



**MaineDOT**

**REQUEST FOR STATEMENT OF INTEREST**

**BANGOR-BREWER**

**I-395 BRIDGES**

**BRIDGE NOs. 5799, 1558, 1559, 1560, 1562, 1563**

**BRIDGE REPLACEMENT & REHABILITATION**

**DESIGN-BUILD PROJECT**

**PROJECT NO. 029484.00**

March 4, 2026

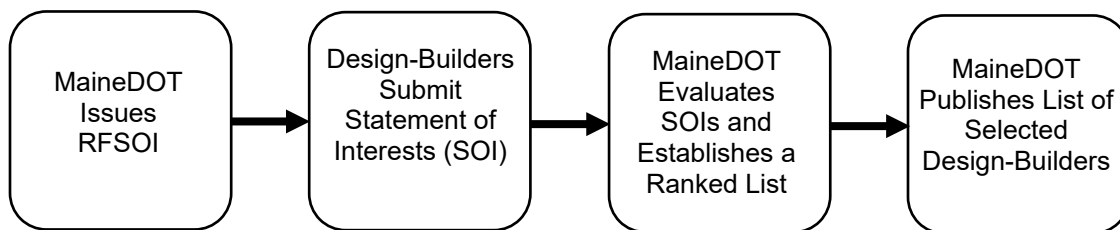
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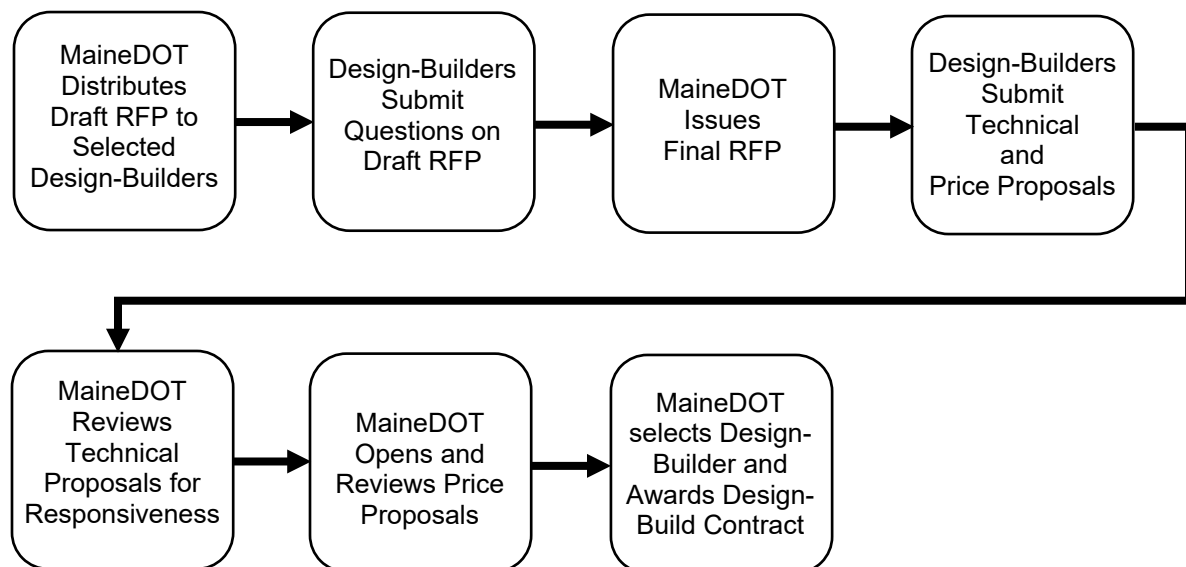
## 1. Introduction

The Maine Department of Transportation (Department) is soliciting information needed to select Design-Builders that will be invited to submit proposals for the Bangor-Brewer I-395 Bridges Design-Build Project (Project). The Department will use a Statement of Interest (SOI) two-step, low bid procurement method for this project in accordance with Title 23, MRSA, Section §4244 – Design-build Contracting and 23 CFR Section 636 – Design-Build Contracting. The first step is the solicitation and evaluation of SOI's for the purposes of ranking the submittals and determining which Design-Builders will be invited to respond to the Request for Proposals (RFP). The procurement process is depicted in the flow chart shown in Figure 1. For this project, the Price Proposal is expected to include both direct project costs as well as indirect costs associated with project schedule and impacts to the public (i.e., project costs plus user costs).

### Step 1 – Request for Statement of Interest (RFSOI)



### Step 2 – Request for Proposals (RFP)



**Figure 1: Contract Procurement Process Flow Chart**

## 2. Definitions

### 2.1 RFSOI Coordinator

All contact with the MaineDOT regarding this RFSOI must be made through the RFSOI Coordinator listed below, via e-mail. This contact includes, but is not limited to, questions, requests for clarification and/or additional information, and Technical Proposal submissions.

**RFSOI Coordinator:** George Macdougall  
**Title:** Contracts and Specifications Engineer  
**Office:** Bureau of Project Development  
**E-mail:** [George.Macdougall@maine.gov](mailto:George.Macdougall@maine.gov)

### 2.2 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. The Design-Builder and any related entities/affiliated companies that are not currently prequalified may become prequalified for this project, if selected and invited to participate in the RFP phase of the procurement process.

### 2.3 Major Participant

Major Participant is defined as:

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

### **3. Project Information**

The Project includes three (3) bridge replacements and three (3) bridge rehabilitations along I-395 in the Bangor-Brewer area. The generalized scope for each of the bridges, from west to east, is as follows:

- Bridge #5799 in Bangor carrying I-395 over Main Street will have minor rehabilitation work performed on the substructure.
- Bridge #1558, the Veterans Remembrance Bridge, carrying I-395 over CSX Railroad, the Penobscot River, and South Main Street between Bangor and Brewer, will have major rehabilitation work to select substructure units and the deck.
- Bridge #1559 in Brewer carrying I-395 over CSX Railroad (formerly Maine Central Railroad) will have rehabilitation work associated with facing the wingwalls and stabilizing the metal bin walls.
- Bridge #1560 carrying Robertson Boulevard (formerly Industrial Park Road) in Brewer over I-395 will be replaced.
- Bridge #1562 in Brewer carrying Parkway South over I-395 will be replaced.
- Bridge #1563 in Brewer carrying Green Point Road over I-395 will be replaced.

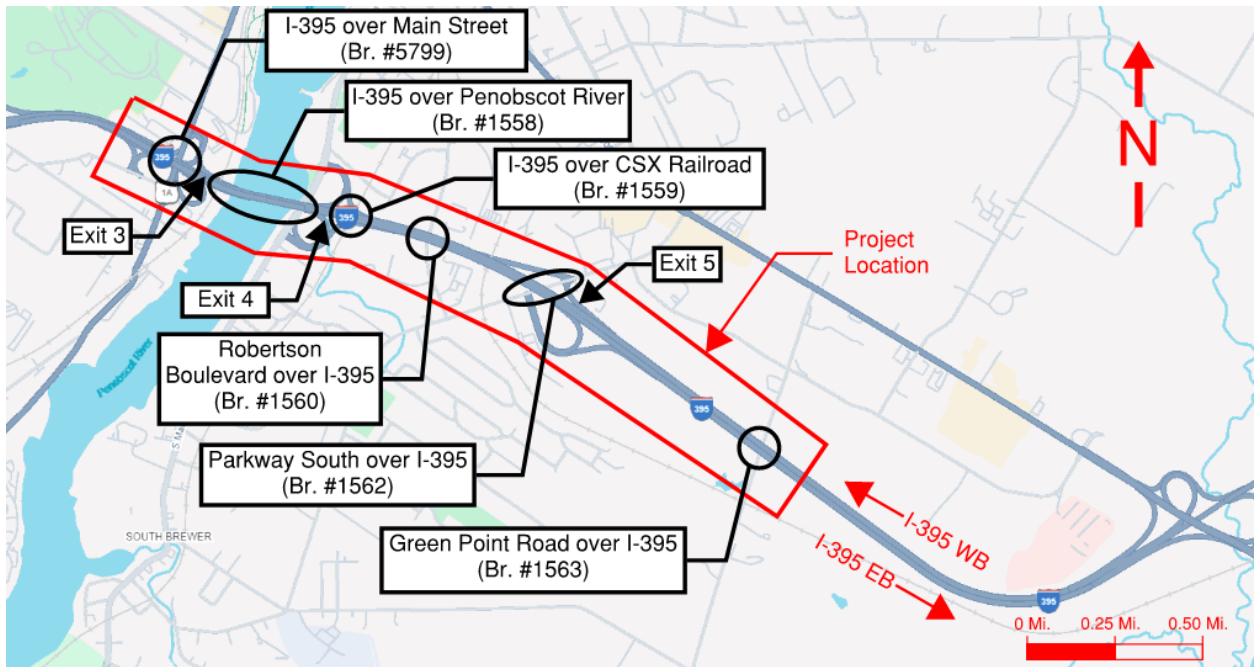
#### **3.1 Department Goals**

The Department has identified the following Project goals:

- To deliver a cost-effective Project;
- To design and construct three (3) safe, durable, appropriately sized, and low maintenance bridges that fit in well with their surroundings;
- To design and rehabilitate three (3) safe, durable, and low maintenance bridges with details that extend their useful service life;
- To minimize impacts to the traveling public, local residences, local communities, and emergency services during construction; and
- To minimize impacts to Right-of-Way, utilities, and environmental resources.

#### **3.2 Project Description, Scope, and Location**

The Project includes three (3) bridge replacements and three (3) bridge rehabilitations along I-395 in the Bangor-Brewer area. The Project consists of six site locations: I-395 over Main Street in Bangor, I-395 over the CSX Railroad, Penobscot River, and South Main Street (Veterans Remembrance Bridge) connecting the cities of Bangor and Brewer, I-395 over CSX Railroad in Brewer, Robertson Boulevard over I-395 in Brewer, Parkway South over I-395 in Brewer, and Green Point Road over I-395 in Brewer. The project location is shown in Figure 2: Project Location Map.



**Figure 2: Project Location Map**

### **3.2.1 I-395 over Main Street Bridge #5799**

The Main Street site, located at Exit 3, carries seven (7) lanes of traffic, a median barrier, a raised median, and six (6) shoulders, on I-395 over Main Street in Bangor, Maine. The roadway on Main Street beneath the bridge includes five (5) lanes, a large western shoulder, wide concrete esplanades in front of the abutments, and a sidewalk on the western edge of the roadway. The Exit 3B eastbound clover ramps cross the bridge and extend beneath it. The existing bridge has a curb-to-curb width of approximately one hundred twenty-seven feet (127') and consists of a single span with a total length of approximately one hundred twelve feet (112'). This site will involve the rehabilitation of the bridge, with work including, but not necessarily limited to, isolated concrete repairs focusing on the corners of the abutments and wingwalls, and the application of protective coating to the substructure concrete. Maintenance of traffic strategies are anticipated to include lane and shoulder closures as well as temporary sidewalks on Main Street.

### **3.2.2 Veterans Remembrance Bridge #1558**

The Veterans Remembrance Bridge site, located between Exit 3 and Exit 4, carries six (6) lanes of traffic across the Penobscot River between the cities of Bangor and Brewer in Maine. There is a significant flare on the western end to accommodate Exit 3 ramps and a minor flare on the east end to accommodate Exit 4 ramps. The bridge also passes over CSX railroad tracks at the western end and over State Route 15 on the eastern end. The existing Veterans Remembrance Bridge has a curb-to-curb width of approximately one hundred and four feet (104') and consists of eight (8) spans with a total length of approximately one thousand five hundred fifty-five feet (1555'). This site will involve the major rehabilitation of this bridge, including removal and replacement of deck overhangs, railings, barriers, lighting, and overhead sign structures; patching of substructure, bridge seat, and deck; bearing replacements, concrete sealer application, slope protection repairs, catwalk repairs, bridge drain replacement, pavement and membrane replacement, and replacement of finger joints with modular joints. Staged construction is anticipated with single lane and shoulder closures on I-395. In addition, lane shifts, lane closures, and temporary sidewalks are anticipated on State Route 15 below the bridge on the east side.

### **3.2.3 I-395 over CSX Railroad #1559**

The CSX Railroad site, located west of the I-395 WB Exit 4 Off-Ramp and I-395 EB Exit 4 On-Ramp, carries I-395 over the CSX Railroad in Brewer, Maine. The existing bridge is a 3-sided frame with a simple span length of approximately thirty-three feet (33'). The bridge supports six (6) lanes of traffic. This site will include minor rehabilitation of the structure, such as substructure patching and repairs, metal bin wall repair and stabilization, and application of a protective coating to substructure surfaces. Shoulder closures on I-395 WB Exit 4 Off-Ramp and I-395 EB Exit 4 On-Ramp are anticipated.

### **3.2.4 Robertson Boulevard over I-395 #1560**

The Robertson Boulevard site, located between Exit 4 and Exit 5, carries Robertson Boulevard over I-395 in Brewer, Maine. The existing bridge has an approximate curb-to-curb width of thirty-three feet (33') and two (2) spans of an approximate total length of one hundred ninety-six feet (196'). This bridge carries two (2) lanes of traffic. This site will include the removal and replacement of the Robertson Boulevard bridge and construction of approach roadway as needed. A bridge closure accompanied by an off-site detour is anticipated.

### **3.2.5 Parkway South over I-395 #1562**

The Parkway South site, located east of the I-395 WB Exit 5 On-Ramp, carries Parkway South over I-395 in Brewer, Maine. The existing bridge has an approximate curb-to-curb width of forty-four feet (44') and two (2) spans of an approximate total length of two hundred forty feet (240'). This bridge carries three (3) lanes of traffic and a six (6) foot sidewalk. This site will include the removal and replacement of the Parkway South bridge and construction of approach roadways as needed. The use of an on-site temporary bridge with a sidewalk is anticipated for maintenance of traffic.

### **3.2.6 Green Point Road over I-395 #1563**

The Green Point Road site, located east of Exit 5, carries Green Point Road over I-395 in Brewer, Maine. The existing bridge has an approximate curb-to-curb width of thirty-three feet (33') and two (2) spans of an approximate total length of two hundred feet (200'). This bridge carries two (2) lanes of traffic. This site will include the removal and replacement of the Green Point Road bridge and construction of approach roadways as needed. A bridge closure accompanied by an off-site detour is anticipated.

### **3.2.7 Additional Responsibilities of the Design-Builder**

The following work is also expected to be the responsibility of the selected Design-Builder:

- Interpreting subsurface exploration data and geotechnical evaluations.
- Planning, executing, and evaluating supplemental geotechnical investigations as necessary.
- Providing utility coordination, accommodation, and relocation, as appropriate.
- Providing right of way final mapping.
- Providing any additional survey needed beyond that which is provided by the Department.
- Preparing 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 the Department (the Department will not be responsible for delays caused by the amending of environmental permits).
- Public outreach, such as holding informational meetings, updating the project website, distributing email notifications, and responding to public inquiries.

### **3.3 Project Design and Construction**

The Request for Proposals (RFP) is expected to include, but not be limited to, the following design and construction parameters for the Project, which are subject to change:

#### **3.3.1 I-395 over Main Street Bridge #5799**

- Isolated concrete repairs focusing on the corners of the abutments;
- Application of protective coating to the substructure concrete; and
- Maintenance of traffic that minimizes impacts to the traveling public and local communities as defined in the RFP and in accordance with current standards.

#### **3.3.2 Veterans Remembrance Bridge #1558**

- Substructure concrete patching;
- Bridge seat concrete patching;
- Addressing drainage for bridge seats beneath expansion joints;
- Bearing removal and replacement;
- Concrete sealer application;
- Slope protection repairs;
- Removal and replacement of deck overhangs, railings, barrier including the median, lighting, and overhead sign structures;
- Bridge drain replacement;
- Pavement and membrane replacement;
- Deck patching as needed;
- Catwalk repairs;
- Replacement of finger joints with new expansion joints; and
- Maintenance of traffic that minimizes impacts to the traveling public and local communities as defined in the RFP and in accordance with current standards.

#### **3.3.3 I-395 over CSX Railroad #1559**

- Substructure patching;
- Abutment corner jacketing and/or repairs;
- Metal bin wall repair and stabilization;
- Application of protective coating to concrete substructure surfaces; and
- Maintenance of traffic that minimizes impacts to the traveling public and local communities as defined in the RFP and in accordance with current standards.

### **3.3.4 Robertson Boulevard over I-395 #1560**

- Durable replacement bridge with minimal maintenance needs;
- Robertson Boulevard having one travel lane in each direction with lane and shoulder widths meeting applicable design criteria and standards, transitioning into existing cross-sections at the project limits;
- Approaches that minimize impacts to right of way and wetlands to the extent practical, while also meeting design criteria and general MaineDOT best design practices;
- Maintenance of existing alignments, pavement widths, guardrail, and side slope ditches along I-395 beneath the bridge;
- Maintenance of traffic that minimizes impacts to the traveling public and local communities as defined in the RFP and in accordance with current standards; and
- Demolition and removal of the existing steel girder bridge.

### **3.3.5 Parkway South over I-395 #1562**

- Durable replacement bridge with minimal maintenance needs;
- Parkway South having one travel lane in each direction, a center turn lane, and a sidewalk with lane, shoulder, and sidewalk widths meeting applicable design criteria and standards transitioning into existing cross-sections at the project limits;
- Approaches that minimize impacts to right of way, wetlands, and utilities to the extent practical, while also meeting design criteria and general MaineDOT best design practices;
- Maintenance of existing alignments, pavement widths, guardrail, and side slope ditches along I-395 beneath the bridge;
- Adjustment of Exit 5 ramps if necessary;
- Maintenance of traffic that minimizes impacts to the traveling public and local communities as defined in the RFP and in accordance with current standards; and
- Demolition and removal of the existing steel girder bridge.

### **3.3.6 Green Point Road over I-395 #1563**

- Durable replacement bridge with minimal maintenance needs;
- Green Point Road having one travel lane in each direction with lane and shoulder widths meeting applicable design criteria and standards;
- Approaches that minimize impacts to right of way, wetlands, and utilities to the extent practical, while also meeting design criteria and general MaineDOT best design practices;
- Maintenance of existing alignments, pavement widths, guardrail, and side slope ditches along I-395 beneath the bridge;

- Maintenance of traffic that minimizes impacts to the traveling public and local communities as defined in the RFP and in accordance with current standards; and
- Demolition and removal of the existing steel girder bridge.

### 3.4 **Project Status**

The current status of the Project is outlined below. This information is preliminary in nature and thus subject to change.

**Survey** Survey information in MaineDOT OpenRoads format will be available on the Project website concurrent with the Draft RFP.

**Plan and Profile** Existing vertical and horizontal alignments will be available on the Project website for informational purposes only, concurrent with the Draft RFP. These alignments do not necessarily conform to all expected parameters and restrictions that will be included in the RFP.

**Substructure Rehabilitation Plans** Estimated locations and limits of concrete patching for the substructures of the Main Street Bridge, Veterans Remembrance Bridge, and CSX Bridge will be provided on the Project website, concurrent with the Draft RFP.

**Geotechnical** Preliminary geotechnical investigations are being completed. Approximate locations of test borings will be shown on the survey plans. Preliminary Geotechnical Data Reports (PGDRs) including boring logs and laboratory test results will be available for review on the Project website for informational purposes only, concurrent with the Draft RFP.

**Utilities** The Department has attempted to locate existing utilities on the survey plan; however, not all may be shown.

There are utilities present at some sites:

- I-395 over Main Street Bridge #5799
  - Aerial utilities running parallel to west abutment.
  - Lighting fixtures along both abutment backwalls.
  - Utilities beneath Main Street

- Veterans Remembrance Bridge #1558
  - Utilities under bridge approaches.
  - Utilities beneath South Main Street and Sidewalk
  - Lighting conduit and fixtures along the bridge within median barrier
  - Navigation lights along both deck overhangs in Span 4
- I-395 over the CSX #1559
  - High mast lighting along Exit 4 westbound.
- Robertson Boulevard over I-395 #1560
  - Above and underground utilities approximately one hundred fifty feet (150') south of the bridge, measured along Robertson Boulevard .
- Parkway South over I-395 #1562
  - Water line supported below bridge and beneath each approach.
  - Aerial utilities above east fascia.
- Green Point Road over I-395 #1563
  - Aerial utilities west of bridge.

**Right-of-Way** The existing Right-of-Way will be shown on the survey plan. Additional Right-of-Way is anticipated to be required to support the Project. The Design-Builder will be required to develop and submit the necessary Right-of-Way mapping for approval to aid the Department in their acquisition procedures.

Acquisition of any temporary rights required to accommodate lay down and storage areas shall be the sole responsibility of the Design-Builder.

**Environmental** The Department expects to complete NEPA and permitting. The current environmental considerations are:

- Historic – The Department has determined that there are no archaeological concerns in the area.
- Wetlands – There are significant wetlands located west of Green Point Road (Bridge #1563).
- Stormwater – The Project is located in an MS4 area; therefore, the Project falls under the Department’s Stormwater Management Plan (SWMP).

### **3.5 Disadvantaged Business Enterprise (DBE) Goal**

Pursuant to the Interim Final Rule issued by the U.S. Department of Transportation and effective October 3, 2025, all existing DBE certifications are subject to reevaluation under revised federal eligibility standards. Until the reevaluation process is complete, recipients may not set new contract-specific DBE goals or count DBE participation toward overall goals, as applicable under federal guidance. The Department continues to encourage the utilization of DBE firms consistent with federal requirements. The Design-Builder shall comply with all applicable federal and state Civil Rights laws and shall incorporate the required nondiscrimination and assurance provisions in accordance with 49 CFR Part 26 and all requirements applicable to projects assisted by the Federal Highway Administration.

### **3.6 On-the-Job Training (OJT)**

There is an established OJT requirement of 4,000 hours during construction for this Project. The Proposer is required to meet that goal if awarded the Project.

### **3.7 Changes in Key Personnel**

The Department requires that Key Personnel and firms discussed in the SOI be retained throughout the solicitation and Contract period in the capacities proposed. If, during the procurement process or during the Contract period, the Design-Builder determines that extraordinary circumstances require a change to any Key Personnel identified in the SOI, the Design-Builder shall provide a thorough explanation of those extraordinary circumstances and an explanation of all actions taken to address such circumstances, in writing, to the RFSOI coordinator. Refer to Section 5.2.2.1.2 for identification and descriptions of Key Personnel.

Examples of possible extraordinary circumstances include the death of a team member, bankruptcy, inability to perform, organizational conflict of interest,

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employee departure, or other such significant cause. Written requests shall include, at a minimum, the following information:

- The nature of the desired change,
- The reason for the desired change,
- A description of the actions taken to address or prevent the extraordinary circumstances,
- A statement explaining how the desired change will meet or exceed the required qualifications for the subject position/responsibility, and
- Revised and updated submission contents impacted by the desired change as described in section 5.2.

The Design-Builder must notify the Department of any change of Key Personnel within 24 hours of the Design-Builder's actual notice of the change or potential change. The Department reserves the right to refuse a change in Key Personnel at its sole discretion. Failure to notify the Department of the change or potential change, may result in the rejection of the Design-Builder's SOI or Proposal. Key Personnel changes shall not be made without prior approval from the Department.

### **3.8 Stipend**

Each Design-Builder that is selected to submit a proposal who submits a responsive proposal, but is not awarded the Design-Build Contract, will receive a stipend of \$250,000. Acceptance of the stipend will transfer ownership of the proposal to the Department. The Design-Builder will have the option to refuse the stipend.

## **4. Procurement Information**

### **4.1 General Information**

The RFSOI and supporting documents will be found on the Department's Project website.

#### 4.2 Schedule

The following is the proposed schedule for the Project. This schedule is subject to change as the Project progresses and the RFP is developed.

MaineDOT Issues RFSOI	March 4, 2026
<b>Deadline for Design-Builders to Submit Questions on RFSOI</b>	<b>March 18, 2026 at 3:00 PM EST</b>
MaineDOT Issues Responses to Questions Received on the RFSOI	April 1, 2026
<b>Deadline for Design-Builders to Submit SOI</b>	<b>April 14, 2026 at 3:00 PM EDT</b>
MaineDOT Issues Notification of SOI Responsiveness to Design-Builders	April 22, 2026
<b>Deadline for Design-Builders to Submit Cure for SOI Responsiveness (If Applicable)</b>	<b>April 29, 2026</b>
MaineDOT Evaluates and Ranks SOIs and Notifies Design-Builders of Selection Results	May 13, 2026
MaineDOT Issues Draft RFP	May 20, 2026
<b>Deadline for Design-Builders to submit Questions on the Draft RFP</b>	<b>June 3, 2026 at 3:00 PM EDT</b>
MaineDOT Issues Responses to Draft RFP Questions	June 17, 2026
MaineDOT Issues Final RFP	July 8, 2026
<b>Design-Builders Attend One-On-One Meetings with MaineDOT (If applicable)</b>	<b>One Meeting Per Team between July 15 and August 5, 2026</b>
<b>Deadline for Design-Builders to Submit ATC Proposals</b>	<b>August 26, 2026 at 3:00 PM EDT</b>
MaineDOT Issues Responses to ATC Proposals	September 16, 2026
<b>Deadline for Design-Builders to Submit Questions Final RFP</b>	<b>October 14, 2026 at 3:00 PM EDT</b>
MaineDOT Issues Responses to Final RFP Questions	October 28, 2026
<b>Deadline for Design-Builders to Submit Technical and Price Proposal Packages</b>	<b>November 25, 2026 at 3:00 PM EDT</b>
MaineDOT Issues Notification of Technical Proposal Responsiveness to Design-Builders	December 9, 2026
<b>Deadline for Design-Builders to Submit Cure for Technical Responsiveness (If Applicable)</b>	<b>December 16, 2026</b>
<b>Deadline for Design-Builders to Submit Proposal Guaranty Package</b>	<b>January 20, 2027 at 11:00 AM EDT</b>
MaineDOT Opens Price Proposals	January 20, 2027 at 11:00 AM EDT
MaineDOT Awards Contract	Winter 2027
<b>Design-Builder Begins Final Design &amp; Construction</b>	<b>Winter 2027</b>
<b>Design-Builder Completes Final Design &amp; Construction</b>	<b>June 30, 2031</b>

### **4.3 Questions**

Questions on the RFSOI shall be submitted via email to the RFSOI Coordinator listed in Section 2.

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 the Department's Project website no later than the date listed in Section 4.2.

## **5. Statement of Interest (SOI) Requirements**

### **5.1 Submission Guidelines**

A PDF of the SOI must be received by the RFSOI Coordinator, via email, no later than the date and time shown in Section 4.2. The RFSOI Coordinator will provide confirmation of receipt of the files, which does not constitute a Responsiveness Review as outlined in Section 5.3. Any SOI, portion of an SOI, or unrequested SOI revision received by the RFSOI Coordinator after the date and time listed in Section 4.2 will not be accepted. For ease of identification, the email subject line with the attached SOI must be clearly marked as follows:

“Statement of Interest for Design-Build Contract – Bangor-Brewer I-395 Bridges, MaineDOT WIN 029484.00”

The SOI and email must include the name, address, phone number, and e-mail address of the key contact person, and other information as required by this Notice.

The Design-Builder desiring consideration for this project shall submit only one (1) SOI. Receipt of multiple SOIs from a Design-Builder will cause the Department rejection of all SOIs from the Legal Entity.

SOI's submitted in response to this RFSOI must be formatted to provide all information requested in Section 5, in the order requested, and in one single PDF file. In order to assure uniformity of the SOIs and facilitate the evaluation process, all SOIs shall meet the following requirements:

- The SOI shall be submitted on 8 ½ inch x 11 inch sheets with one (1) inch minimum margins (top, bottom, and both sides) and twelve (12) point font.
- The SOI shall contain no more than twenty-four (24) one-sided sheets, excluding cover letter and all appendices.
- No additional material, except as requested herein, may be attached or appended to this response.

- The SOI shall be signed by a duly authorized representative of the Design-Builder and addressed to the RFSOI Coordinator.

The Department will not accept SOIs by mail, facsimile, external hard drive, or other methods. Any SOI 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 email address where all communications from the Department will be directed.
- A statement declaring the Design-Builder's intent, if placed on the Design-Builder Selection list, to submit a Proposal and, if the Proposal is selected, to enter into a Contract with the Department 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 the Department 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, the Department may at its sole discretion terminate the Design-Build Project or process at any point.
- A general authorization for the Department to confirm all information contained in the RFSOI.

## **5.2.2 SOI and Appendices**

The Design-Builder shall provide the following information in the body of the SOI and the appendices.

### **5.2.2.1 Design-Builder Organization and Key Personnel**

#### **5.2.2.1.1 Organizational Chart(s)**

Provide organizational chart(s) in Appendix B 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 (11 inch by 17 inch sheets are acceptable). 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 the critical support elements and relationships including, but not limited to, project management, project administration, construction management, quality control/quality assurance, safety, environmental compliance, utility coordination, traffic management, and subcontractor administration.

For each organizational chart(s), provide a brief written description in the SOI of significant functional relationships among participants and how the proposed organization will function as an integrated Design-Builder.

#### **5.2.2.1.2 Resumes of Key Personnel**

Resumes of Key Personnel shall be provided in Appendix C and shall each be limited to two (2) one-sided sheets or one (1) two-sided sheet. 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 5.2.2.1.1. Key Quality Assurance Personnel identified shall be independent of personnel and activities involved in the performance of design and construction. Descriptions of expected roles and titles to be included, but not limited to, are:

- **Design-Builder Principal-in-Charge** – An individual who shall have the authority to represent, make decisions for, and oversee the performance of the Design-Builder.
- **Project Manager** – An individual who shall be responsible for all aspects of the quality of construction, including labor, equipment,

materials, incidentals, processes, construction methods, and quality control (QC) testing and inspection.

- **Construction Quality Manager** – An individual who shall be responsible for all Acceptance activities, including Acceptance sampling and testing, inspection, rejection of non-conforming work, and the documentation of Acceptance activities. The Construction Quality Manager shall have access to executive management, as well as the Department, to report on the performance of the quality system.
- **CQMP Manager** - An individual who shall manage the Construction Quality Management Plan (CQMP) and who shall report to the Design-Build management team. The individual shall have full authority and responsibility for assuring effective implementation and maintenance of a quality system (quality control and acceptance) and for instituting any and all actions necessary for the successful implementation of the CQMP. The individual is responsible for assuring the existence of information systems that measure the effectiveness of the quality program. The individual shall have access to executive management to report on the performance of the quality system.
- **Design Manager (Engineer of Record)** – An individual who shall be a professional engineer licensed in the State of Maine responsible for ensuring that the overall Project design is completed, and design criteria requirements are met. The Design Manager shall report to the Design-Build management team.
- **Design Quality Assurance Manager** – An individual who shall be a professional engineer licensed in the State of Maine responsible for the overall management of the design QC/QA process. The Design QA Manager shall report to the Design-Build management team. The Design QA Manager shall have sufficient authority to affect change as necessary to assure quality of the design, and shall not be involved in scheduling, production or budget activities.
- **Design Discipline Lead Engineer(s)** - An individual(s) who shall be a licensed professional engineer in his/her respective discipline and be responsible for managing the daily design production of their discipline and ensuring that design criteria requirements are met. The Design Discipline Lead Engineer(s) shall report to the Design Manager.

- **Geotechnical Engineer** - An individual who shall be a professional engineer licensed in the State of Maine and have demonstrated experience in managing geotechnical design for multidisciplinary projects with similar scope and complexity as this Project, highway embankment design and construction, pavement design, and bridge projects of similar size and type.
- **Traffic Engineer** - An individual who shall have demonstrated experience in maintenance of traffic and minimizing traffic disruption, including experience dealing with lane closures, intersections, rerouting traffic through approach embankment construction, construction vehicle ingress and egress, and implementing traffic management strategies emphasizing projects of similar size and type.
- **Utility Coordinator** - An individual who shall have demonstrated experience in utility coordination and construction compliance on large, complex transportation projects. The Utility Coordinator must have experience in coordination with third parties involved with the project and effectively communicating with design engineers and construction staff regarding requirements of the associated utility agreements.
- **Right-of-Way Coordinator** – An individual who shall have demonstrated experience in right of way processes on large, complex transportation projects. This individual will be responsible for right of way functions including layout of new Right of Way lines, easements and temporary rights for approval by MaineDOT and in Coordination with the Property Office. The right-of-way Coordinator shall have experience in managing the development of final Right of Way Plans and shall be a licensed Professional Land Surveyor (PLS) in the State of Maine.
- **Safety Manager** – An individual who shall have demonstrated experience in the establishment, management, and compliance of a comprehensive construction safety program involving all construction personnel including subcontractors and design professionals. This individual will be responsible for all record keeping pertaining to the safety program. The Safety Manager shall report to the Design-Build management team.
- **Environmental Coordinator** – An individual who shall have demonstrated experience in environmental permitting, environmental design, and construction compliance on large,

complex transportation projects in environmentally sensitive areas. The Environmental Coordinator must have experience in managing others in environmental activities, with highway engineering drawings and concepts, and in working cooperatively and effectively with design engineers and construction staff. Emphasize erosion and sediment control, and wetlands avoidance and minimization experience.

- **Public Communications Professional** – An individual who shall work with the Department’s Communications Representative to manage tasks such as community relations with municipal officials, First Responders, local residents and businesses, and the traveling public; drafting of press releases, and working with an ad agency, if required.

Include the following items on each resume:

- Relevant education, licensing, registration, certifications, and training;
- Years of experience performing similar work;
- Length of employment with current employer; and
- Roles and responsibilities on any of the Projects listed in Section 5.2.2.2.

#### **5.2.2.2 Experience and Past Performance of Design-Builder**

Provide a written description in the SOI of experiences on no more than five (5) and no less than three (3) completed projects of similar size, scope, and complexity for each of the Design-Builder’s Major Participants and other key subconsultant/subcontractor firms. Inclusion of photographs of projects described is encouraged. The descriptions shall include relevant information in the following areas:

- Bridges with rehabilitations and/or designs that will result in low long-term maintenance and life-cycle costs in similar environments as the Project;
- Design, construction, and/or rehabilitation of substructures and foundations adjacent to active roadways;
- Examples of projects requiring heavy rigging with difficult access or complex sites;
- Bridge demolition and removal;
- Design and construction of interstate and local roadways;
- Utility coordination;
- Maintenance of traffic;

- Public relations;
- Environmental avoidance and minimization efforts, including compliance with hazardous and special wastes;
- Coordination with, and working around, active railroads;
- Owner's Construction Engineer and Design Engineer for the referenced project, address, and current telephone number(s);
- Dates of design, construction, and/or warranty periods;
- Description of the work or services provided and percentage of the overall project actually performed;
- The bid amount and the final construction cost; and
- Description of the scheduled completion deadline and actual completion date.

The Department may elect to use the information provided above as a reference check.

### **5.2.2.3 Project Understanding and Management Approach**

Provide a synopsis in the SOI demonstrating the Design-Builder's understanding of and/or approach to the following items. The SOI should emphasize how their described approach to this project has been based upon previous successful projects of similar size, scope and complexity.

- Scope of the Project;
- Probable impacts;
- Successfully delivering the Project by meeting or exceeding the project goals (refer to Section 3.1);
- Design and construction of long lasting, durable, low maintenance bridges;
- Rehabilitation resulting in long lasting, durable, low maintenance bridges;
- Integrating design and construction activities;
- Maintaining high levels of traffic along interstate highways and essential emergency routes;
- Coordinating project activities with CSX Railroad;
- Coordinating project activities with the Department;
- Implementing project management and controls, including schedule and budget;
- Implementing a quality management plan; and
- Implementing a partnering plan.

#### **5.2.2.4 Appendices**

Appendices to the SOI shall include and be limited to the following. No additional project or experience information is to be included outside of the body of the SOI.

Appendix A - Proposer's General Information Form (available on the project website)

Appendix B - Organization Chart(s) (Section 5.2.2.1.1)

Appendix C - Resumes of Key Personnel (Section 5.2.2.1.2)

Appendix D - Safety Records (Section 5.2.2.4.1)

Appendix E - Equal Opportunity Performance (Section 5.2.2.4.2)

Appendix F - Insurance and Bonding Requirements (Section 5.2.2.4.3)

Appendix G - Agreement defining the Design-Builder's business/legal structure (Section 5.2.2.4.4)

##### **5.2.2.4.1 Safety Record**

Provide a copy of the Major Participants' latest Experience Modification Rate (EMR) from the insurance carriers in Appendix D. 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.

##### **5.2.2.4.2 Equal Opportunity Performance**

Each Major Participant is required to complete the Equal Employment Opportunity fillable form that is provided on the Project website. This form, and the associated supplemental information identified on the form, shall be attached in Appendix E of the SOI.

##### **5.2.2.4.3 Insurance and Bonding Requirements**

###### **5.2.2.4.3.1 Insurance**

The Design-Builder contracting with the Department must provide evidence of its ability to obtain Professional Liability Insurance covering errors and omissions in the amount of not less than \$1,000,000. Evidence shall be in the form of a Certificate of Insurance on an Acond Form or a letter from an insurer or a Maine Resident Agent for an insurer indicating ability to provide such insurance and attached in Appendix F. The insurer must be licensed to do business in the State of Maine. Project specific insurance is insurance covering only this project.

Commercial General Liability Insurance shall also be required in the amount of not less than \$1,000,000 per occurrence and \$2,000,000 in the Aggregate, and shall name the Department as an additional insured. Certificates of Insurance or letter from an insurer as noted above, shall be provided in Appendix F. Proof of other insurance (such as Worker Compensation, Automobile Liability, etc.) will be required in the RFP.

#### **5.2.2.4.3.2 Bonding**

The Design-Builder contracting with the Department must have a bonding capacity of at least the bid amount for a single contract. The Design-Builder must provide evidence of its single contract bonding capacity (Bid, Performance, and Payment Bonds) in the form of a statement from the Design-Builder's bonding company, on the bonding companies letterhead, indicating their bonding capacity for an individual project and in the aggregate for all projects. The Design-Builder shall procure bonds from a company organized and operating in the United States, licensed or approved to do business in the State of Maine by the State of Maine Department of Professional and Financial Regulation, Bureau of Insurance, and listed on the latest Federal Department of the Treasury listing for "Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies".

Evidence of the ability to provide the above insurance and bonding shall be attached in Appendix F.

#### **5.2.2.4.4 Business/Legal Structure**

The Design-Builder must include its proposed legal teaming arrangement such as: Prime/Subconsultant/Subcontractor, Joint Venture, Limited Partnership, or the like. A proposed agreement between the Major Participants must be submitted in Appendix G and must show the responsibility of each party and the Design-Builder as a whole.

### **5.3 Evaluation Process**

The evaluation process will consist of two steps: a SOI responsiveness review and a SOI evaluation ranking.

The Responsiveness Review Committee will consist of Department personnel with expertise in the Project contractual requirements and equal opportunity performance requirements and/or goals.

The Evaluation Committee will consist of Department personnel with expertise in bridge design and construction, highway design and construction, and project management. The Evaluation Committee will be supported by staff or consultants who will review the submitted information and provide assistance to the Evaluation Committee as requested.

The identities of the Responsiveness Review and Evaluation Committee members are confidential.

The Evaluation Committee will establish a numeric score based on how well the information provided in the SOI meets the Evaluation Criteria described in 5.3.2. This scoring process will result in a ranked list of SOI submittals. This evaluation process is intended to comparatively rank the SOIs based on how well each Design-Builder demonstrates they will provide superior performance and quality for this specific project. The scoring process is not intended to rank general qualifications.

The Department anticipates selecting three (3) to five (5) of the highest ranking Design-Builders from the list and inviting those selected teams to proceed to the RFP phase of the procurement process.

The Department reserves the right, in its sole discretion, to cancel this RFSOI, issue a new Request for Statement of Interest, reject any or all SOIs, seek or obtain data from any source that has the potential to improve the understanding and evaluation of the responses to the RFSOI, seek and receive clarifications to an SOI, and waive any deficiencies, irregularities, or technicalities in considering and evaluating the SOIs.

This RFSOI does not commit the Department to enter into a contract or proceed with the procurement of the Project. The Department assumes no obligations, responsibilities and liabilities, fiscal or otherwise, to reimburse all or part of the costs incurred by the parties responding to this RFSOI beyond the stipend identified in Section 3.8. All such costs shall be borne solely by each Design-Builder.

### **5.3.1 Responsiveness Criteria**

SOIs will be reviewed by the Responsiveness Review Committee for two Pass/Fail Criteria as follows. If the Responsiveness Review 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. Design-Builders that fail to submit all of the required information for each Criterion within the required time frame will be rated "Non-Responsive", deemed "Not Selected", and will not be considered further.

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

SOIs meeting the submission requirements of Sections 5.2.2.4.4 and Appendix G will be given a “Pass” rating and be deemed “Responsive”. SOIs 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**

SOIs meeting the submission requirements of Section 5.2.2.4.3.1, Section 5.2.2.4.3.2, and Appendix F will be given a “Pass” rating and be deemed “Responsive”. SOIs will be given a Fail rating if any required information is missing and be deemed “Non-Responsive”.

### 5.3.2 Evaluation Criteria

After a finding of “Responsive” on the two Pass/Fail Criteria per Section 5.3.1, the SOIs will be evaluated and ranked by the Evaluation Committee in each of the following categories:

<u>Category</u>		<u>Maximum Points</u>
5.2.2.1	Design-Builder Organization and Key Personnel	30
5.2.2.2	Experience and Past Performance of Design-Builder	40
5.2.2.3	Project Understanding and Management Approach	30
<b>Total =</b>		<b>100</b>

Each category will be evaluated based on the respective criteria below resulting in a numerical score. Clear, concise, well thought out responses and a specific understanding of the project will be fundamental in scoring. The final ranking of the Design-Builders will be based on the total score received on the SOIs.

#### 5.3.2.1 Design-Builder Organization and Key Personnel

Section 5.2.1, 5.2.2.1, and Appendices B and C will be evaluated and ranked according to Section 5.3.2 and the following criteria:

- How well the Design-Builder’s qualifications, structure, and Key Personnel availability relates to the requirements of the Project;
- Effective utilization of personnel; level of management authority; and experience with projects of similar size, scope, schedule, budget, and complexity;
- Ability to integrate design, Right-of-Way, environmental avoidance and minimization, and construction activities; and
- Level of personnel experience and qualifications in relation to Project scope, schedule, and requirements.

### **5.3.2.2 Experience and Past Performance of Design-Builder**

Section 5.2.2.2 and Appendix D will be evaluated and ranked according to Section 5.3.2 and the following criteria:

- How well the SOI communicates the Design-Builder's design, construction, and project management experience as it relates to the Project;
- Level of experience in design and construction with projects of similar size, scope, complexity, and budget;
- Level of experience in avoidance and minimization of Right-of-Way impacts;
- Level of experience in utility coordination;
- Level of experience in avoidance and minimization of environmental impacts;
- How well the SOI illustrates the Design-Builder's ability to complete the design and/or construction of past projects of similar size, scope, complexity, and budget with quality within the project budget and schedule requirements; and
- Current safety record.

### **5.3.2.3 Project Understanding and Management Approach**

Section 5.2.2.3 will be evaluated and ranked according to Section 5.3.2 and the following criteria:

- How well the SOI demonstrates the Design-Builder's understanding of the goals, constraints, and requirements of the Project; and
- How well the SOI demonstrates the Design-Builder's approach to addressing various Project issues and Project constraints.
- How well the SOI outlines the Design-Builder's approach to performing and monitoring project management and controls, integrating design and construction activities, project communication and documentation, coordinating with the Department and other stakeholders, partnering, and fulfilling contractual requirements; and
- How well the SOI outlines the Design-Builder's approach to implementing and adhering to the Quality Control/Quality Assurance process.

## **6. Protest Procedures**

This section sets forth the exclusive protest remedies available with respect to this RFSOI. By submitting an SOI, each Design-Builder expressly recognizes the limitation on its rights to protest contained herein, expressly waives all other rights and remedies, and agrees that the decision on any protest, as provided herein, shall be final and conclusive.

Every Design-Builder who submits a SOI will be notified of their selection status via email. Any Design-Builder, who claims to be aggrieved by having its SOI 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 in which to submit a written protest to the Department's Protest Official (Chief Engineer) by letter or email. Any protest not set forth in writing within the time limits specified in these procedures is null and void and will not be considered.

The protestor shall have the burden of proving its protest by clear and convincing evidence. The Protest Official or his designee shall issue a written decision regarding any protest to the protesting Design-Builder within seven (7) calendar days after the filing of protest.

All protests shall include the following:

- The names and addresses of the Design-Builder's Major Participants;
- The Project name and Project number;
- A detailed statement of the nature of the protest and the grounds on which the protest is made which must include an alleged violation of a specific law or regulation; and
- All factual and legal documentation in sufficient detail to establish the merits of the protest.