



**State of Maine**  
**Bureau of General Services**  
**Division of Planning, Design & Construction**

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**Request for Qualifications**  
**Information for Architects and Engineers**

The Department of Agriculture, Conservation, and Forestry, Bureau of Parks and Lands wishes to procure Architectural/Engineering/Permitting services for the **Sandy River Bridge and Trail** (BGS 3681) to extend the Whistle Stop Multi-use trail from West Farmington to downtown Farmington, Maine.

### **Project Description**

This project involves construction of a multiple-use bridge over the Sandy River to connect the Whistle Stop Trail to downtown Farmington, Maine. The original bridge was washed out by a flood in the late 1980s leaving the trail 2,250 feet short of connecting with downtown. This project will address the lack of alternative transportation options to connect trail users with downtown businesses and amenities, and transportation safety concerns related to snowmobiles precariously sharing Center Bridge with vehicles. The trail will be extended using the existing abandoned rail bed. The replacement bridge will be a cable-stayed design spanning 336 feet with a 10-foot-wide travel way.

### **Project Scope**

The scope of this project includes, but is not limited to, preliminary and/or final design, design development, NEPA requirements, permitting requirements (Local, State, and Federal), schedule and cost estimating, complete construction documents, contractor procurement, and construction administration for bridge and trail and all components of the project.

**NOTE: Federal NEPA requirements must be approved by granting agencies before choice limiting action may be taken. This includes contracts for construction. This also includes that this total contract is contingent on successful NEPA approvals.** One A/E firm will be chosen by owner. Firm will be responsible for first satisfying NEPA requirements before finishing full engineering, creating bid packages & specification, as well as, project oversight and construction contracts.

Notable design and engineering tasks in the project include the following:

**1. Sandy River Bridge:**

- New multi-use bridge with a 336' span. Current preliminary design suggests a cable stayed bridge with seven sections of 48' truss suspended from cables with a total span of 356'.
- 10-foot-wide travel surface
- Bank stabilization and rip-rap
- Designed to minimize tread maintenance due to snowmobile use
- Designed to minimize nuisance use

**2. Connecting Trails:**



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- Crushed stone surface with ¾” crushed gravel base trail on historic rail bed from Bridge Street in West Farmington to bridge and then continuing from bridge to paved Prescott Field Parking on UMF campus.
- Approximately, 2,250 feet of trail.
- Built to US Forest Service Standards of Accessibility
- 10-foot-wide travel surface
- Delineation between residential driveway and trail using split rail fence or other methods
- Work within 15-foot easement boundaries and restrictions
- Design and address drainage swales and existing trail stability issues

**Project Budget**

The Sandy River Bridge and Trail permit, design, and construction budget is approximately \$2,551,451 with an overall project budget not to exceed \$2,900,000.

**Anticipated Schedule**

RFQ responses due .....	4/12/2024
Short-listed firms notified .....	by 4/24/2024
A/E firm interviews.....	4/29/2024 to 5/10/2024
A/E firm selection .....	5/17/2024
Agreement approved.....	by 6/14/2024
Commence Design & Permitting Process (NEPA).....	7/12/2024
Design Complete.....	by 9/13/2024
Issued for Bid.....	10/11/2024
Construction commences .....	by 12/13/2024
Project duration.....	5/17/2024 to 6/30/2026

**Submission Requirements**

Interested firms should submit *five paper copies* and *one electronic copy* of a Letter of Interest with a Statement of Qualifications which includes the firm's response to each of the following criteria.

- A. qualifications to undertake this project;
- B. documented experience with budgets, estimating, and project cost control;
- C. list of projects that demonstrate the firm's capabilities;
- D. list of recently completed work of similar type and size projects, with client contact information for each project;
- E. organization of team and profiles of key personnel who would be involved in the project;
- F. statement of current workload and ability to absorb the project; and



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G. list of business references other than those listed above, including contact information.

The *paper copies* of the Letter of Interest and Statement of Qualifications should be sent to Joe Higgins, Snowmobile Program Supervisor, Bureau of Parks and Lands, 22 State House Station Augusta, Maine 04333-0022 so as to be received not later than **1:00 PM on April 12, 2024**. The *electronic copy* of the Letter of Interest and Statement of Qualifications should be sent as an attachment to [Joe.Higgins@maine.gov](mailto:Joe.Higgins@maine.gov) and [BGS.Architect@Maine.gov](mailto:BGS.Architect@Maine.gov) so as to meet the deadline noted above.

Project fees and specific design solutions for this project will not be discussed at the interview. Specific program information will not be available before the screening of qualification packages. The selection committee will rank all firms and negotiate fees with the highest-ranked firm.



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## **Architect-Engineer Procurement Process**

The standard procurement process of Architect and Engineer design services for public improvements is a Qualification Based Selection (QBS) process per statute (Title 5, §1742 subsection 6), described briefly here.

1. The advertisement of this Request for Qualifications is the initial step in the process after the Agency assures that the project itself is approved and funded. A clear scope of services statement is an essential component of the advertisement.
2. Interested firms respond to the Request for Qualifications (RFQ) as described below, submitting the Letter of Interest and Statement of Qualifications to the Selection Committee.
3. The Selection Committee screens all submissions and invites the most qualified firms to interview for the project, typically three to five firms.
4. The Selection Committee interviews the firms. Second interviews may be scheduled. References are checked.
5. The Selection Committee ranks all of the interviewed firms. The Committee negotiates an agreement with the highest ranked firm based on the scope of professional services identified in the RFQ and interview.
6. A BGS Architect/Engineer Agreement is drafted.
7. The agreement must be approved by BGS before work commences.