

February 21, 2025

**Attention:** Proposers for the Bangor I-95 Bridge Replacement Design-Build Project

**Subject:** Bangor I-95 Bridge Replacement Design-Build Project (WIN's 026095.00 and 027176.00) – Responses to Questions Received on the Final Request for Proposals (Final RFP)

- 1. General Question:** During our utility coordination efforts for our proposal, Bangor Water District has requested their existing 12" water line (shown on the attached drawing) be relocated on the underside of the new Kenduskeag Ave. Bridge. As this is not specifically called out in the scope of this project, will ME DOT require this utility be relocated to new bridge during construction?

A. Yes, and clarification will be provided as part of Amendment #2 to the RFP.
- 2. General Question:** Book 1- General Requirements; notes that the project limits will be defined by the Department however project limits to not appear to be provided within the Contract Documents. While it is understood the "Project Limits" may be dependent on the Design-Builders proposed solution, there are limits that could be defined by the Department for consistency. It is noted that that the term "Project Limits" are used in in several section in Book 2 including 6.2.6.2 and 7.3. Could the Department define the project limits especially in relation to the lighting requirements, sidewalk requirements and how the areas were calculated for the MS4 permit?

A. The definition for "Project Limits" and clarifications for lighting (6.2.6) requirements will be amended as part of Amendment #2 to the RFP. See sections 3.1 bullet 5 and 6.11 bullet 4 for sidewalk limits.
- 3. General Question:** The RFP Book 2 section 6.1.2, number 5 says "Stillwater Avenue shall be constructed with 5" HMA over 25" ASCG and any fill material required below subgrade shall be granular borrow." We interpret this to mean that 5" HMA over 25" ASCG is required where box widening for the additional lane and increased shoulder width is needed. This requirement does not apply to the existing roadway width to remain, where mill and overlay is sufficient for any minor top of roadway adjustment. Please confirm our interpretation.

A. If the final pavement depth after adjustments is a minimum of 5" and within the maximum limit set by 6.1.2(7), this interpretation is correct. If top of roadway adjustments reduce the final pavement depth to less than 5", full depth reconstruction will be required.

4. **General Question:** 2. Is a preliminary plan sheet required and/or anticipated in the proposal to show the detour route for the Kenduskeag Avenue Bridge closure and/or for a Stillwater Avenue night closure if utilized? The RFP book 2 section 3.2.3.1, item 1a says to provide preliminary plans and details for onsite detour routes. Our understanding is that the detour route for Kenduskeag Ave Bridge closure and Stillwater Ave night closure is not considered an onsite detour, and the detour route and signing is not required with the preliminary plans in the proposal but will be required with the final plans. All detour routes are to be discussed in the technical write-up. Please confirm if our understanding is correct.

A. This understanding is correct; plan sheets depicting off-site detours are not required as part of the Proposal.

5. **General Question:** In the RFP book 1 section 101.2, the definition for design manager includes: "H. CQMP compliance". Please confirm if that is intended to be "DQMP compliance", or if it is correct as is.

A. DQMP is correct and the definition will be amended as part of Amendment #2 to the RFP.

6. **General Question:** Some of the existing horizontal curves do not meet the preferred minimum length of curve of 15V per AASHTO Section 3.3.13. (See SB I-95 rdwy curve with PI at STA 2280+16.01 for an example).

- a. Please confirm that it is acceptable for the proposed alignments to tie into these existing curves without increasing the curve length to meet 15V.
- b. Please confirm if proposed alignments are expected to meet the preferred 15V requirement. It is our understanding that it is not required by AASHTO, but is preferred where practical, and using a curve length less than 15V is acceptable on this project to avoid increasing the project limits.

**AASHTO's Section 3.3.13 states, "general controls that follow should be used where practical." The 4th bullet states the:**

*"For small deflection angles, curves should be sufficiently long to avoid the appearance of a kink. Curves should be at least 500 ft [150 m] long for a central angle of 5 degrees, and the minimum length should be increased 100 ft [30 m] for each 1-degree decrease in the central angle. The minimum length for horizontal curves on main highways,  $L_c \text{ min}$ , should be 15 times the design speed expressed in mph, or  $L_c \text{ min} = 3V$  [15V [three times the design speed expressed in km/h]]. On high-speed controlled-access facilities that use*

*flat curvature for aesthetic reasons, the desirable minimum length for curves should be double the minimum length described above, or  $L_{c des} = 6V [30V]$ .”*

A. Horizontal curve lengths should be sufficiently long to meet the intentions of this AASHTO guidance, but do not need to meet 15V. Additional horizontal curve requirements have been provided within Amendment #1 to RFP Book 2.

7. **General Question:** As per Section 105.12.8.4 - Instrumentation Programs in Book 1 of the RFP, it requires the Design-Builder to perform a pre-construction building survey of any structure within two hundred (200) feet of construction.

a. Please clarify if this applies to the existing bridge(s) planned to remain in service during construction.

A. This requirement does not apply to the existing bridges to be removed if the substructures and their foundations are not disturbed while in-service.

b. Please clarify if this applies even if the planned construction is not vibration-producing.

A. The instrumentation program applies to any privately owned building or infrastructure that would experience vibration, downdrag, surcharge loading, or become susceptible to slope instability due to construction activities. A pre-construction survey would still be required to verify the instrumentation program is necessary.