



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

May 22, 2009



**SUBJECT: FREEPORT, ROUTE 125/136, DESIGN-BUILD PROJECT (MAINEDOT PIN: 012782.00),
REQUEST FOR PROPOSALS (RFP): ADDENDUM MAY 22, 2009**

Please find enclosed an Addendum dated May 22, 2009 to the Request for Proposals for the Freeport Rte. 125/136 Design-Build Project (MaineDOT PIN: 012782.00). Please make the necessary corrections in your copies of the RFP.

Section 103.6, Paragraphs E and I of the RFP state that the Department may amend the RFP at any time prior to the Proposal Due Date. The Department considers the Final Submission of Technical Proposals date included in Section 1.6, as the Proposal Due Date. In amending the RFP after the Preliminary Submission Date, but before the Final Submission of Technical Proposal date, the Department will allow the proposers to submit questions regarding this addendum until Friday, May 29, until 1:00 p.m. EST. Questions will be answered by Tuesday, June 2, 4:30 p.m. EST.

This Addendum, dated May 22, 2009, shall be considered Amendment 5 to the RFP. The Final Technical Proposal Submission shall include three original copies of Form A, revised from the original submission, to reflect acceptance and acknowledgment of all Amendments to the RFP. Included with part of this addendum to the RFP is a change in the Final Technical Proposal and Price Proposal due dates from June 12 to June 19, 2009.

In response to this Addendum, the Department will allow the Proposers to amend their respective Technical Proposals. Amended Technical Proposals and Price Proposals shall be received on or before June 19, 2009 by 4:00 p.m. EST.

Sincerely,

Jeffrey Tweedie, P.E.
Project Manager

Cc: Brad Foley, P.E., MaineDOT
Norman Baker, P.E., MaineDOT
Scott Bickford, P.E., MaineDOT
Shawn Smith, MaineDOT



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Replace the title pages with the following:

MAINE DEPARTMENT OF TRANSPORTATION

REQUEST FOR PROPOSALS:

FEBRUARY 18, 2009

AMENDED: MARCH 18, 2009

AMENDED: MARCH 31, 2009

AMENDED: APRIL 7, 2009

AMENDED: MAY 6, 2009

AMENDED: MAY 21, 2009

For the Design and Construction of 3.03 Miles of

Route 125/136 in the Town of Freeport

MaineDOT PIN: 012782.00



MaineDOT

MAINE DEPARTMENT OF TRANSPORTATION

REQUEST FOR PROPOSALS:

FEBRUARY 18, 2009

[AMENDED: MARCH 18, 2009](#)

[AMENDED: MARCH 31, 2009](#)

[AMENDED: APRIL 7, 2009](#)

[AMENDED: MAY 6, 2009](#)

[AMENDED: MAY 22, 2009](#)

For the Design and Construction of 3.03 Miles of

Route 125/136 in the Town of Freeport

MaineDOT PIN: 012782.00



MaineDOT

Replace pages 2-1, 2-7, 2-21, and 2-22 with the following:

1. GENERAL INFORMATION

1.1 Issuance of RFP

This Request for Proposal (RFP) dated February 18, 2009, issued by the Maine Department of Transportation (Department) constitutes a request for prequalified Design-Build firms to submit Proposals to design and build Collector Highway Improvements on Route 136 in Freeport (the Project).

1.2 Contract Time

1.2.1 Completion Date

The date by which all the Work required by the Contract must be complete is no later than ~~May 28~~ June 26, 2010. Liquidated Damages will be assessed in accordance with Section 107 of the Design-Build General Conditions for each day that the Work is extended beyond the completion date.

1.3 Stipend

The Department will compensate each unsuccessful Proposer that submits a Responsive Proposal \$20,000 pursuant to Section 103.5 of the Design-Build General Conditions.

1.4 Procurement Schedule

Though subject to change, the Department anticipates following the contracting schedule below. Proposers are cautioned that this schedule is subject to change and the Proposer should not rely upon it to determine, for example, when actual construction may commence.

Milestone	Date
Draft RFP Issue for Comment	February 18, 2009
Identify Supplemental Boring Locations	March 4, 2009
Submit Questions	March 4, 2009
Final RFP Issue Date	March 18, 2009
Results of Supplemental Borings	March-April 2009
Deadline for Proposer Questions	May 8, 2009
Technical Proposal Preliminary Submission & Design Exception Submission	May 13, 2009
Notice of Technical Proposal Responsiveness & Design Exception Notification	May 29, 2009
Cure Deadline for Technical Defects (Final Submission of Technical Proposal)	June 12, 2009 June 19, 2009
Price Proposal Due Date	June 12, 2009 June 19, 2009
Scoring of Technical Proposals	June 2009
Opening of Price Proposals	June 2009
Calculation of Overall Best-Value Ratings	June 2009
Determination of Apparent Successful Proposer	June 2009
Letter of Intent to Award/Agreement Delivered to Apparent Successful Proposer	July 2009
Fulfillment of Award Condition and Execution of Agreement by Design-Builder	July 2009
Final Determination of Responsiveness, Award of Contract	July 2009
Execution of Agreement by the Department	July 2009

- C. The Centerline Profile Grade on Rte. 136/Durham Road cannot exceed 9.9% at any point. Centerline Profile Grade on Pownal Road cannot exceed 7.5% at any point.
- D. Travel and turning lanes lane widths shall be 11 feet. ~~Outside shoulder widths shall be 4 feet. Design exceptions for shoulder widths will be considered to reduce ROW and structure impacts.~~
- E. All work shall be constructed within the Right-of-Way provided on the plans.
- F. Roadway drainage outlet points shall utilize the drainage easements and/or rights shown on the ROW plans.

3.2 Technical Proposal Evaluation Criteria

The Proposal evaluation scoring will be based on responses to the following criteria:

Evaluation Criteria	Maximum Points
1. Roadway Alignment Design, including PDR	15
2. Structural Features, including PDR	5
3. Quality Program	15
4. Project Management (Design and Construction)	10
5. Maintenance and Protection of Traffic	15
6. Project Schedule and Sequencing & Utility Coordination	20
7. Pavement/Geotechnical Design and Construction Approach	20
Total	100

3.2.1 Roadway Alignment Design (15 points)

Submit PDR, including preliminary layout plans for the entire Project including horizontal and vertical alignments of roadways, and intersections to demonstrate that the proposed complies with environmental permitting and Right-of-Way limits.

Identify additional warranty offered, if any, beyond the required five-year term.

Show typical section plans for roadway.

Discuss approach to drainage.

Discuss approach to traffic engineering.

Describe the needs, type, and location of landscaping to be used.

Discuss any potential design exceptions, and the rationale for exception.

6.7.2.1 Roadway Geometry

Travel and turning lane widths shall be 11 feet. Outside shoulder widths shall be 4 feet. Design exceptions for shoulder widths will be considered to reduce Right-of-Way, resource, and structure impacts in the following areas:

- ~~Burr Cemetery;~~
- ~~Elizabeth Ruff property (POR-15); and~~
- Collins Mill Bridge.

6.7.2.2 Alignment Design Criteria

The horizontal and vertical alignments, including any super elevated sections, shall have a minimum design speed of 40 mph. Exceptions to the minimum design speed of 40 mph will be considered in the following sections:

- At the intersection of Route 136/Mallet Dr. with Rte. 136/Durham Rd. and Pownal Rd.
- From 400 feet south of the Collins Mill Bridge to 400 feet north of Collins Mill Bridge

The centerline profile grade on Route 136 cannot exceed 9.9% at any point. Centerline profile grade on Pownal Rd. cannot exceed 7.5% at any point.

6.7.2.3 Pavement Design

Pavement design shall be in accordance with the Department's Highway Design Guide, Chapter 13, using the 1993 AASHTO Guide for the Design of Pavement Structures, or the DARWin software. The pavement design shall be applied to the travel lane width, with a minimum design life criterion of 20 years. Layer coefficients shall be in accordance with Chapter 13 of the Department's Highway Design Guide. The following factors shall be applied to the pavement thickness design: internal serviceability – 4.5, terminal serviceability - 2.5, reliability level – 90%, and overall standard deviation - 0.45, number of construction stages – 1. The subgrade resilient modulus can be obtained from the FWD analysis included as part of the Geotechnical Data Report in Appendix F.

Traffic and truck loading (AADT and ESALS) and their respective growth factors shall be as shown in the traffic documentation contained in the Appendix E.

6.8 Highway Design Features

The alignment of the roadway shall result in no permanent Right-of-Way impacts beyond those shown on the Right-of-Way Plans. The roadway is to be two (2) lanes wide with paved shoulders, landscaping, drainage accommodations, traffic signing, striping, lighting, and other safety features such as guard rail as identified during final design. Required design features and improvements within the Project limits are summarized below. The summary is not comprehensive and should not be considered as completely describing all features/improvements that may be included in design.

6.8.1 Mallet Dr./Pownal Rd. Intersection

Intersection and safety improvements are required at the intersection where Route 136 (Mallet Dr.) intersects with Pownal Rd. and Route 136 (Durham Rd.). Improvements to the intersection shall consider the crash data included with this RFP. The intersection configuration shall include provisions for through movement on Route 136 from Mallet Dr. to Durham Rd.

6.8.2 Interstate Self Storage of Freeport, LLC

Impacts to the property shown on the ROW plans as Interstate Self Storage of Freeport, LLC shall be limited to be following: 1) drainage features shall be constructed to limit disturbance to the berm of the existing onsite stormwater treatment facility, and 2) no additional stormwater runoff from the roadway shall enter the onsite stormwater treatment facility. A copy of correspondence and documentation of allowable impacts to the onsite stormwater treatment facility are included as part of Appendix G.

6.8.3 Burr Cemetery

Roadway drainage in front of the Burr Cemetery shall consist of a closed system. The southerly and northerly entrances into the Cemetery shall be paved.

The shoulder width in the area of Burr Cemetery may be reduced to a minimum of 3 feet. The limits of the shoulder width reduction from 4 to 3 feet shall be as minimal as practicable to reduce roadway impacts, while maintaining a consistent roadway section. No design exception is required for this provision.

6.8.4 Durham Rd./Griffin Rd. Intersection

Intersection improvements are required at the intersection where Route 136 (Durham Rd.) intersects with Route 125 (Griffin Rd.). Improvements to the intersection shall consider the crash data included with this RFP. The intersection configuration shall include provisions for right-turns from Durham Rd. onto Griffin Rd., while also providing through movement on Route 136.

6.8.5 Vertical Profile and Approaches to Collins Mill Bridge

The vertical profile at the Collins Mill Bridge shall be raised by no more than 4 feet. Reduced speed warning signs located along the approach to the Bridge shall be incorporated into the design.

6.9 Traffic Engineering

6.9.1 Traffic Management Plan

Traffic management during construction activities is the responsibility of the Design Builder, traffic control plans shall be in accordance with the Department's and MUTCD standards and shall be submitted in advance of construction to the Department for review and concurrence prior to implementation. If the Design-Builder anticipates the need for night work as outlined in Section 107.3.2 of the Design-Build General Conditions, then such work shall be coordinated and approved through the Department with notification to the Municipality prior to commencement.