



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
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AUGUSTA, MAINE 04333-0016

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GOVERNOR

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August 27, 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) and I-95 over Emerson Mill Road & CMQR Bridges (MaineDOT WIN 21673.00/.10) – Responses to Questions Received on the Final Request for Proposals (RFP)

The following are responses to questions received by August 13, 2019 on the final RFP.

1. According to Standard Specification 510.06 (Special Detour Construction): “When the project has been opened to traffic, the temporary structure and approaches shall be removed to, or below, the streambed, finish ground line, or original ground line, as applicable. The approaches shall be obliterated and the disturbed areas shall be stabilized to original, or better than original, conditions.” Please clarify the intent for removing/modifying temporary approaches/crossovers on this project??

RESPONSE: The Special Detour shall be removed within any jurisdictional wetlands or streams and restored as stated in the RFP Book 2 Section 7. For portions of the Special Detour outside those areas, immediately adjacent to the permanent pavement, the area shall be graded with the standard roadside ditch to at least a 3-ft depth below the Profile Grade Line of the Interstate. In addition, all temporary pavement shall be removed and overlaid with loam and seed. The remaining embankment placed as part of the Special Detour may be left in place provided it does not alter existing drainage patterns or create areas of ponding water.

2. MaineDOT Bridge Design Guide Page 2-44 (Figure 2-1) shows a distance of 20'-6" from the centerline of the tracks to the intersection of the top of rail elevation and the 1:1.75 back slope. However, if all the other offsets, depths, dimensions, and slopes below this dimension remain the same, this distance is closer to 17'-7". Older versions of this figure had a 3'-0" level bench inside the ditch location that has been omitted in this figure, but the 20'-6" dimension does not seem to reflect that. Can you please verify the intended railroad cut cross-section dimensions for the purposes of slope grading near the railroad??

RESPONSE: We are currently waiting for clarification from the railroad and will share the response with the Design-Build teams when available.

3. There is a 520 special provision for asphaltic plug joints included in RFP Appendix J. What are the Department's design requirements for when plug joints need to be provided?

RESPONSE: Asphaltic plug joints shall be used when the movement rating (as defined in MaineDOT BDG 4.8.1) is more than 0.25-inches and less than 1.5-inches.

4. Would riprap that has been filled with Special Fill be considered adequate for frost protection?

RESPONSE: No, riprap filled with Special Fill would not be considered as contributing to the overall thickness of soils required for frost protection.

5. What is MaineDOT's policy on requiring drip bars with metalized steel girders?

RESPONSE: Drip bars are required.

6. Can proposed mid-way spliced guardrail tie into existing guardrail that is not mid-way splice but does have galvanized steel posts with wood or composite offset blocks? Or does the entire run of existing guardrail and end treatment have to be replaced?

RESPONSE: Per MaineDOT's Guardrail and Guardrail Terminal Policy, "For existing guardrail runs that extend beyond the limit of work by more than 150 feet, only the sections within project limits need to be considered for adjustment or replacement." Therefore, if the existing guardrail does not extend beyond the limit of work by more than 150 feet, then the entire run of guardrail shall be replaced with mid-way spliced guardrail and guardrail terminals listed on MaineDOT's Qualified Products List (QPL). If the existing guardrail does extend beyond the limit of work by more than 150 feet, then only the sections of guardrail within the limit of work need to be replaced and the proposed mid-way spliced guardrail can tie into the existing guardrail at the limit of work.

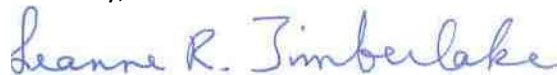
7. Can proposed mid-way spliced guardrail tie into existing guardrail that is not mid-way splice but does have galvanized steel posts with galvanized steel offset blocks? Or does the entire run of existing guardrail and end treatment have to be replaced?

RESPONSE: See response to question 6.

8. Would the Department consider extending the RFP question period until after the MaineDOT ATC review response period is over and/or adding a third One-on-One Meeting if requested by a Proposer, to be scheduled at the Proposer's discretion up to the Technical Proposal due date?

RESPONSE: The RFI question period will not be extended, nor will a third One-on-One Meeting be added; however, the Design-Build teams can ask clarifying questions concerning MaineDOT's responses to RFIs, ATCs, and the issuance of RFP amendments as noted in the Final RFP.

Sincerely,



Leanne R. Timberlake, P.E.

Senior Project Manager