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**Martin's Point Bridge : Request for Qualifications, July 20, 2011,
Amended August 2, 2011**

Maine Department of Transportation

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REQUEST FOR QUALIFICATIONS

**FALMOUTH-PORTLAND
MARTIN'S POINT BRIDGE #2515
BRIDGE REPLACEMENT
DESIGN-BUILD PROJECT**

PROJECT NO. BR-1673(100)X

July 20, 2011

Amendment #1 – August 2, 2011

STATEMENTS OF QUALIFICATIONS DUE:

August 10, 2011

3:00 PM (EDT)

1. Introduction

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

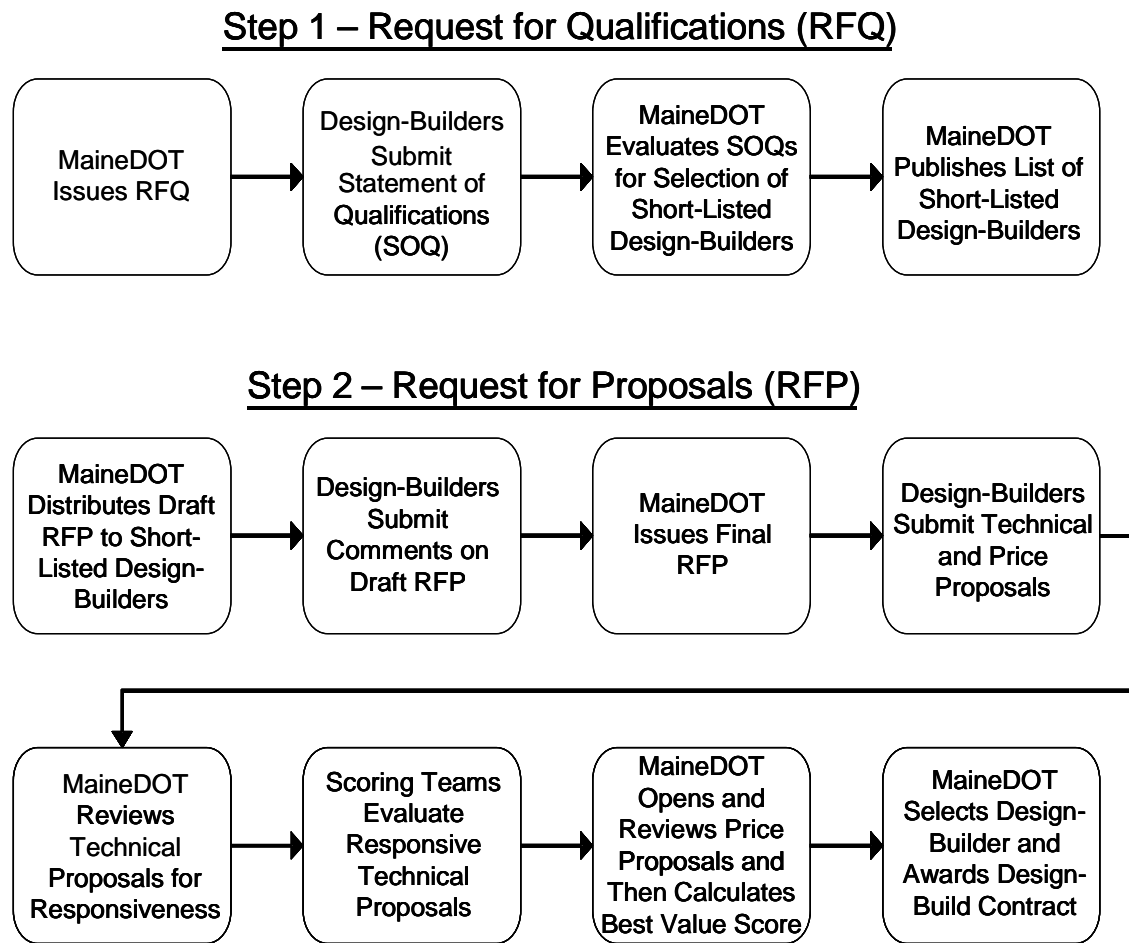


Figure 1: Contract Procurement Process Flow Chart

2. Definitions

2.1 Design-Builder

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

2.2 Major Participant

Major Participant is defined as:

- The Design-Builder and any Related Entities/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

Martin's Point Bridge is an important connection between the Falmouth and Portland communities. The necessity to replace this bridge provides an opportunity to ensure the new bridge better accommodates the current and envisioned multimodal usage of this structure and highway corridor. Documents resulting from work between the Department and the Martin's Point Bridge Public Advisory Committee (MPBPAC) clearly express expectations that the new bridge design address the multimodal needs of the region while also visually complementing the environmental setting. The MPBPAC documents can be found at <http://www.state.me.us/mdot/martinspointbridgedb/ac.htm>.

3.1 Department Goals

- To deliver a cost effective Project;
- To build a safe, durable, and low maintenance bridge;
- To accommodate pedestrians, bicyclists, maritime traffic, recreational, and vehicular users in a comfortable, attractive, and secure environment;
- To provide one lane of traffic in each direction designed at a speed that balances the needs of its multiple users;
- To accommodate bicycles in both directions adjacent to the vehicular traffic lanes;

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- To provide a multi-use pathway providing safety and enjoyment for different activities;
 - To build a aesthetically pleasing bridge that harmonizes with the environmental setting and preserves water views for all users;
 - To minimize and/or avoid of environmental and historical impacts; and
 - To minimize impacts to the traveling public, local businesses, and local communities during construction.

3.2 Project Description, Scope, and Location

The Project includes the design and construction of a replacement bridge on US Route 1 crossing over the Presumpscot River between Falmouth and Portland, Maine. The existing bridge consists of forty-six (46) spans with a total length of approximately 1,400 feet, a curb-to-curb width of approximately forty-four feet (44'), and one five-foot (5') sidewalk on the east side of the bridge. The Project location is shown in Figure 2.

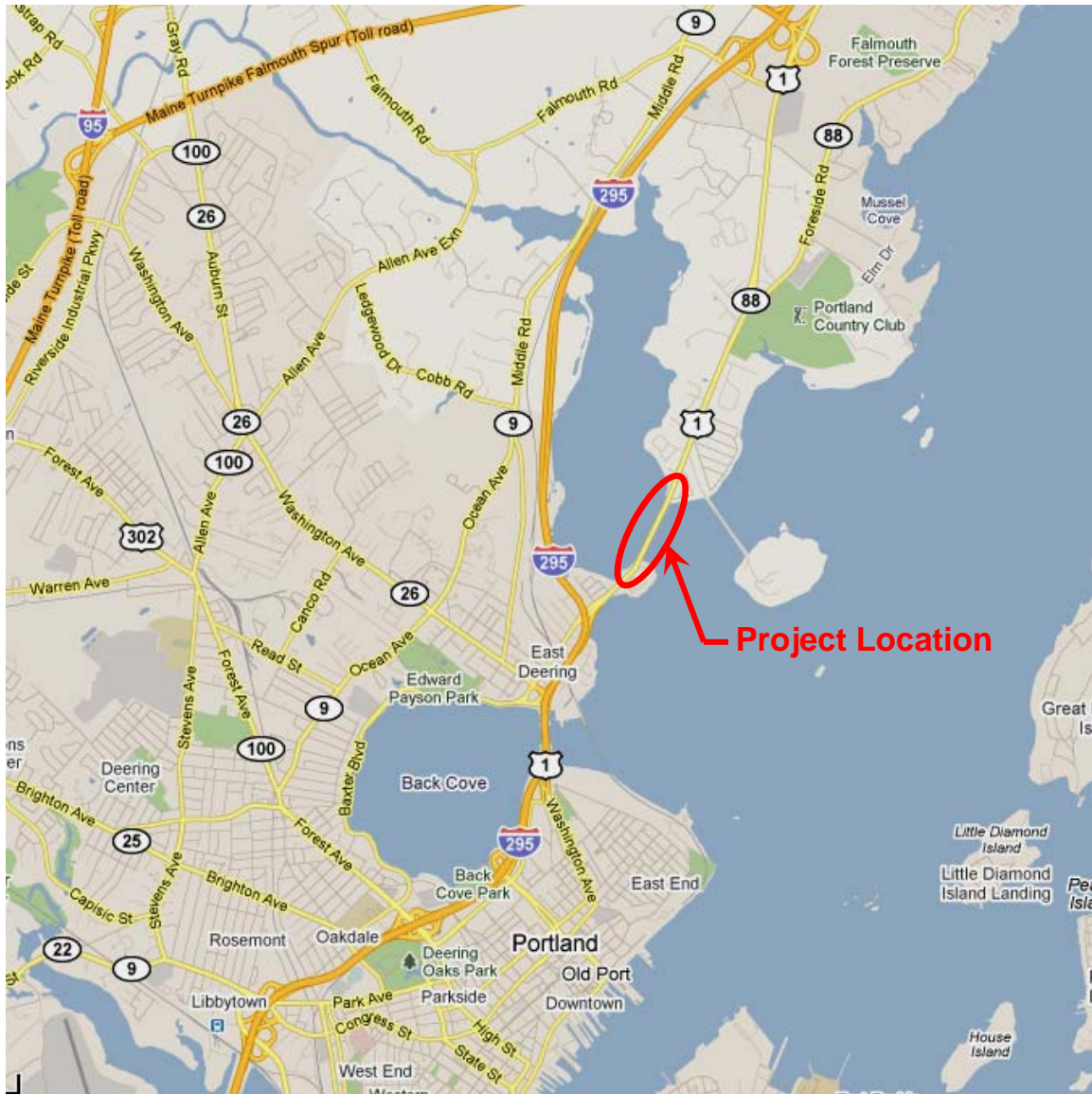


Figure 2: Project Location Map

In addition to the proposed bridge, the Project includes removal of the existing approximately 1,400 feet long bridge, construction of approximately 2,000 feet of approach roadway, private and public utility alterations, a lighted separated bicycle/pedestrian facility, and landscaping. The following work is also expected to be the responsibility of the selected Design-Builder:

- Interpretation of boring data and geotechnical evaluation;
- Planning and evaluation of supplemental geotechnical investigations as necessary;

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- Hydrology/hydraulic/scour analysis necessary for piers, abutments, and adjacent slopes/revetments;
 - Utility coordination and accommodation;
 - Right-of-Way appraisals and mapping for permanent and temporary impacts;
 - 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);
 - Providing a Public Communications Professional 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.
 - Providing an Aesthetic Design Professional who shall be experienced and licensed in the fields of architecture, landscape architecture, urban design, or related field with a focus on aesthetic design. This individual will partner with the rest of the Design-Builder's team to create a design that will complement the landscape and environment. This Aesthetic Design Professional shall be available to participate in public information and public involvement meetings when determined required by the Department.
 - Providing a Public Involvement Professional who shall work with the Department to plan and carry out public involvement efforts, including Advisory Committee meetings, and who shall serve as a voice for the Martin's Point Bridge Advisory Committee recommendations on the Design-Builder's team.
 - Providing a Project Manager 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.
 - Providing a Construction Quality Manager who shall be responsible for all Acceptance activities, including Acceptance sampling and testing, inspection, rejection of non-conforming work, and documentation of Acceptance activities.
 - Providing an individual who manages the Construction Quality Management Plan (CQMP) 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 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.

3.3 Project Design and Construction

In general, the design and construction of the new Martin's Point Bridge shall be in accordance with the latest edition and interims of the AASHTO LRFD Bridge Design Specifications, the MaineDOT Bridge Design Guide, the MaineDOT Bridge Plan Development Guide, the MaineDOT Highway Design Guide, the AASHTO Guide for the Development of Bicycle Facilities, the latest edition and interim revisions of the AASHTO Bridge Construction Specifications, MaineDOT's Standard Specifications, and MaineDOT Standard Details.

The new bridge template is expected to consist of two twelve foot (12') wide lanes, two (2) five-foot (5') wide shoulders, a five-foot (5') wide sidewalk on the west (upstream) side and a ten foot, six inch (10'-6") wide barrier-separated multi-use path on the east side. The RFP will provide additional design and construction parameters for the new bridge.

The Project shall not extend further than the signalized entrance to the Martin's Point Health Care facility on the Portland side or beyond the intersection with Reg Roc Road on the Falmouth side.

Two (2) lanes of traffic and one (1) five foot (5') sidewalk shall be maintained at all times during construction.

The Design-Builder shall perform all Right-of-Way mapping and appraisals in accordance with the MaineDOT Right-of-Way Manual.

Utility coordination shall be in accordance with the MaineDOT Utility Accommodation Policy and Title 23, MRSA, Section §154, Subsection 4.

3.4 Project Status

The current status of the Project is outlined below. It should be noted that this information is preliminary in nature and thus subject to change.

Survey. A copy of the survey plan is available on the Project website. Survey information (including ground and aerial topography, Right-of-Way, utilities, contours, text, points, etc.) will be available in MaineDOT MicroStation/InRoads format for the RFP.

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

Geotechnical. Preliminary geotechnical investigations were completed by the Department in November 2010. Test borings were advanced at approximate locations shown on the survey plan. The Preliminary Geotechnical Data Report-Part I (PGDR-I) including boring logs and laboratory test results is available for review on the Project website for informational purposes only. Additional preliminary geotechnical investigations are currently being conducted by the Department. The Preliminary Geotechnical Data Report-Part II (PGDR-II) including additional boring logs and laboratory test results will be made available on the Project website for informational purposes. A Supplemental Boring Program will be conducted for the Project after the Draft RFP is issued.

Utilities. The Department has attempted to locate existing utilities on the survey plan; however, not all may be shown. The known utilities on the existing Martin's Point Bridge are:

- Fairpoint Communications

The known utilities on the approaches are:

- Portland Water District
- Central Maine Power
- City of Portland Sanitary Sewer
- Town of Falmouth Sanitary Sewer
- Unutil
- MaineCom

At this time, there are no additional utilities planned for the bridge.

Right-of-Way. The existing Right-of-Way is shown on the survey plan. The property lines shown are approximate due to the tidal flats in the Presumpscot River. The Department is currently working towards providing up to date title information by the time the RFP is issued.

Staging areas for the convenience of Design-BUILDER for equipment storage and lay down areas shall be the responsibility of the Design-BUILDER.

NEPA/Environmental Permits. Though the Department will not have received final environmental permits when the RFP is issued, the Department does expect to have the basic performance measures of the permits defined at that time. The Department expects to have the NEPA process completed and to have acquired all of the necessary environmental permits before the commencement of construction.

Historical Investigation. The Department is currently investigating several locations adjacent to the project site that may have some historical significance. Should it be determined that any locations are deemed sensitive in this nature or

that the Department deems necessary to avoid certain impacts, the Department shall include such information and restrictions in the RFP. At this time, it has been determined that no permanent Right-of-Way takes will be allowed on the Martin's Point Health Care property.

U.S. Coast Guard Permits. No U.S. Coast Guard permit is expected to be required for this project. An exemption has been requested through the Federal Highway Administration (FHWA).

3.5 Disadvantaged Business Enterprise (DBE) Goal

The Department has an annual DBE participation goal of 5.8%. The Department encourages the use of DBE firms to accomplish that goal. 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 5,000 hours 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 individuals and firms discussed in the SOQ be retained throughout the solicitation and Contract period in the capacities proposed, unless the Department approves replacement in writing.

3.8 Selection Protest

Every Design-Builder who submits a SOQ shall be notified of their selection status via email. Any Design-Builder who claims to be aggrieved by having its SOQ rejected by the Department or by not having been selected to submit a technical and price proposal, shall have seven (7) calendar days after receiving notification to submit a written protest to the Department by letter or email, including a statement of the grounds, facts, and any legal authority, and all documents and affidavits in support of the protest.

The Department will issue a written decision regarding the protest within seven (7) calendar days after the filing of protest. If the Department concludes that the entity filing the protest has established a basis for protest, the issue will be submitted to the Department's selection committee to determine whether the list of responders selected to submit proposals should be revised.

3.9 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 \$65,000. 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 RFQ and supporting documents will be found on the Department's Project website: <http://www.state.me.us/mdot/martinspointbridgedb/index.htm>.

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 RFQ	July 20, 2011
Deadline for Design-Builders to Submit Questions on RFQ	July 27, 2011 at 3:00 PM (EDT)
*MaineDOT Issues Responses to Questions Received on the RFQ	August 3, 2011
Deadline for Design-Builders to Submit SOQ	August 10, 2011 at 3:00 PM (EDT)
MaineDOT Issues Notification of SOQ Responsiveness to Design-Builders	August 22, 2011
MaineDOT Issues Preliminary Geotechnical Data Report – Part 2	On or about August 22, 2011
Deadline for Design-Builders to Submit Cure for SOQ Responsiveness (If Applicable)	August 24, 2011
MaineDOT Evaluates and Scores SOQs and Notifies Design-Builders of Short-Listing Results	August 31, 2011
Anticipated NEPA Complete Date	September 7, 2011
MaineDOT Issues Draft RFP	September 7, 2011
Deadline for Design-Builders to submit Draft RFP Comments	September 14, 2011 at 3:00 PM (EDT)
Deadline for Design-Builders to submit Supplemental Boring Requests	September 14, 2011 at 3:00 PM (EDT)
MaineDOT Issues Responses to Draft RFP Comments	September 21, 2011
MaineDOT Issues Final RFP	October 5, 2011
Design-Builders Attend Mandatory One-On-One Meetings with MaineDOT	One Meeting Per Team During October 6-November 29, 2011
Deadline for Design-Builders to Submit Final RFP Comments	October 12, 2011 at 3:00 PM (EDT)

MaineDOT Issues Responses to Final RFP Comments	October 19, 2011
Deadline for Design-Builders to Submit ATC Proposals	November 30, 2011 at 3:00 PM (EDT)
MaineDOT Issues Responses to ATC Proposals	December 14, 2011
MaineDOT Issues Supplemental Geotechnical Data Report (SGDR)	On or about December 14, 2011
Deadline for Design-Builders to Submit Technical and Price Proposal Packages	January 11, 2012 at 3:00 PM (EST)
MaineDOT Issues Notification of Technical Proposal Responsiveness to Design-Builders	January 25, 2012
Deadline for Design-Builders to Submit Cure for Technical Responsiveness (if applicable)	February 1, 2012
MaineDOT's Scoring Committees Evaluate and Score Technical Proposals	February 2012
MaineDOT Opens Price Proposals and Final Technical Scores and Calculates Best Value Score	February 29, 2012
MaineDOT Awards Contract	March 2012
Design-Builder Begins Construction	Summer-Fall 2012
Design-Builder Completes Construction	October 15, 2014

*Follow-up clarification requests to the Department's responses must be submitted within two (2) days to the Contracts and Specification Engineer at scott.bickford@maine.gov or via fax at (207)624-3431. All follow-up clarification requests must be specific as to what it is about the Department's response that is confusing or unclear. No new questions may be asked. The Department will issue clarification responses within two (2) to three (3) Days after receipt of all follow-up clarification requests.

4.3 Questions

Questions on the RFQ shall be submitted via facsimile, in writing, or via email to the Contracts and Specification Engineer as listed in Section 4.2.

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 website at <http://www.state.me.us/mdot/martinspointbridgedb/index.htm> no later than the date listed in Section 4.2.

5. Statement of Qualifications (SOQ) Requirements

5.1 Submission Guidelines

Five (5) copies of the SOQ must be submitted no later than the date and time shown in Section 4.2. The SOQ must be clearly marked as follows:

“Statement of Qualifications for Design-Build Contract – Martin’s Point Bridge, MaineDOT PIN 016731.00”

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

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

In order to assure uniformity of the SOQs and facilitate the evaluation process, all SOQs shall meet the following requirements:

- The SOQ shall be submitted on 8 ½ -inch x 11-inch sheets with one (1) inch minimum margins (top, bottom, and both sides) and twelve (12) point font.
- The SOQ shall be bound and no more than ~~eight (8)~~ **nine (9)** two-sided sheets or ~~sixteen (16)~~ **eighteen (18)** one-sided sheets in length, excluding cover letter and appendices.
- No additional material, except as requested herein, may be attached or appended to this response.
- The SOQ shall be signed by a duly authorized representative of the Design-Builder and addressed to:

(For U.S. mail, hand, overnight, or courier delivery)

Scott Bickford, Contracts and Specifications Engineer
Maine Department of Transportation
Bureau of Project Development
24 Child Street
16 State House Station
Augusta, ME 04333-0016
scott.bickford@maine.gov
Fax (207) 624-3431

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

5.2 Submission Contents

5.2.1 Design-Builder Cover Letter

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

- Names and roles of all the Major Participants of the Design-Builder.
- A single point of contact for the Design-Builder with address, phone number, fax number, and email address where all communications from the Department will be directed.
- A statement declaring the Design-Builder's intent, if placed on the short-listed Design-Builder list, to submit a Proposal and, if the Proposal is selected, to enter into a Contract with 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 RFQ.

5.2.2 SOQ and Appendices

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

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

5.2.2.1 Overall Project Management Approach

There are several issues to be resolved in the design and construction of the Project including, but not limited to, geotechnical, utility coordination, construction staging, traffic management during construction, final ROW mapping and appraisals, public involvement with a designated Advisory Committee during design, and public relations, advertising, and outreach during construction. In light of such potential issues, describe the Design-Builder's approach towards dealing with these issues.

5.2.2.2 Design-Builder Organization and Key Personnel

5.2.2.2.1 Organizational Chart(s)

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

5.2.2.2.2 Resumes of Key Personnel

Resumes of Key Personnel shall be provided in Appendix B and shall each be limited to two one-sided sheets or one 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 5.2.2.2.1. Quality Assurance Personnel shall be independent of Design and Construction personnel. ~~The Quality Control Plan (QCP) Manager shall report directly to the Design Manager.~~ Descriptions of expected roles and titles to be included, but are not limited to, are:

- Design-Builder Principal in Charge
- ~~Construction~~ Project Manager
- ~~QCP Manager~~
- ~~Construction Quality Control~~
- Construction Quality ~~Assurance~~ Manager
- ~~CQMP~~ Manager
- Design Manager (Engineer of Record)
- Design Quality Assurance Manager
- Design Discipline Lead Engineer(s)
- Aesthetic Design Professional
- Geotechnical Engineer
- Traffic Engineering
- Utilities Coordinator
- Right-of-Way Manager
- Safety Manager
- Landscape Architect
- Public Communications Professional
- Public Involvement Professional
- Hydraulics/Scour Engineering

- Environmental Coordinator

Include the following items on each resume:

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

5.2.2.3 Past Performance and Experience of Design-Builder

Provide a written description in the SOQ of the past experience(s) with similar projects of the Design-Builder team members to include relevant information in the following areas:

- Bridges with designs that will result in reduced long-term maintenance and life-cycle costs in similar environments;
- Bridges with precast post-tensioned and/or prestressed concrete superstructures;
- Design of substructures and foundations supported in deep, soft cohesive, and loose granular soil deposits and designed for extreme events including seismic, liquefaction, cyclic softening, ice, and vessel collision load combinations;
- Aesthetic bridge and roadway elements (i.e., fishing platforms, pedestrian lighting, railing systems, multi-use paths, pedestrian cross-walks, landscaping, etc.);
- Embankment design and construction on deep, soft cohesive, and loose granular soil deposits;
- Marine environments;
- Utility coordination;
- Final Right-of-Way mapping and appraisals;
- Public involvement;
- Advertising and Public Relations related to transportation or traffic; and
- Bicycle/pedestrian facilities.

5.2.2.3.1 Equal Opportunity Performance

The following information for each Major Participant is required in Appendix C:

- Affirmative Action Plan (including sexual orientation as per State of Maine Policy which can be found at <http://www.maine.gov/oer/policies/index.htm>) with goals and timetables to correct any manifest imbalance in your employment of women and minorities
- Certification that each Major Participant is in compliance with federal employment goals for women and minorities

- Harassment Policy
- Non-Discrimination Policy
- Within the last five (5) years, has your company had any findings of probable cause or court rulings of sexual harassment, discrimination, or other civil rights violations? If so, provide full details, including a summary of your position.
- Provide the name, contact information, and job description of your Company's Equal Employment Opportunity Officer.

5.2.2.3.2 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 Insurance and Bonding Requirements

5.2.2.4.1 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 \$2,000,000. Evidence shall be in the form of a Certificate of Insurance on an Acord Form or a letter from an insurer or a Maine Resident Agent for an insurer indicating ability to provide such insurance and attached in Appendix E. 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 \$3,000,000 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 E. Proof of other insurance (such as Worker Compensation, Automobile Liability, etc.) will be required in the RFP.

5.2.2.4.2 Bonding

The Design-Builder contracting with the Department must have bonding capacity of at least the bid amount for a single contract. The Design-Builder must provide evidence of its ability to be bonded for a single contract in the amount of at least **\$35,000,000**. Evidence of this single contract bonding capacity (Bid, Performance, and Payment Bonds) may be in the form of either a letter from the said Design-Builder's Surety Company indicating a single contract bonding capacity in excess of the required amount or a copy of a performance and

payment bond issued within the past twelve months, in the amount of at least the required amount for any single contract of said entity. The Surety Company must be licensed to conduct business in the State of Maine, have filed the required financial documents with the State of Maine Bureau of Insurance, and have an A.M. Best rating of A - X (A minus X) or better. Evidence of the ability to provide the above insurance and bonding shall be attached in Appendix E.

5.2.2.5 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 F and must show the responsibility of each party and the Design-Builder as a whole.

5.2.2.6 Appendices

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

- A. Organization Chart(s) (Section 5.2.2.2.1)
- B. Resumes of Key Personnel (Section 5.2.2.2.2)
- C. Equal Opportunity Performance (Section 5.2.2.3.1)
- D. Safety Records (Section 5.2.2.3.2)
- E. Financial information from an insurer and surety (Section 5.2.2.4)
- F. Agreement defining the Design-Builder's business structure (Section 5.2.2.5)

5.3 Evaluation Process

SOQs will first be reviewed by an Evaluation Committee for two Pass/Fail Criteria, (Section 5.3.1). Design-Builders that fail to submit all of the required information for each Criterion will be rated "Non-Responsive", deemed "Not Selected", and will not be considered further. However, if the Evaluation Committee finds that there is missing information for any of the Criteria, the Design-Builder will be notified in writing via email and be given the opportunity to supply the missing information within two (2) business days.

After a finding of "Responsive" on the two Pass/Fail Criteria, the Evaluative Criteria (Section 5.3.2) will be given a score as follows:

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

The three Evaluative Criteria scores will then be totaled together to get an overall score for the Design-Builder, with each of the Evaluative Criteria receiving equal weight in this process. The Department will prepare a ranked list of Design-Builders, and will determine the number of Design-Builders invited to submit proposals. The Department anticipates short-listing up to four (4) Design-Builders.

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

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

This RFQ does not commit 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 RFQ. All such costs shall be borne solely by each Design-Builder.

5.3.1 Pass/Fail Criteria

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

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

5.3.1.2 Insurance Information and Bonding Capacity

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

5.3.2 Evaluative Criteria

5.3.2.1 Overall Project Management Approach

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

5.3.2.2 Design-Builder Organization and Key Personnel

Section 5.2.2.2 and Appendices A and B will be evaluated and rated according to Section 5.3.

5.3.2.3 Past Performance and Experience

Sections 5.2.1, 5.2.2.3, and Appendices A, B, and D; will be evaluated and rated according to Section 5.3.