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**Martin's Point Bridge : Responses to Follow Up Questions
Received on the Final Request for Proposals (Final RFP),
December 9, 2011**

Maine Department of Transportation

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December 9, 2011

David Bernhardt

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

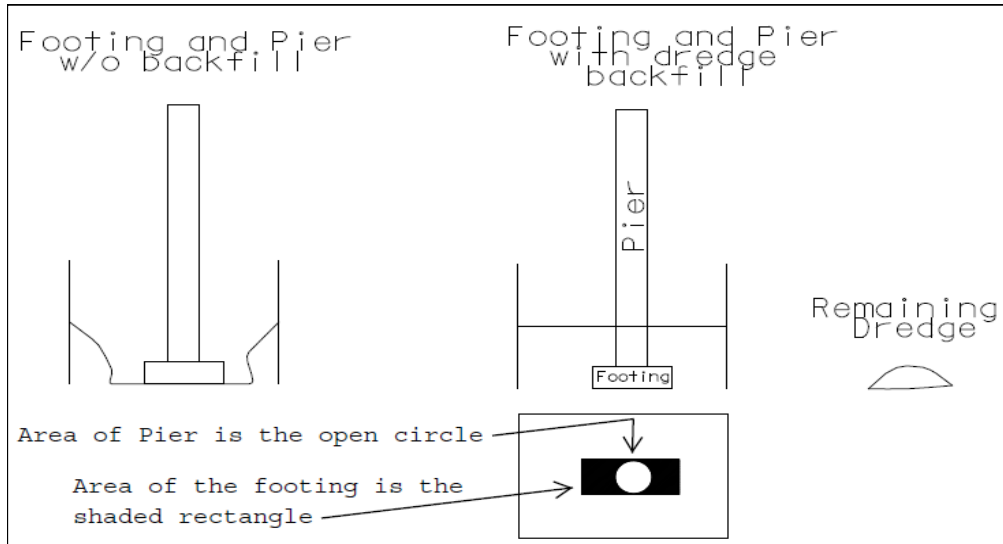
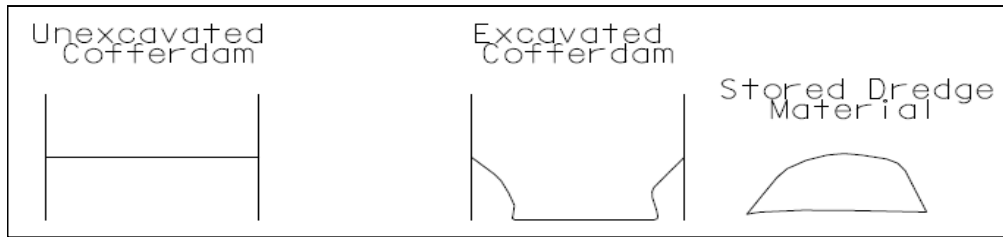
Subject: Falmouth-Portland, Martin's Point Bridge Design-Build Project (MaineDOT PIN 16731.00) – Responses to Follow Up Questions Received on the Final Request for Proposals (Final RFP)

1. In follow up to the Nov. 02 Response to Question 2 (noted below): The answer seems to imply that only temporary fill is considered temporary wetland impact, but isn't the square foot ocean floor area of any new disturbance (i.e. excavation or dredging) outside a cofferdam considered a temporary wetland impact area whether in the intertidal zone or in non-tidal constantly submerged areas?

"2. In reference to Book 2, Section 3.2.6.1-1 and 4.2.5; is the entire enclosed area within an in water sheet pile cofferdam considered temporary wetland impact area?"

A. No, only the areas that have temporary fill, such as riprap, sand bag cofferdams, mats, gravel, etc. are considered as temporary impacts."

A. Please refer to the following figures which represent a hypothetical sequence of constructing a pier with a footing within a cofferdam for more explanation on determining temporary and permanent impacts.



- Area of the footing is considered temporary impact.
 - Area of pier is considered permanent impact.
 - Dredge material excavated and then put back in the excavated area (original dredge from excavation) does not count as impact area.
 - Remaining dredge material shall be properly disposed of in accordance with applicable regulations and the Maine DEP Solid Waste Rules Chapter 418.
 - New material, including riprap, that is placed in the excavated area is considered permanent impact.
-
- For excavation of material outside of a cofferdam, the square foot area is considered a temporary impact. If the material excavated is not put back, that material is considered dredge and must be properly disposed of in accordance with applicable regulations and the Maine DEP Solid Waste Rules Chapter 418.

2. In follow up to the Nov. 02 Response to Question 4 (noted below): If bascule pier concrete demolition occurs outside a cofferdam, is the area that demolition debris falls and is removed by excavator or clamshell considered a temporary wetland impact area?

“4. In reference to Book 2, Section 6.11.2; must the demolition of the bascule piers be within a cofferdam? If demolition occurs within a cofferdam, can it be undertaken during the restricted period from April 1 and October 31?”

A. The demolition of the bascule piers does not have to be done within a cofferdam between November 1 and March 31. . . .”

A. Do not calculate the area of fallen demolition debris as wetland impact. Any debris that falls into the water body shall be removed immediately.

3. In follow up to the Nov. 02 Response to Question 4 (noted below): Can MaineDOT request a construction period reduction in the navigational clearance to at least 65', which is the post

construction requirement, or preferable to the minimum width acceptable to the Coast Guard, and then publish the minimum acceptable navigation channel width to the RFP, which will be advantageous to proposers and MaineDOT by eliminating the guesswork of what may or may not be acceptable to the Coast Guard?

“4. In reference to Book 2, Section 6.11.2; must the demolition of the bascule piers be within a cofferdam? If demolition occurs within a cofferdam, can it be undertaken during the restricted period from April 1 and October 31?”

A. . . . if installation of the cofferdams reduces the existing navigational clearance, then the Design-Builder will need to seek approval from the US Coast Guard (USCG) in accordance with the USCG construction requirements found in Appendix G of the RFP. The Department cannot guarantee that the USCG will approve a temporary reduction in the navigational clearance. . . .”

A. The existing navigational clearance is 65’ – that is what cannot be impacted during construction without approval from the Coast Guard. The Department cannot request a reduction of navigational channel since the Department does not have plans for proposed work within the navigational channel and doesn’t know ahead of time what, how, and when work might be done.

4. In follow up to the Nov. 02 Response to Question 11 (noted below): Can MaineDOT conduct an analysis of the paint on the existing bridge to determine the presence of lead or other hazardous materials, then publish the findings to the RFP, which will be advantageous to proposers and MaineDOT by eliminating the guesswork of what hazardous materials may exist?

“11. Book 2, Section 6.11.2 - Please clarify the possible existence of lead paint on the existing bridge.

A. The existing bridge was last painted in the mid 1980s under the 1984 State Standard Specifications, which called for a lead-based paint system. It is unknown if a Special Provision for a non-lead-based paint system was included in the contract documents at that time.”

A. The Department will test the paint on the existing bridge. It should take about three weeks to complete the test, and the results will be provided to the Design-Build teams.

5. In reference to Book 2, Section 6.11.1(22), is a concrete wearing surface now not allowed with the addition of the requirement for a bituminous wearing surface on high performance membrane waterproofing, and if so, shouldn’t the warranty requirement of Section 11.2.2.3 Concrete Wearing Surface be eliminated from the RFP?

A. Alternate wearing surface treatments can be proposed in an ATC submittal. There is no need to remove the warranty requirement since it says “if used”.

6. Is it a requirement for the new roadway design to provide a southbound Route 1 dedicated left lane turn into the Martin’s Point Healthcare northern entrance as currently exists?

A. Yes, it is.

Sincerely,

Leanne R. Timberlake

Leanne R. Timberlake, P.E.
Project Manager