



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

Janet T. Mills  
 GOVERNOR

Bruce A. Van Note  
 COMMISSIONER

September 10, 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 Clarifying Questions Received on the Final Request for Proposals (RFP)

The following are responses to clarifying questions received as of September 10, 2019 on previous responses to questions on the final RFP.

1. The following is a follow up to the Maine DOT response for RFP question #5 dated August 2, 2019 which is clipped below. This previous question and response identified that the Emerson Mill mainline I-95 existing vertical profile did not meet the 70mph sight distance design criteria. Maine DOT indicated that it was not the intent of this bridge project to correct this beyond the assumed bridge project work limits and a Design Exception (DE) was provided by the Department.

5. 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?

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**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.

It is now apparent that the existing mainline I-95 alignment at the Center stream bridge does not meet superelevation design criteria for 70mph (it is under superelevated based on the provided survey) and there is a noted accident history. This area extends over 1,500 feet beyond each end of

the bridge and is well beyond what is required to correct for our design “profile grade adjustments” as required by the RFP, Book 2, Section 4.1. Are the proposers expected to correct this deficiency or will the Department pursue a design exception and clarify the RFP requirements?

**RESPONSE: Per RFP Book 2 Section 3.1 item 3, “For new structures on the existing horizontal alignment, transition geometry back to existing once beyond the limits of the bridge.” In other words, the superelevation on the bridge shall meet the design speed for 70mph, but once past the abutments, the superelevation may be transitioned to match the existing superelevation to minimize the extents of reconstruction of the approaches.**

2. When do you expect providing more information for clarification from the railroad on the question/response #2 of the 8/27/19 RFP response (snapshot below)?

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.**

**RESPONSE: MaineDOT is still waiting for clarification/confirmation from the Railroad regarding Figure 2-1 on page 2-44 of the MaineDOT Bridge Design Guide. For the purposes of submitting the Technical Proposal, the Design-Build teams shall comply with Figure 2-1 as currently shown.**

3. When could we expect a response to the question below? (Refers to question no. 1 above)

**RESPONSE: See response to question no. 1 above.**

4. The following response was provided by MaineDOT for the latest round of questions (8/27/19). Are you still waiting for a clarification from the Railroad?

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.**

**RESPONSE: See response to question no. 2 above.**

Sincerely,

A handwritten signature in blue ink that reads "Leanne R. Timberlake". The signature is written in a cursive style with a blue highlight effect.

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

A second handwritten signature in blue ink, identical to the one above, reading "Leanne R. Timberlake".