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Martin's Point Bridge : Responses to Additional Follow Up Questions Received on the Final Request for Proposals (Final RFP), February 3, 2012

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Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

February 3, 2012

Attention: Prospective Proposers for Falmouth-Portland, Martin's Point Bridge Replacement Project

Subject: Falmouth-Portland, Martin's Point Bridge Design-Build Project (MaineDOT PIN 16731.00) – Responses to Additional Follow Up Questions Received on the Final Request for Proposals (Final RFP)

1. Special Provision Section 105 (Environmental Requirements) dated January 27, 2012, states "Pile driving by impact hammer may occur in the dry with no restrictions. Pile driving by impact hammer that occurs in the water shall require noise monitoring and probable noise attenuation as further described below in Section III."

When the tide is out and no surface water is present, can pile driving be completed below the high water mark without restrictions?

A. Yes, that is correct.

2. The Department's response to Question 6 of the "Responses to RFI's....", dated January 27, 2012, indicates that Fusion Bonded Epoxy (FBE) specified for coating Pipe Piles must comply with the Warranty requirements described in the RFP. The suppliers (coating industry) do not recommend the Fusion Bonded Epoxy for salt water immersion and will not provide the requested warranty. Will and an alternate but equivalent coating system be considered?

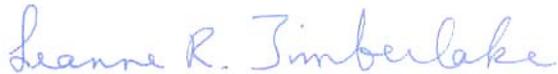
A. An online website review of various fusion-bonded epoxy suppliers shows that fusion-bonded epoxy coatings offer corrosion protection in various harsh environments, including salt water; however, it is the Design-Builder's responsibility to provide the warranty as per the RFP. Upon award of the contract, the successful Design-Builder can propose a contract modification for an alternate coating system for the Department's consideration, but there is no guarantee that the Department will agree to it.

3. (Reference to question no. 1 in the responses issued on January 31, 2012) We are having difficulty understanding question 1 as it relates to the plan included twice with the question and response. It appears there must have been more question(s). Are they asking if the bascule piers only need to be laid back on the channel side? Are they asking the extent of sheetpile removal? Are they asking if the pier must be removed to EL -38.5? Is the MDOT response simply that the pier (concrete, sheeting & piles) must be removed completely to a minimum of 1' below existing mudline, with the actual field mudline condition governing?

- A. The Department interpreted the question as asking us to clarify the demolition limits of the bascule piers and if we would specify an elevation to which the existing bascule pier would be removed. The original question as written included everything that was asked.

To further clarify the bascule pier removal limits, the Department will not specify an elevation to which the piers shall be removed. The piers shall be removed completely to a minimum of one foot below the existing mudline, with the actual field mudline conditions governing.

Sincerely,

A handwritten signature in blue ink that reads "Leanne R. Timberlake". The signature is written in a cursive, flowing style.

Leanne R. Timberlake, P.E.
Project Manager