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Martin's Point Bridge : Responses to Additional Follow Up Questions Received on the Final Request for Proposals (Final RFP), January 31, 2012

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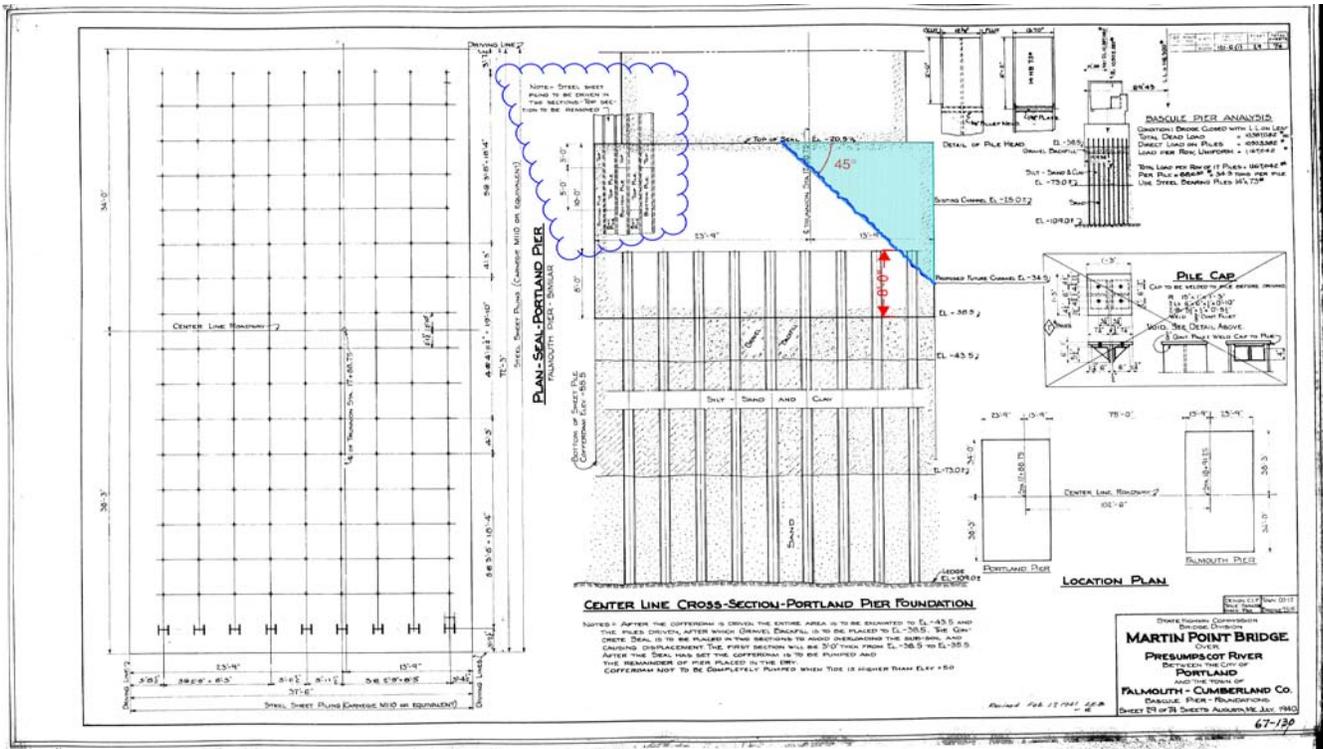
David Bernhardt
 COMMISSIONER

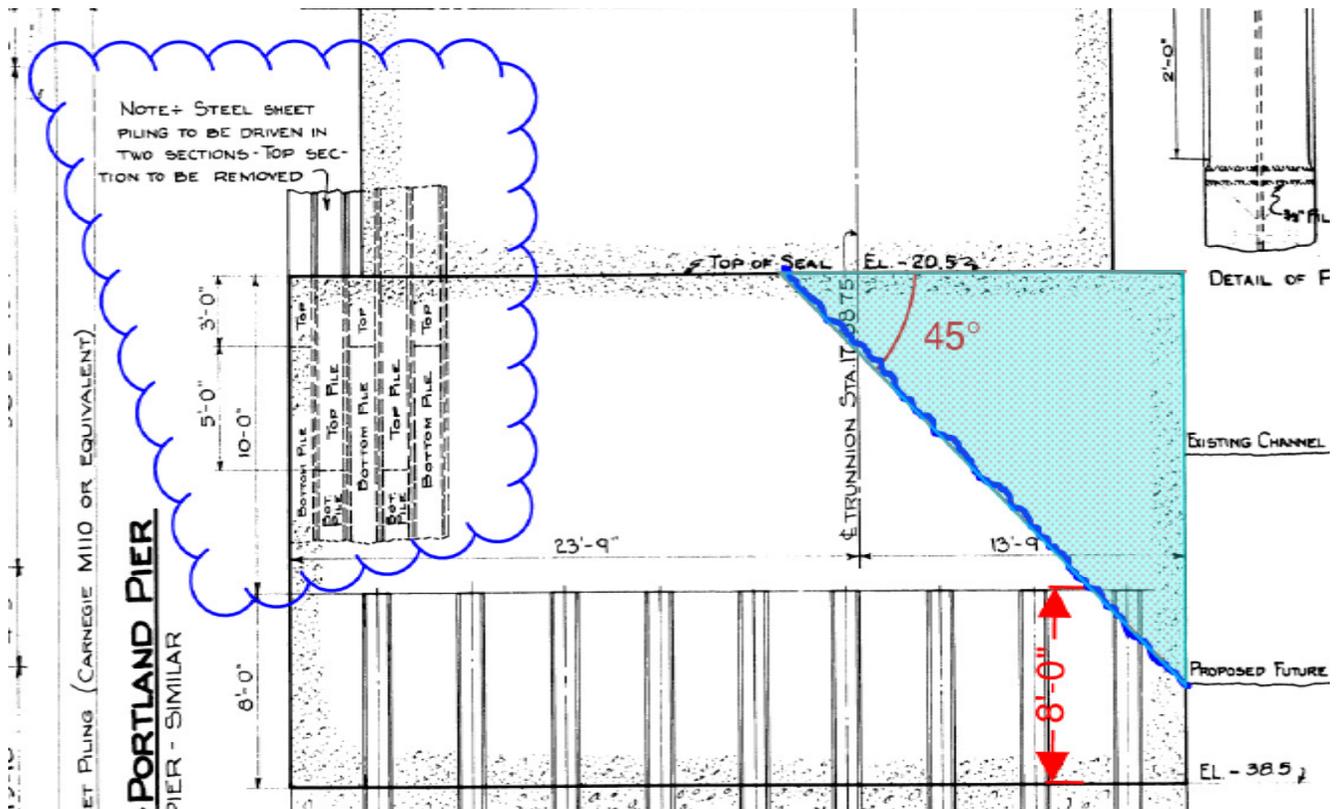
January 31, 2012

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. Please clarify the demolition limits for the Bascule Pier Foundations. Section 6.11.2 of the RFP specifies demolition to 1' below mud line. Referencing the attached sketches, is the intension to demolish the foundation mud seal adjacent to the channel or can a specified elevation of demolition limit be provided by the Department.





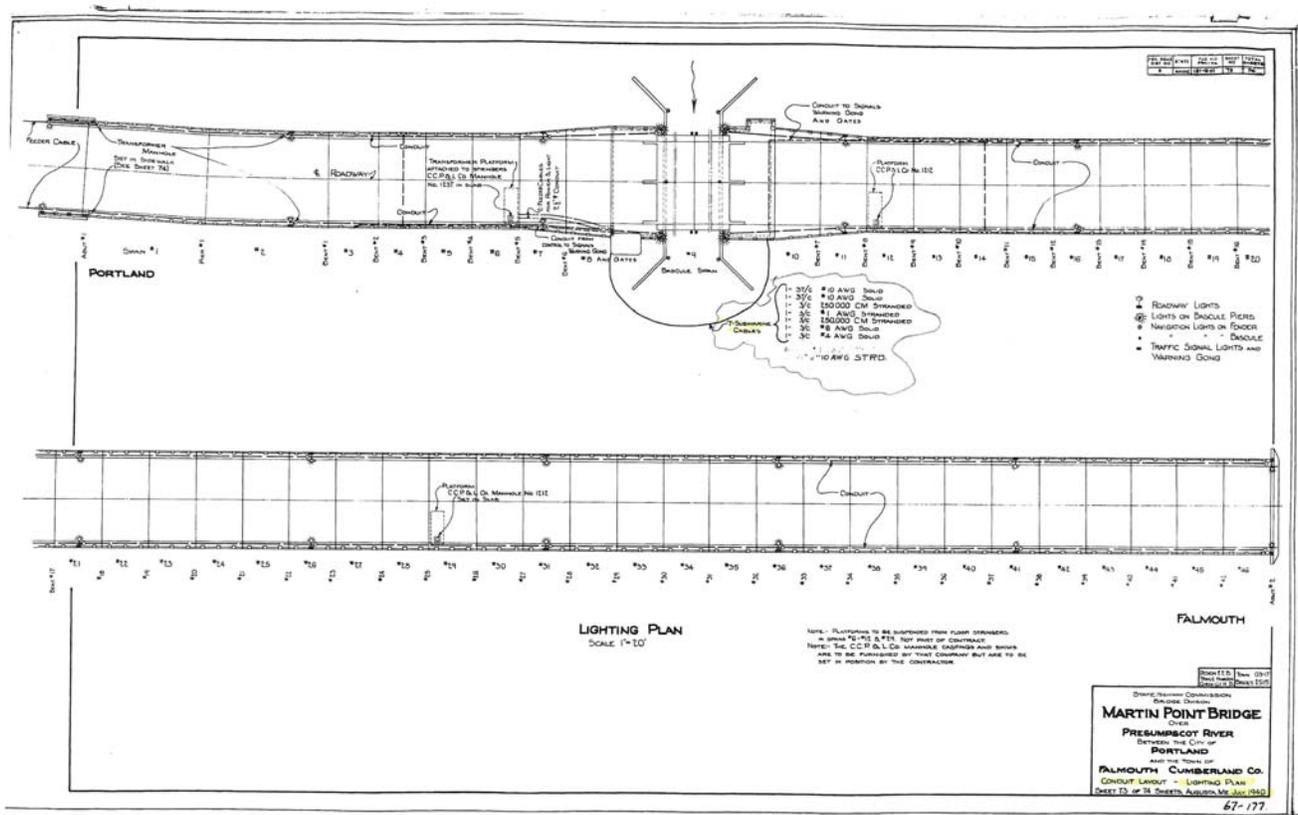
A. If the bascule pier seal or any part of it is projecting above 1' below the mudline, then it needs to be removed to 1' below the mudline as per the RFP.

2. Who will be responsible for Maintenance and Snow Removal for the existing Bridge and Approaches during Construction (after a temporary traffic shift to the westerly side of the existing bridge has been completed)?

A. Typically, the responsible plowing party (in this case, the municipalities) would continue to plow after communication and coordination.

The Department will continue to maintain the existing bridge until the Design-Builder touches it. If traffic is moved to one side so that the Design-Builder can use or partially remove the other side, then the Design-Builder takes ownership of the bridge and the responsibility of maintaining it.

3. Referencing the attached drawings, please clarify the status of the "7-Submarine Cables" shown on sheet 73 of the Department's 1940 drawings (file # 67-177). Have these cables been de-energized but not yet removed?



A. The Department does not know the current status of the submarine cables. The existing 1984 plans for the rehabilitation of the bridge do not indicate that the submarine cables were removed. Design-Builders can assume that the cables have been de-energized, but not removed, for the purposes of developing Technical and Price Proposals.

4. RFP Section 6.11.1.11a requires fusion bonded epoxy (FBE) coating for steel pipe piles used for pile bent piers. Do the coating limits in section 5.5.2.4 of the Bridge Design Guide apply or is the FBE coating to be applied for the full length of the pile?

A. The coating limits specified in Section 5.5.2.4 (A) in the Bridge Design Guide applies.

5. RFP Section 6.10.5 requires heavy riprap for slope protection in areas subject to tidal fluctuation and waves. Section 2.3.11.3 of the Bridge Design Guide suggests extending riprap to 2 feet above MHHW or even higher due to waves and wave run up. The existing slopes are armored to approximately Elevation 9 ± based on the survey base plan. For this project, is there a minimum elevation for the extent of heavy riprap?

A. The Bridge Design Guide (BDG) states that the top of the riprap should be at a minimum of 2 feet above MHHW, which shall be considered the minimum elevation required for this Project. The BDG also states that consideration should be given to placing the top of riprap even higher due to waves and wave runup. The Designer is responsible for the design of this Project and shall determine the appropriate elevation of the top of riprap.

6. RFP Section 6.11.1.6 requires a corrosion resistant reinforcing system in all new reinforced concrete sections.
- Does this apply to reinforcing steel in concrete filled steel pipe piles?
 - Does this apply to reinforced concrete in highway approach elements such as sidewalks, ramps, vaults, etc.?

A. If the proposed design of the pipe piles requires reinforcing steel, then the reinforcing steel shall meet the requirements of Section 6.11.1, item 6 of the RFP or an approved ATC for an alternate corrosion resistant system.

Section 6.11.1, item 6 of the RFP does not apply to reinforced concrete highway approach elements as listed.

7. The standard guardrail berm width shown in the Highway Design Guide Volume Two is 2 feet. However, this is considered a reduced berm width per the Bridge Design Guide Section 2.8.3 requiring longer guardrail posts. If a 2-foot berm is provided, are longer guardrail posts required?

A. Yes, longer posts are required when using the 2' reduced berm offset.

8. The RFP (Amendment #2: January 5, 2012), Appendix J - Supplemental Specifications and Special Provisions, lists Supplemental Specifications and Special Provisions that can be found on the MaineDOT Martin's Point Design-Build project website.

This includes: 105 General Scope of Work (Environmental Requirements) That Special Provision is not posted. Would the Department please post this special provision?

A. Special Provision 105 has been provided to the Design-Builders.

9. Section 6.11.2 states: " the existing bridge including abutments and piers shall be removed to at least one foot below existing substrate at a minimum." USCG "General Construction Requirements" found in appendix G #15 states: "All piles including those previously damaged....shall be extracted rather than cut off at mud line."
- Do the existing bridge piles need to be extracted or can they be cut off at 1 ft. below mudline?
 - Do the piles from the older bridge east of the present bridge which are visible at low tide need to be extracted?

A. Special Provision 105 outlines the removal options available for the existing timber piles.

Timber piles remaining from the prior bridge located upstream of the existing bridge are not required to be removed as part of this Project.

10. Please confirm that the general contractor or subcontractor is allowed to pay locally determined labor rates in lieu of Davis Bacon rates and fringes for work performed off the job site. For example such items as splicing piles or casting beams.

A. If the Contractor is working at their own worksite on work that they would normally do as regular business practice, such as splicing piles for this and other jobs at

their warehouse, then they would not be subject to Davis Bacon rates to do that work.

If the Contractor has set up an off site work area to do work that is specific to this particular Project, such as the job requires casting specific beams that they would not do as normal business, then they would be subject to Davis Bacon rates to do that work.

11. Section 2 identifies the "Proposal Submission Requirements". Section 2.2.1(5) states "One (1) original of Price Proposal (Form D)" Form D in appendix B calls for a lump sum price in words and numbers. Thus it appears that the cost breakdown in C. 1 of the "Design-Build Contract Agreement" does not get submitted with the proposal and that breakdown would be provided only by the apparent successful design-builder prior to award. Please confirm.

- A. Form D shall include the same price breakdown that is in the Design-Build Contract Agreement. Form D in Appendix B of the RFP has been amended to include the price breakdown.

Sincerely,



Leanne R. Timberlake, P.E.
Project Manager