

Maine State Library

Digital Maine

Transportation Documents

Transportation

1-5-2012

Martin's Point Bridge : Responses to Additional Follow Up Questions Received on the Final Request for Proposals (Final RFP), January 5, 2012

Maine Department of Transportation

Follow this and additional works at: https://digitalmaine.com/mdot_docs



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage

GOVERNOR

January 5, 2012

David Bernhardt

COMMISSIONER

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. Per section 6.11.4 #2, Style Package Options, the traffic bridge rail for separating the shoulder from the multi-use path on the downstream side of the new bridge is required on the bridge and adjacent approaches. Please define the limits of the separation bridge rail required on the approaches.
 - A. The limits of the separation rail on the approaches are the same as the limits of the multi-use path as defined in RFP Section 6.8.1, with reasonable allowances for appropriately designed transitions at the ends of the separation rail.
2. The requirements described in Appendix L of Book 2, addendum 1 specifies 3 manholes (one manhole at each approach with one at the midpoint of the bridge) whereas section 8.3.7, Book 2, requires a pull box be located on the bridge. A typical CMP manhole detail was provided. Please clarify the pull box/manhole requirements on the bridge.
 - A. CMP requires three manholes, one on either side and one in the middle, as specified in Appendix L of the RFP. Fairpoint requires a pull box for their system and that detail was not included in the RFP. The pull box detail will be provided to the Design-Builders.
3. Item 4 under section 3.2.2.1 on page 2-12 and Item 2 under section 3.2.5.1 on page 2-17 of the RFP appear to be asking for the same thing – a summary of utility impacts. Is this what is intended? In so we feel this discussion should be addressed in only one location.
 - A. The RFP will be amended to clarify the Proposal requirements with respect to the utility impacts.
4. Section 6.11.1.3 - The existing bridge plans show the navigation channel clearance as 75 ft. Is it the Department's intent that the replacement bridge can reduce the existing clearance?
 - A. While the existing span length over the navigation channel is 75', the minimum required clear width for navigation channel is only 65'. The new design span length over the navigation channel needs to be long enough to achieve or exceed the minimum horizontal navigation clearance.
5. Section 6.11.1.11 - Does the requirement to use sacrificial steel thickness replace the requirement for sacrificial anodes in BDG 5.5.2.4?
 - A. Yes. Cathodic protection is not required for this Project.

6. Pursuant to NFPA 502, Section 6.6.1, the proposed bridge exceeds 1000 feet in length, and therefore a horizontal standpipe system for fire suppression must be installed. Per NFPA 502, Section 6.6.2, it is only required on one side of the structure.

Will the Department require that the Design-Build Team comply with the aforementioned, and if so, which side of the Bridge structure should this system be installed?

A. The Department will check into the necessity of complying with the NFPA code and will inform the Design-Builders as soon as possible.

7. We have received anecdotal accounts from the 1984 bascule removal contract that the project resident directed the contractor to leave the counterweights inside the machinery pit area because the contractor was unable to demolish or lift them. Assuming that MaineDOT cannot verify the accuracy of this account, we request that if the counterweights are found inside the pit, that their removal be considered a differing site condition and their removal paid under section 109.

A. The Department will check to see if the existing counterweights were left in place and will inform the Design-Builders as soon as possible.

8. In reference to Book 2, Section 6.11.1 (22), is the multi-use path required to have a bituminous wearing surface on high performance membrane waterproofing? In reference to Book 2, Section 6.11.1 (1(c)), is the raised sidewalk required to have any additional wearing surface protection or is the typical raised structural sidewalk concrete considered adequate wearing surface protection for the bridge deck concrete?

A. Yes, the multi-use path on the bridge is required to be protected by a bituminous wearing surface on high performance membrane waterproofing. No, the raised sidewalk is not required to have additional wearing surface protection as the concrete in the raised sidewalk is considered adequate protection for the bridge deck. The RFP will be amended to clarify wearing surface protection requirements.

9. In reference to the September 30, 2011 answer to question #34 which states: "The final RFP will require that the hydraulic opening of the new bridge be equal to or greater than the existing bridge.", and Book 2, Section 6.11.1 (5) which states: "The total horizontal hydraulic opening of the new bridge shall equal or exceed that of the existing bridge.", can the definition of, and method of computing the "horizontal hydraulic opening" be provided? Is this the horizontal distance from face of abutment to face of abutment, minus the width of the piers? And if so, at what elevation is it calculated? Is it a linear measurement or an area calculation?

A. The horizontal hydraulic opening shall be computed as the horizontal linear distance between the face of each abutment minus the combined width of the piers. For the Portland abutment which has a battered face, select the lowest point on the face and project a vertical plane upwards.

10. In reference to Book 2, Section 3.1 (4) which states: "The design of the Project shall not create impacts to any property, permanent or temporary, within the historic boundaries of the Martin's Point Health Care (MPHC) facility (tax map/lot 434/C/1 and tax map/lot 434/C/5) or within the property boundaries of the City of Portland property (tax map/lot 434/C/7)": Is the property that cannot be permanently or temporarily impacted by the project located as shown on the referenced tax maps or as shown on the MaineDOT supplied Right-Of-Way plans?

Which of the property lines represents the “Responsive Requirement”, the tax map which shows the property line at the easternmost Portland Water District easement line (which appears to be the old highway property line) or the MaineDOT Right-Of-Way plan which shows the property line approximately 30’ west of the tax map property line, down the center of the old roadway and abutment?

A. The MaineDOT Right-of-Way plan governs over city tax maps for this Project.

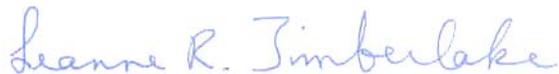
11. In reference to Book 2, Section 3.1 (5) which states: “The design of the Project shall not incorporate any permanent Right-of-Way takes or permanent easements from within the historic boundaries of the Kerry and Stephen Tietjen property (tax map/lot U1/162).”: Is the property that cannot be permanently impacted by the project located as shown on the referenced tax maps or as shown on the MaineDOT supplied Right-Of-Way plans?

A. The MaineDOT Right-of-Way plan governs over city tax maps for this Project.

12. In reference to Book 2, Section 3.1 (4), (5), the MaineDOT Right-Of-Way plans, and the property tax maps for both Portland and Falmouth: Which property lines at the tidal boundaries represent the “Responsive Requirement” for property that cannot be impacted, the MaineDOT Right-Of-Way plan which shows the property line extending down to the low water line or the referenced property tax maps which end at the high water line?

A. The MaineDOT Right-of-Way plan governs over city tax maps for this Project.

Sincerely,



Leanne R. Timberlake, P.E.
Project Manager