



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

Janet T. Mills  
 GOVERNOR

Bruce A. Van Note  
 COMMISSIONER

August 2, 2019

**Attention:** Prospective Proposers for the Hampden Bundle Design-Build Project

**Subject:** Hampden, I-95 over Souadabscook Stream, Center, East, and West Bridges (MaineDOT WINS 21728.00/.10, 21729.00/.10, and 21730.00/.10); I-95 over Emerson Mill Road & CMQR Bridges (MaineDOT WIN 21673.00/.10); and Cold Brook Road over I-95 Bridge (MaineDOT WIN 23224.00) – Responses to Questions Received on the Final Request for Proposals (RFP)

The following are responses to questions received by July 18, 2019 on the final RFP.

1. Page 2-10, Section 3.1: Due to the proximity of the bridge piers to Emerson Mill Road, the current site distance appears to be inadequate for the posted speed limit (40 mph). What design criteria and/or speed should be used for designing the new bridges over Emerson Mill Road?

**RESPONSE:** For any changes to the vertical or horizontal alignment of Emerson Mills Road, the design speed shall be 40 mph. Otherwise, the existing road alignment may be left in place. The proximity of new piers or abutments to the existing roadway or to the realigned roadway shall meet sight distance offsets for a 40 mph design speed.

2. Page 2-11, Section 3.1.10a: Do the minimum horizontal railroad clearances apply to buried footings or only to structures above ground?

**RESPONSE:** The minimum horizontal railroad clearances apply to above ground structures only.

3. Page 2-26, Section 7.5.5: Do the maximum H-pile and pipe pile sizes specified in this section apply only to the in-water piers?

**RESPONSE:** Yes, the maximum pile sizes specified in Section 7.5.5 are for in-water piers only.

4. We respectfully ask that the project schedule be adjusted to reflect the past and present survey issues. The ATC period also currently ends just 2 weeks after the site visits were scheduled. There also is not ample time between the ATC response date of August 6 and when preliminary plans will be needed for a typical 3 to 4 week bidding period. Responses to Final RFP questions are not currently due until well into the bid pricing period and only 3 weeks prior the Technical and Price Proposal due date on September 17. Please consider the following schedule revisions for a 3 week shift in general schedule:

August 13, 2019 at 3:00PM	Deadline for Design-Builders to Submit ATC Proposals and Final RFP Questions
August 27, 2019	MaineDOT Issues ATC and Final RFP Question Responses

October 8, 2019 at 3:00PM	Deadline for Design-Builders to Submit Technical and Price Proposal Packages
October 22, 2019	MaineDOT Issues Technical Proposal Responsiveness
October 29, 2019	Design-Builders Submit Technical Proposal Cure
November 6, 2019	MaineDOT Opens Price Proposals
November 2019	MDOT Awards Contract

**RESPONSE: MaineDOT agrees to adjust the procurement schedule as follows:**

Final RFP Schedule		
Milestone	Old Date	New Date
Deadline for Proposers to Submit ATC Proposals	July 23, 2019 at 3:00 PM EDT	→ August 13, 2019 at 3:00 PM EDT
*MaineDOT Issues Responses to ATC Proposals	August 6, 2019	→ August 27, 2019
Deadline for Proposers to Submit Questions on Final RFP	August 13, 2019 at 3:00 PM EDT	
*MaineDOT Issues Responses to Questions Received on the Final RFP	August 27, 2019	
Deadline for Proposers to Submit Technical Proposal Packages and Price Proposal Packages	September 17, 2019 at 3:00 PM EDT	→ October 1, 2019 at 3:00 PM EDT
MaineDOT Issues Notice of Technical Proposal Responsiveness	October 1, 2019	→ October 15, 2019
Deadline for Proposers to Submit Cure for Technical Responsiveness	October 8, 2019 at 3:00 PM EDT	→ October 22, 2019 at 3:00 PM EDT
Deadline for Proposers to Submit Proposal Guaranty Package	October 16, 2019 at 11:00 AM EDT	→ October 30, 2019 at 11:00 AM EDT
Opening of Price Proposals	October 16, 2019 at 11:00 AM EDT	→ October 30, 2019 at 11:00 AM EDT
MaineDOT Awards Contract	November 2019	
Design-Builder Begins Final Design & Construction	Winter 2019	
Design-Builder Completes Final Design & Construction	November 30, 2022	

- Existing I-95 mainline roadway vertical profile over Emerson Mill Road only meets 65 MPH sight distance design criteria, but not 70 MPH. Designing for 70 MPH results in additional approach work beyond that required to meet the RR clearance requirements. Would the Department consider a 65 MPH design speed exception or further clarify the RFP requirements in this regard?

**RESPONSE: MaineDOT will request a design exception for a 65 mph design speed for the vertical profile at the Emerson Mill Road location at the next Engineering Council meeting on August 8, 2019. MaineDOT will share the results from that meeting as soon as it is available and the RFP will be clarified in an amendment.**

6. There are still apparent deficiencies with the baseline survey in that not all median wooded areas that are within probable median diversions have been captured in the survey. For instance, the tree line on the south side of the median to the east of Emerson Mill Road was not captured despite the north side being picked up. No tree line was picked up in the median west of Emerson. This is a substantial clearing area for any probable median diversion and we are required to provide a clearing estimate in the Technical Proposal. There are also several median catch basins within probable median diversions where the drainage outlets were not captured, which makes it difficult to show temporary drainage intent in the median diversion areas in the Technical Proposal. Can this be corrected in the RFP documents?

**RESPONSE: Additional survey has been requested and will be shared with the Design-Build teams when available.**

7. What is the RR horizontal clearance requirement to any temporary pier for a median detour at Emerson Mill Road?

**RESPONSE: The clearance from centerline of track to face of any temporary pier is 10-feet.**

8. How many trains per day and what train speed should the Design-Builder plan for in terms of securing railroad protective insurance?

**RESPONSE: During the Contractor's coordination with the railroad for this project, this information will come when doing a PRTS for the railroad agreement.**

9. What adjacent construction or maintenance projects will be expected that the Design-Builder will need to coordinate with?

**RESPONSE: A list of known adjacent projects will be placed on the Project website.**

10. RFP, Book 2, Subsection 6.15.1.1 states that median barrier shall be used to separate NB & SB barrels when the median becomes less than 50' wide. Is that 50' dimension measured from inside edge of travel way to inside edge of travel way, or from centerline to centerline?

**RESPONSE: The 50' dimension shall be measured from the inside edge of travel way to inside edge of travel way.**

11. Please clarify RFP, Book 2, Subsection 6.8 related to the mainline existing culverts. The first sentence prohibits any work on mainline culverts. The second sentence says that existing mainline culverts impacted by the design shall be replaced or modified according to MaineDOT Highway Program policy. Is the intent to largely prohibit mainline culvert work other than potential

modification of existing culvert inlets in the median to accept modified median drainage due to diversion embankments?

**RESPONSE: The first sentence and the first portion of the second sentence will be revised to read “No relocation or disturbance of the existing culverts under Interstate 95 is required. However, any Interstate culverts...”**

12. RFP, Book 2, Subsection 6.11.1.7 states that Class 2 exposure shall be used for concrete design. Please verify the Department’s intent is to use this in conjunction with stainless steel reinforcing rather than Class 1.

**RESPONSE: Yes, the intent is to use Class 2 exposure in conjunction with stainless steel reinforcing.**

13. RFP, Book 2, Subsection 7.5.5 limits pile sizes driven by impact hammer. Does this only apply to in-water pile driving or to all piles within the Project limits? Related question, Subsection 7.5.6, does use of vibratory hammer for sheet pile installation only apply to in-water installation?

**RESPONSE: Yes, the maximum pile size specified in Section 7.5.5 are for in-water piers only. The use of vibratory hammer for sheet pile installation only applies to in-water installation.**

14. Page 2-27, Section 7.5.18: Please clarify the temporary fill limits from the RUS line. Is the 22-foot cumulative limit based on the location that the temporary fill meets the existing stream bottom (toe of temporary slope)?

**RESPONSE: Yes.**

15. Please verify that trees cut in the median and/or adjacent to abutments will not require replacement.

**RESPONSE: Correct, replacement trees are not required on I-95.**

16. Are precast concrete stay-in-place parapet overhang forms acceptable?

**RESPONSE: No, precast stay-in-place parapet overhang forms are not acceptable.**

17. Page 2-20, Section 6.11.1.10: This section states “Weathering steel girders are not allowed”. Does this requirement apply only to “steel girders” or all structural steel such as diaphragms, cross-frames, etc.?

**RESPONSE: Weathering steel is not allowed for any permanent structural steel.**

18. Page 2-20, Section 6.11.1.11: This section states “If steel girders are proposed, they shall be fully coated by either hot-dip galvanizing or thermal spray coating (metallizing) systems, in accordance with Section 506 of the Standard Specifications”.

- a) Do the coating system requirements apply only to “steel girders” or all structural steel such as diaphragms, cross-frames, etc.?
- b) If the coating applies to all structural steel, is the same coating system required for all components of the bridge (i.e. is the coating system of the diaphragms required to match the coating system of the girders)?

**RESPONSE: The coating system requirements apply to all permanent structural steel. Primary components shall all have the same coating system (i.e., girders and field splices), but secondary components (such as bearings, diaphragms, cross-frames) do not need to use the same coating system as the primary components.**

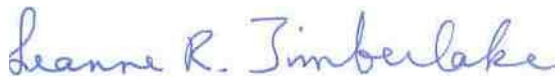
19. Standard Specification 506.30 references the NACE/AWS/SSPC Specifications for the application of Thermal Spray Coating in which the sealer and top coat are optional based on the design exposure type. The Standard Specification includes discussion of the following coats: Thermal Spray Coat (including Flash Coat on top flanges requiring shear connectors), Wash Primer, Seal Coat, Epoxy Intermediate Coat, and Polyurethane Top Coat. Are all of these coats required for the metallizing system?

**RESPONSE: No, the metallized surfaces receive a Seal Coat. The top of the top flanges requiring shear connectors only have the Seal Coat. Refer to the Supplemental Specifications for 506.**

20. Standard Specification 506.23 states that areas of galvanized surfaces to be top-coated will be described on the Plans or in the Special Provisions. Are top coats required for galvanized steel?

**RESPONSE: No, top coats are not required for galvanized steel.**

Sincerely,



Leanne R. Timberlake, P.E.  
Senior Project Manager