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**Martin's Point Bridge : Responses to Questions Received on the
Final Request for Proposals (Final RFP), November 2, 2011**

Maine Department of Transportation

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Paul R. LePage

GOVERNOR

November 2, 2011

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 Questions Received on the Final Request for Proposals (Final RFP)

1. Book 2, Section 6.11.2: Demolition of the existing bascule piers shall not occur on or between April 1 and October 31. Can the demolition of the Bascule piers above Mean High Water occur during the April through October window?
 - A. Yes, so long as none of the demolition debris falls in the water, the existing navigational clearance is not reduced, and the noise criteria established in the endangered species consultation is met. The noise criteria will be distributed to the Teams in mid-to-late November when Section 7 consultation is complete.
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.
3. In reference to Book 2, Section 6.9.6; is the requirement for low level lighting for the "full length" of the multi-use path intended to require lighting on the portions of the path that are on the roadway approaches, or just the path on the bridge itself?
 - A. The low level pedestrian lighting is required for the entire length of the multi-use path on both the bridge and the approaches.
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. In-water demolition between April 1 and October 31 does have to be done within a cofferdam; however, 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. The RFP will be amended to clarify this.
5. In reference to the MaineDOT property lines shown on the survey baseline plans; is the Department sure that it still retains ownership of the Portland property in the vicinity of the old

abandoned roadway and bridge abutment and that ownership has not reverted back to the previous owner(s)?

A. All information shown on the MaineDOT Right-of-Way plans dated 9/29/11 provided to the Teams represents the Department's legal determination of property boundaries and ownership.

6. Reference Book 2, Section 6.11.4 Style Package Options. The RFP states, "The Department will provide a person to facilitate this effort." What is the role of this Department-provided facilitation person and how will he/she be expected to interface with the consultant team? Is this an outside neutral facilitator or an employee of MaineDOT and what will their instructions be in terms of integrating the consultant team? Will the Public Communications Professional and the Public Involvement Professional be expected to have involvement with the Martin's Point Public Advisory Committee directly or only through the Department's facilitator?

A. The Department may provide a person to act as liaison for continuity of communication and information between the Department, the Martin's Point Bridge Advisory Committee, and the Design-Builder's Public Involvement Professional. The RFP will be amended to clarify this.

Who the liaison may be has not been decided yet. The Design-Builder's Public Involvement Professional is expected to work directly with the Advisory Committee and, if so engaged, with the Department's liaison, whose role will be tailored to work with the Design-Builder's Public Involvement Plan.

7. Will MDOT clarify the required approach roadway width? It appears that it can be made less than the bridge cross-section as currently specified.

A. The RFP will be amended to clarify that the bridge roadway width is to be carried onto the approaches.

8. Will MDOT clarify the actual measurement of credit values for environmental impact? i.e. is a timber pile 1 SF or 2 SF, etc.

A. In lieu of more exact measurements, one square foot (1 SF) per timber pile can be used. The RFP will be amended to further clarify wetland impact credits.

9. Will MDOT extend the Final RFP question deadline for 2 weeks?

A. The Department has decided that questions can continue to be submitted up until January 11, 2012 by submitting a Request for Information (RFI).

10. Book 2, Section 6.11.1.4 & Response to Question 45 from Draft RFP Please clarify the use of the Fire Department vessel as the governing vessel for impact on the structure. If this is the intent, please provide the dimension, speed and load characteristics of the vessel to be used for this calculation.

A. The RFP will be amended to remove the vessel collision loading requirements.

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.

12. Book 2, Section 6.11.2 - Please clarify the disposal requirements of creosote piles.

A. The creosoted timber piles are considered a special waste and need to be handled as disposal of construction debris in accordance with DEP solid waste regulations.

13. Book 2, Section 6.11.5 - Can MDOT provide any fathometer or bathymetric data that may be available for the embayment upstream of the bridge.

A. Raw fathometer data can be found on the Project website at <http://www.state.me.us/mdot/martinspointbridgedb/documents.htm>. There is no additional fathometer or bathymetric information available.

14. Book 2, Section 7.4 - Please clarify that temporary fill and new bridge areas are to be included in the 40,000 sq ft wetland impact limit.

A. Yes, that is correct.

Sincerely,



Leanne R. Timberlake, P.E.
Project Manager