurer indicating ability to provide such insurance and attached as Appendix A. The insurer must be licensed to do business in the State of Maine. Project specific insurance is insurance covering only this project. General Liability Insurance shall also be required in the amount of at least \$3,000,000, and shall name the Department as an additional insured. Certificates of Insurance or letter from an insurer as above, shall be provided with the SOQ. Proof of other insurance (such as Worker Compensation, Automobile Liability, etc.) will be required in the RFP.

5.2.2.5.2 Bonding

The Design-Builder contracting with the Department must have bonding capacity of at least the bid amount for a single contract. Said Design-Builder must provide evidence of its ability to be bonded for a single contract in the amount of at least \$10,000,000. Evidence of this single contract bonding capacity (Bid, Performance, and Payment Bonds) may be in the form of either a letter from the said Design-Builder's Surety Company indicating a single contract bonding capacity in excess of the required amount or a copy of a performance and payment bond issued within the past twelve months, in the amount of at least the required amount for any single contract of said entity. The

Surety Company must be licensed to conduct business in Maine, have filed the required financial documents with the State of Maine Bureau of Insurance, and have an A.M. Best rating of A - X (A minus X) or better. Evidence of the ability to provide the above insurance and bonding shall be attached as Appendix A.

5.2.2.6 Legal Structure

The Design-Builder must include its proposed legal teaming arrangement such as: Joint Venture, Prime/Subconsultant/Subcontractor, Limited Partnership, or the like. A proposed agreement between the Major Participants must be submitted, as Appendix E, with the SOQ and must show the responsibility of each party and the Design-Builder as a whole. The Design-Builder desiring consideration for this project shall submit only one SOQ. Receipt of multiple SOQs from a Design-Builder will cause the Department rejection of all SOQs from the Legal Entity.

5.2.2.7 Appendices

Appendices to the SOQ shall include the following:

- A. Financial information from an insurer and surety (Section 5.2.2.5)
- B. Statement of Compliance (Section 5.2.2.4)
- C. Organization chart(s) (Section 5.2.2.2.1)
- D. Resumes of key personnel (Section 5.2.2.2.2)
- E. Agreement defining the Design-Builder's business structure (Section 5.2.2.6)
- F. Contractor/Designer Work History Forms as provided in Appendix A of this RFQ (Section 5.2.2.3)
- G. Equal opportunity performance (Section 5.2.2.3.1)
- H. Safety records (Section 5.2.2.3.2)

5.3 Evaluation Process

SOQs will be reviewed by an Evaluation Committee for two Pass/Fail Criteria first, (Section 5.3.1) and then for three Evaluative Criteria (Section 5.3.2). Design-Builders that fail to submit all of the required information for each Criterion will be rated "Non-Responsive", deemed "Not Selected", and will not be considered further. However, if the Evaluation Committee finds that there is missing information for any of the Criteria,



the Design-Builder will be notified in writing via email and be given the opportunity to supply the missing information within two (2) business days.

After a finding of “Responsive” on the two Pass/Fail Criteria, and then a finding of “Responsive” on each of the three Evaluative Criteria, the Evaluative Criteria will be given a score as follows:

- Satisfactory = 1
- Very Good = 2
- Outstanding = 3

The three Evaluative Criteria scores will then be totaled together to get an overall score for the Design-Builder, with each of the Evaluative Criteria receiving equal weight in this process. MaineDOT will prepare a ranked list of Design-Builders, and the highest ranked Design-Builders will be selected and invited to submit proposals. MaineDOT expects to select two (2) to three (3) Design-Builders from the received SOQs. However, MaineDOT reserves the right, based on quality and quantity of submissions, to select more than three (3) Design-Builders to be invited to submit proposals.

The Evaluation Committee will consist of Department personnel with expertise in bridge design and construction, highway design and construction, utilities, and traffic control. The identities of the Evaluation Committee members are confidential. The Evaluation Committee will be supported by technical staff or consultants who will review the submitted information and provide assistance to the Evaluation Committee as requested.

MaineDOT reserves the right, in its sole discretion, to cancel this RFQ, issue a new Request for Qualifications, reject any or all SOQs, seek or obtain data from any source that has the potential to improve the understanding and evaluation of the responses to the RFQ, seek and receive clarifications to an SOQ, and waive any deficiencies, irregularities, or technicalities in considering and evaluating the SOQs.

This RFQ does not commit MaineDOT to enter into a contract or proceed with the procurement of the Project. MaineDOT assumes no obligations, responsibilities and liabilities, fiscal or otherwise, to reimburse all or part of the costs incurred by the parties responding to this RFQ. All such costs shall be borne solely by each Design-Builder.

5.3.1 Pass/Fail Criteria

5.3.1.1 Ability to Enter into a Legally Binding Contractual Relationship with MaineDOT

SOQs meeting the submission requirements of Sections 5.2.2.4 and 5.2.2.6 and Appendices B and E will be given a “Pass” rating and be deemed “Responsive”. SOQs will be given a “Fail” rating if any required information is missing and be deemed “Non-Responsive”.

5.3.1.2 Insurance Information and Bonding Capacity

SOQs meeting the submission requirements of Sections 5.2.2.5 and Appendix A will be given a “Pass” rating and be deemed “Responsive”. SOQs will be given a Fail rating if any required information is missing and be deemed “Non-Responsive”.

5.3.2 Evaluative Criteria

5.3.2.1 Overall Project Management Approach

Section 5.2.2.1 will be evaluated and rated according to Section 5.3.

5.3.2.2 Design-Builder Organization and Key Personnel

Section 5.2.2.2 and Appendices C and D will be evaluated and rated according to Section 5.3.

5.3.2.3 Past Performance and Experience

SOQs meeting the submission requirements of Sections 5.2.1 and 5.2.2.3, and Appendices F, G, and H will be will be evaluated and rated according to Section 5.3.

6. General Information

6.1 AdvantageME

The selected Design-Builder shall be registered in the State of Maine, AdvantageME (financial) system. Registration into the system is through the Maine Bureau of Purchases, at the following web location:

<http://www.maine.gov/purchases/>. Questions about the registration

process shall be directed to the AdvantageME Vendor Help Desk at (207) 624-7889.

6.2 Disadvantaged Business Enterprise (DBE) Goal

The Department has a DBE Participation goal of 5.8%. The Design-Builder shall make a good faith effort to meet all Civil Rights requirements.

6.3 On-the-Job Training (OJT)

The Department will have a 2000 hour minimum requirement for OJT.

6.4 Changes in Key Personnel

The Department requires that key individuals and firms discussed in the SOQ be retained throughout the solicitation and Contract period in the capacities proposed, unless the Department approves replacement in writing.

6.5 Selection Protest

Every Design-Builder who submits a proposal shall be notified of their selection status via email. Any Design-Builder who claims to be aggrieved by having its SOQ rejected by the Department or by not having been selected to submit a technical and price proposal, shall have seven (7) calendar days after receiving notification to submit a written protest to the Department, including a statement of the grounds, facts, and any legal authority, and all documents and affidavits in support of the protest. The Department will issue a written decision regarding the protest within seven (7) calendar days after the filing of protest. If the Department concludes that the entity filing the protest has established a basis for protest, the issue will be submitted to the Department's selection committee to determine whether the list of responders selected to submit proposals should be revised.

6.6 Stipend

Each Design-Builder that is selected to submit proposals, but is not awarded the Design-Build Contract, will receive a stipend of the anticipated value of \$33,000 (thirty-three thousand dollars) for responsive proposals to partially offset proposal preparation costs. Acceptance of the stipend will transfer ownership of the proposal to the Department. The Design-Builder will have the option to refuse the stipend.



MAINEDOT
Maine Department of Transportation

Request for Qualifications
Howland, Piscataquis River Bridge #3040
BR-15635(00)X
April 8, 2009

Appendix A

Contractor/Designer Work History Form

Contractor/Designer Work History Form

Major Participant: _____ Firm: _____

List five projects performed/completed within the last five (5) years:

Name & Project Location:	
Contract Type: Design/Build <input type="checkbox"/> Design/Bid/Build <input type="checkbox"/> Other <input type="checkbox"/>	
Contract Function: Prime <input type="checkbox"/> Sub <input type="checkbox"/>	
Project Contract Value (\$):	Start/Completion Dates:
Scope/Work Performed:	
Owner/Client:	
Contact Person:	Telephone #:

Name & Project Location:	
Contract Type: Design/Build <input type="checkbox"/> Design/Bid/Build <input type="checkbox"/> Other <input type="checkbox"/>	
Contract Function: Prime <input type="checkbox"/> Sub <input type="checkbox"/>	
Project Contract Value (\$):	Start/Completion Dates:
Scope/Work Performed:	
Owner/Client:	
Contact Person:	Telephone #:

Name & Project Location:	
Contract Type: Design/Build <input type="checkbox"/> Design/Bid/Build <input type="checkbox"/> Other <input type="checkbox"/>	
Contract Function: Prime <input type="checkbox"/> Sub <input type="checkbox"/>	
Project Contract Value (\$):	Start/Completion Dates:
Scope/Work Performed:	
Owner/Client:	
Contact Person:	Telephone #:

Name & Project Location:	
Contract Type: Design/Build <input type="checkbox"/> Design/Bid/Build <input type="checkbox"/> Other <input type="checkbox"/>	
Contract Function: Prime <input type="checkbox"/> Sub <input type="checkbox"/>	
Project Contract Value (\$):	Start/Completion Dates:
Scope/Work Performed:	
Owner/Client:	
Contact Person:	Telephone #:

Name & Project Location:	
Contract Type: Design/Build <input type="checkbox"/> Design/Bid/Build <input type="checkbox"/> Other <input type="checkbox"/>	
Contract Function: Prime <input type="checkbox"/> Sub <input type="checkbox"/>	
Project Contract Value (\$):	Start/Completion Dates:
Scope/Work Performed:	
Owner/Client:	
Contact Person:	Telephone #: