



# **MaineDOT**

## **REQUEST FOR STATEMENT OF INTEREST**

**SIDNEY/WATERVILLE  
DINSMORE ROAD OVER I-95,  
LYONS ROAD OVER I-95,  
DRUMMOND ROAD OVER I-95,  
TOWN FARM ROAD OVER I-95,  
and TRAFTON ROAD OVER I-95  
BRIDGE NOs. 5782, 1463, 5783, 5784, 5785, 5812  
BRIDGE REPLACEMENTS  
DESIGN-BUILD PROJECT**

**PROJECT NO. 29486.00**

March 25, 2025

**STATEMENT OF INTEREST DUE:**

**April 29, 2025  
3:00 PM (EDT)**

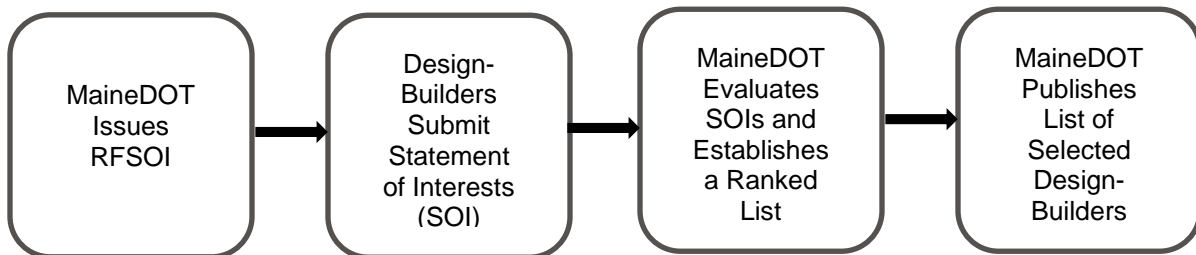
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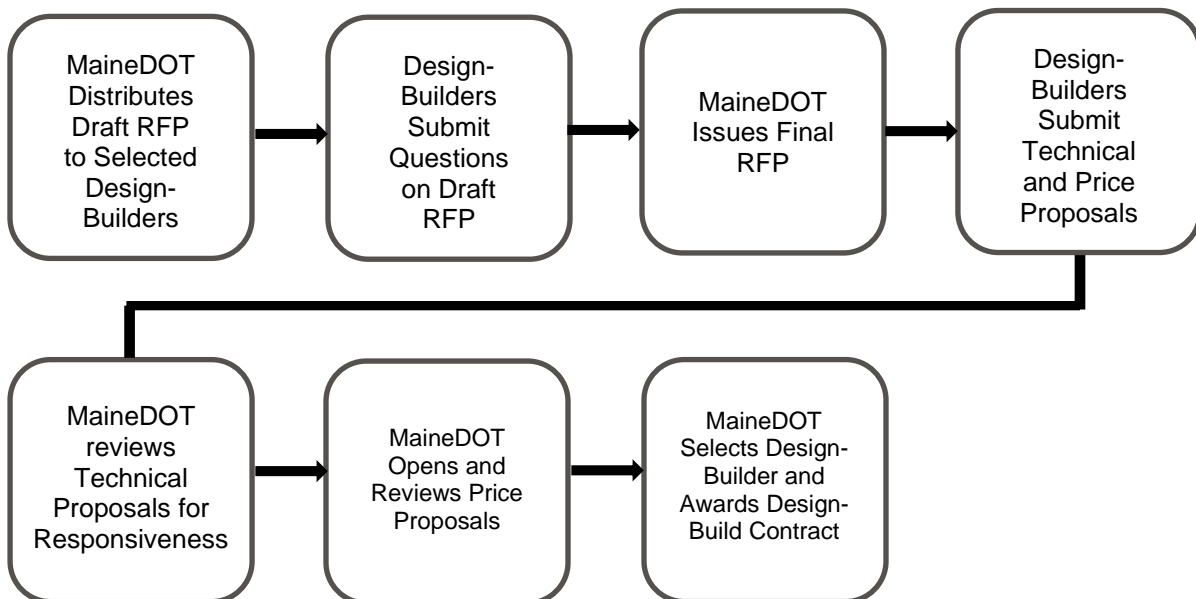
## 1. Introduction

The Maine Department of Transportation (Department) is soliciting information needed to select Design-Builders that will be invited to submit proposals for the Sidney/Waterville Bridge Replacements 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 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.

### 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 consists of replacing six (6) bridges in Sidney and Waterville: Dinsmore Road over I-95, Lyons Road over I-95 SB, Lyons Road over I-95 NB, Drummond Road over I-95, Town Farm Road over I-95, and Trafton Road over I-95. The bridges within the project each have concrete decks that have been identified as being in a state of advanced deterioration or minor section loss; superstructures with minor deterioration and

section loss and collision damage present on multiple spans; and substructures with minor section loss. Due to the cost and effort required to maintain bridges in these conditions as well as expected service life of the structural elements, the bridges have been identified for replacement. The replacement of these bridges provides an opportunity to coordinate traffic management, eliminate chronic bridge maintenance issues, and address clearance needs at each location.

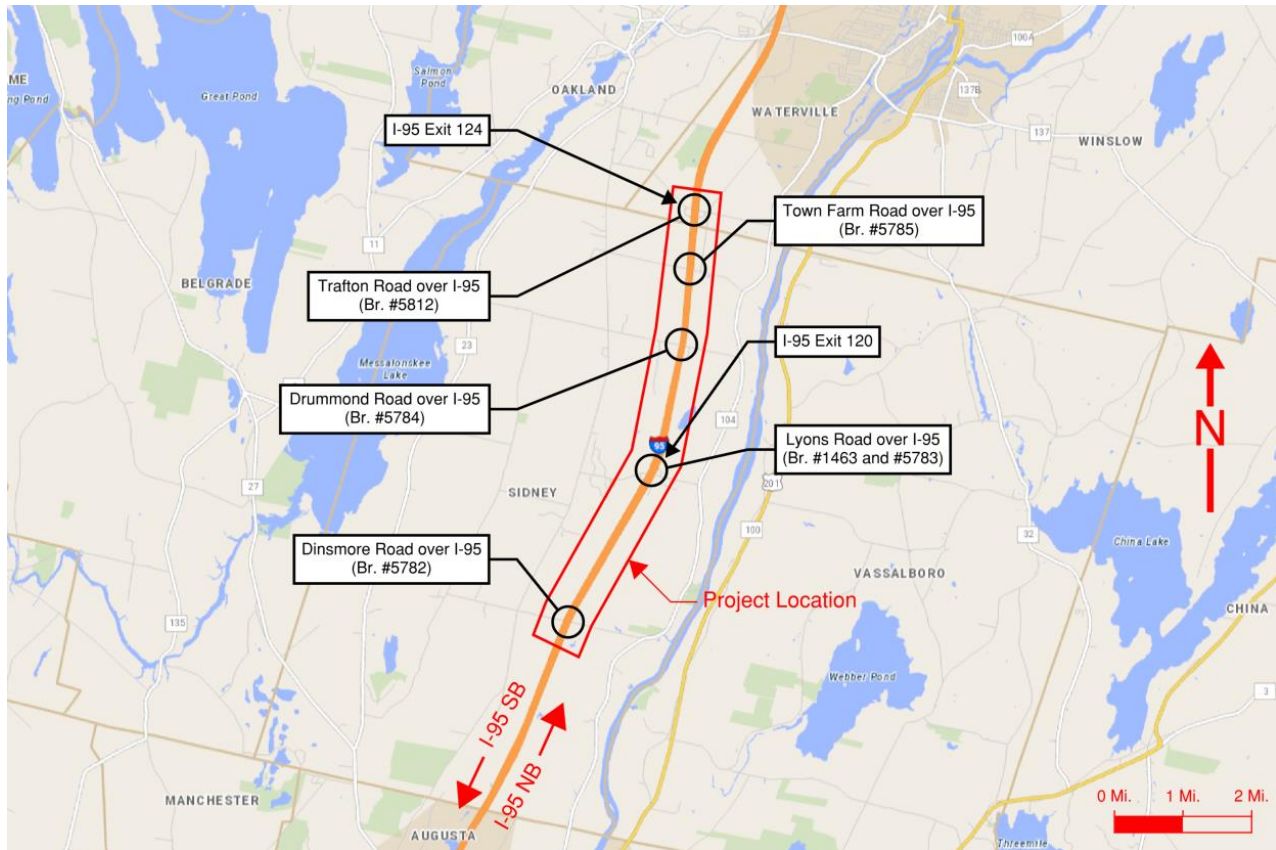
### **3.1 Department Goals**

The Department has identified the following Project goals:

- To deliver a cost-effective Project;
- To design and construct six (6) safe, durable, appropriately sized, and low maintenance bridges that fit in well in their surroundings; and
- To minimize impacts to the traveling public, local residences, local communities, and emergency services during construction.

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

The Project includes the design and construction of six (6) replacement bridges located in Sidney, ME and Waterville, ME, between Exit 113 and Exit 127. The project consists of five site locations: Dinsmore Road over I-95, Lyons Road over I-95, Drummond Road over I-95, Town Farm Road over I-95, and Trafton Road over I-95. The project location is shown in Figure 2: Project Location Map.



**Figure 2: Project Location Map**

### **3.2.1 Dinsmore Road over I-95 (Br. #5782)**

The Dinsmore Road bridge, located south of Exit 120 carries two (2) lanes of traffic over I-95. The existing Dinsmore Road bridge has a curb-to-curb width of approximately twenty-four feet (24') and consists of six (6) spans with a total length of approximately three hundred sixty-eight feet (368'). This site will include the removal and replacement of the Dinsmore Road bridge, construction of approach roadway work, and profile adjustments to meet vertical clearance requirements. A bridge closure with an off-site roadway detour is anticipated at this project location.

### **3.2.2 Lyons Road over I-95 (Br. #1463 & #5783)**

The Lyons Road site consists of two bridges, Lyons Road/I-95 SB bridge (Br. #1463) over I-95 SB and Lyons Road/I-95 NB bridge (Br. # 5783) over I-95 NB. The Lyons Road bridges, located at Exit 120, each carry two (2) lanes of traffic over I-95. The existing Lyons Road bridges over I-95 each have a curb-to curb width of approximately twenty-six feet (26'). The northbound and southbound bridges each consist of three (3) spans with total lengths of approximately one hundred sixty-six feet (166') and one hundred fifty-eight



feet (158') respectively. This site will include the removal and replacement of both Lyons Road bridges, construction of approach work and exit/entrance ramps as needed, and profile adjustments to meet vertical clearance requirements. Maintaining traffic on-site by constructing the new bridge off-alignment or constructing a temporary bridge is anticipated at this location.

### **3.2.3 Drummond Road over I-95 (Br. #5784)**

The Drummond Road bridge, located between Exit 120 and Exit 124 carries two (2) lanes of traffic over I-95. The existing Drummond Road bridge has a curb-to-curb width of approximately twenty-four feet (24') and consists of four (4) spans with a total length of approximately two hundred fifty feet (250'). This site will include the removal and replacement of the Drummond Road bridge, construction of approach roadway work, and profile adjustments to meet vertical clearance requirements. A bridge closure with an off-site roadway detour is anticipated at this project location.

### **3.2.4 Town Farm Road over I-95 (Br. #5785)**

The Town Farm Road bridge, located between Exit 120 and Exit 124 carries two (2) lanes of traffic over I-95. The existing Town Farm Road bridge has a curb-to-curb width of approximately twenty-four feet (24') and consists of five (5) spans with a total length of approximately three hundred eight feet (308'). This site will include the removal and replacement of the Town Farm Road bridge, construction of approach roadway work, and profile adjustments to meet vertical clearance requirements. A bridge closure with an off-site roadway detour is anticipated at this project location.

### **3.2.5 Trafton Road over I-95 (Br. #5812)**

The Trafton Road bridge, located at Exit 124 carries two (2) lanes of traffic over I-95. The existing Trafton Road bridge has a curb-to-curb width of approximately twenty-four feet (24') and consists of six (6) spans with a total length of approximately three hundred fifty feet (350'). This site will include the removal and replacement of the Trafton Road bridge, construction of approach roadway work, and profile adjustments to meet vertical clearance requirements. Maintaining traffic on-site by constructing the new bridge off-alignment or constructing a temporary bridge is anticipated at this location.

### **3.2.6 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 evaluation of supplemental geotechnical investigations as necessary.

- Providing utility coordination, accommodation, and relocation, as appropriate.
- Providing right of way coordination per Section 3.4.
- 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 Coordination**

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 Dinsmore Road over I-95 (Br. #5782)**

- Durable replacement bridge with minimal maintenance needs located in the same location as the existing bridge;
- Dinsmore Road having a cross-section of two travel lanes and shoulders meeting applicable design criteria and transitioning to the existing shoulders on the approaches at the project limits;
- Approaches that minimize impacts to right of way and utilities to the extent practical, while also meeting design criteria and general MaineDOT best design practices;
- I-95 beneath Dinsmore Road will maintain the existing cross-section of two travel lanes in each direction with a closed center median and pier protection as required by applicable design criteria and standards;
- Demolition and removal of the existing steel girder bridge;

#### **3.3.2 Lyons Road over I-95 (Br. #1463 & #5783)**

- Durable replacement bridges with minimal maintenance needs;
- Lyons Road having a cross-section of two travel lanes and shoulders meeting applicable design criteria and transitioning to the existing shoulders on the approaches at the project limits;
- Approaches that minimize impacts to right of way and utilities to the extent practical, while also meeting design criteria and general MaineDOT best design practices;



- Exit 120 on and off ramp adjustments within the project limits as required by applicable design criteria and standards;
- I-95 beneath Lyons Road will maintain the existing cross-section of two travel lanes in each direction with a closed center median and pier protection as required by applicable design criteria and standards;
- Maintenance of traffic that minimizes impacts to the traveling public and local communities as defined in the RFP and in accordance with current standards;
- Demolition and removal of the existing steel girder bridges;

### **3.3.3 Drummond Road over I-95 (Br. #5784)**

- Durable replacement bridge with minimal maintenance needs located in the same location as the existing bridge;
- Drummond Road having a cross-section of two travel lanes and shoulders meeting applicable design criteria and transitioning to the existing shoulders on the approaches at the project limits;
- Approaches that minimize impacts to right of way and utilities to the extent practical, while also meeting design criteria and general MaineDOT best design practices;
- I-95 beneath Drummond Road will maintain the existing cross-section of two travel lanes in each direction with a closed center median and pier protection as required by applicable design criteria and standards;
- Demolition and removal of the existing steel girder bridge;

### **3.3.4 Town Farm Road over I-95 (Br. #5785)**

- Durable replacement bridge with minimal maintenance needs located in the same location as the existing bridge;
- Town Farm Road having a cross-section of two travel lanes and shoulders meeting applicable design criteria and transitioning to the existing shoulders on the approaches at the project limits;
- Approaches that minimize impacts to right of way and utilities to the extent practical, while also meeting design criteria and general MaineDOT best design practices;
- I-95 beneath Town Farm Road will maintain the existing cross-section of two travel lanes in each direction with a closed center median and pier protection as required by applicable design criteria and standards;
- Demolition and removal of the existing steel girder bridge;

### **3.3.5 Tafton Road over I-95 (Br. #5812)**

- Durable replacement bridge(s) with minimal maintenance needs;
- Tafton Road having a cross-section of two travel lanes and shoulders meeting applicable design criteria and transitioning to the existing shoulders on the approaches at the project limits;
- Approaches that minimize impacts to right of way and utilities to the extent practical, while also meeting design criteria and general MaineDOT best design practices;
- Exit 124 on and off ramp adjustments within the project limits as required by applicable design criteria and standards;
- I-95 beneath Tafton Road will maintain the existing cross-section of two travel lanes in each direction with a closed center median and pier protection as required by applicable design criteria and standards;
- Maintenance of traffic that minimizes impacts to the traveling public and local communities as defined in the RFP and in accordance with current standards;
- 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.

**Geotechnical Preliminary:** Geotechnical investigations have been 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.

The identified utilities at the project sites are Central Maine Power, Consolidated Communications Inc., Charter Communications Inc., Summit Natural Gas, American Tower and The Maine Department of Transportation. The outline is as follows:

- Dinsmore Road over I-95 (Br. #5782):
  - Aerial utilities running parallel to the north side of the bridge.
  - Underground utilities within the bridge approaches.
  - Conduit suspended from concrete deck.
  - Interactive sign with a camera on the northwest corner.
- Lyons Road over I-95 (Br. #1463 & #5783):
  - Aerial utilities running parallel to the south side of the bridge.
  - Electrical substation on the southeast corner of the bridge.
  - Roadway lighting on the interchange ramps.
- Drummond Road over I-95 (Br. #5784):
  - Aerial utilities running parallel to the south side of the bridge.
- Town Farm Road over I-95 (Br. #5785):
  - Aerial utilities running parallel to the south side of the bridge.
  - Cell phone tower in southwest corner of the bridge.
- Trafton Road over I-95 (Br. #5812):
  - Aerial utilities running parallel to the north side of the bridge.
  - Roadway lighting on the interchange ramps.
  - Buried gas line south of the bridge under I-95.
  - Potential for future water main by Kennebec Water District.

**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. For Drummond and Dinsmore, if there are impacts to adjacent property, an architectural survey will be needed. Architectural survey has been completed for Town Farm Road properties, but survey and National Register eligibility are still pending with the Maine Historic Preservation Commission.
- Wetlands – In the median of I-95 south of Trafton Road. On the northeast corner of Lyons Road Bridge, within the I-95 NB off-ramp area. Wetlands in the southwest approach and potential Significant Vernal Pool in the southwest approach of Dinsmore Road. The Department will complete a survey of this pool in the spring to determine significance.

- Stormwater – The Project is not located within a MS4 area.

### **3.5 Disadvantaged Business Enterprise (DBE) Attainment Target**

The Department has set a DBE Participation Attainment Target of 1.43% for this project. This target is subject to change prior to releasing the RFP. The Department encourages the use of DBE firms to accomplish this target. The Design-Builder is required to meet all Civil Rights laws.

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

There is an established OJT requirement of 10,000 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, 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 \$200,000. 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**

### **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 Request for Proposals (RFP) is developed.

MaineDOT Issues RFSOI	March 25, 2025
<b>Deadline for Design-Builders to Submit Questions on RFSOI</b>	<b>April 8, 2025 at 3:00 PM EST</b>
MaineDOT Issues Responses to Questions Received on the RFSOI	April 22, 2025
<b>Deadline for Design-Builders to Submit SOI</b>	<b>April 29, 2025 at 3:00 PM EDT</b>
MaineDOT Issues Notification of SOI Responsiveness to Design-Builders	May 6, 2025
<b>Deadline for Design-Builders to Submit Cure for SOI Responsiveness (If Applicable)</b>	<b>May 13, 2025</b>
MaineDOT Evaluates and Ranks SOIs and Notifies Design-Builders of Selection Results	May 27, 2025
MaineDOT Issues Draft RFP	June 17, 2025
<b>Deadline for Design-Builders to submit Questions on the Draft RFP</b>	<b>June 30, 2025 at 3:00 PM EDT</b>
MaineDOT Issues Responses to Draft RFP Questions	July 30, 2025
MaineDOT Issues Final RFP	September 17, 2025

<b>Design-Builders Attend One-On-One Meetings with MaineDOT to Review Potential ATC Proposals (If applicable)</b>	<b>One Meeting Per Team between September 22 and October 17, 2025</b>
<b>Deadline for Design-Builders to Submit ATC Proposals</b>	<b>November 5, 2025 at 3:00 PM EDT</b>
MaineDOT Issues Responses to ATC Proposals	January 14, 2026
<b>Deadline for Design-Builders to Submit Questions on Final RFP</b>	<b>January 28, 2026 at 3:00 PM EDT</b>
MaineDOT Issues Responses to Final RFP Questions	February 13, 2026
<b>Deadline for Design-Builders to Submit Technical and Price Proposal Packages</b>	<b>March 11, 2026 at 3:00 PM EDT</b>
MaineDOT Issues Notification of Technical Proposal Responsiveness to Design-Builders	March 25, 2026
Deadline for Design-Builders to Submit Cure for Technical Responsiveness (If Applicable)	April 1, 2026
<b>Deadline for Design-Builders to Submit Proposal Guaranty Package</b>	<b>April 22, 2026 at 11:00 AM EDT</b>
MaineDOT Opens Price Proposals	April 22, 2026 at 11:00 AM EDT
MaineDOT Awards Contract	May 2026
<b>Design-Builder Begins Final Design &amp; Construction</b>	<b>Summer 2026</b>
<b>Design-Builder Completes Final Design &amp; Construction</b>	June 30, 2031

### 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 – Sidney/Waterville Bridge Replacements, MaineDOT WIN 029486.00”

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 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 8½ 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 Charts**

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;
- 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 designs that will result in low long-term maintenance and life-cycle costs in similar environments as the Project;
- Design of substructures and foundations adjacent to active roadways;

- Bridge demolition and removal, including lead-based paint abatement;
- Design and construction of interstate and local roadways;
- Utility coordination;
- Right-of-Way Mapping;
- Maintenance of traffic;
- Public relations;
- Environmental avoidance and minimization efforts, including compliance with hazardous and special wastes;
- 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;
- Integrating design and construction activities;
- Coordinating project activities with the Department;
- Implementing project management and controls, including schedule and budget;
- Adhering to the project completion date;
- 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 Employment 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 Acord 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 invite 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 in Section 5.3.1.1 and 5.3.1.2. 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:

<b><u>Category</u></b>		<b><u>Maximum Points</u></b>
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.