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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

April 7, 2009

[redacted]

SUBJECT: FREEPORT, ROUTE 125/136, DESIGN-BUILD PROJECT (MAINEDOT PIN: 012782.00), REQUEST FOR PROPOSALS (RFP): QUESTIONS & ANSWERS

Please find below questions and answers which have been received on the final RFP distribution as of April 3, 2009. Any further questions must be received on or before May 8, 2009, no later than 1:00 p.m. (EST). Responses to future questions on the final RFP distribution which are received in a given week will be answered on or before the Tuesday of the following week.

1) Q: Has there been any environmental studies done for this project area?

A: Review of historic properties within the Project limits identified one National Register eligible property. The Maine State Historic Preservation Officer (SHPO) has determined that the construction will have no adverse effect on the property, provided impacts are within to the Right-of-Way limits provided by the Department in the RFP, as discussed in Section 7.2 of the RFP.

Section 7.3.1 of the RFP discusses historical information relevant to hazardous and special wastes in the area of the Project. Further, Section 7.3.1 discusses the results of an onsite investigation conducted within the Project limits.

2) Q: Have wetland impacts been identified by MaineDOT in terms of each location and by total area? If so, can this information be forwarded to the D/B Teams?

A: The wetlands have been delineated for the project limits. Wetlands are shown on the plans provided with the RFP, and are included on the electronic survey information provided to the Proposers. The permits which the Department will obtain for the Design-Builder prior to construction are identified in Section 7.1.1 of the RFP. The wetland impact threshold limits allowed under these permits are provided in Section 7.1.1 and Appendix I.

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3) Q: Part 2-7.3.3 Compensation for Unknown Hazardous/Special Waste Management. This section appears to place an enormous risk on the Proposer. It is very difficult, if not impossible to arrive at quantities and degree/type of contamination with the information provided. Would the Department consider having an allowance number carried in the D/B's pricing?

A: Section 7.3.1 states that the potential for Hazardous/Special wastes exists at two locations within the project limits. Section 7.3.1 further states that onsite investigation failed to unearth any contaminants in the area. The Design-Builder need not include the cost for removal of Hazardous/Special waste in their fixed-fee Price Proposal. If the removal of Hazardous/Special wastes is required, as demonstrated by the Design-Builder under the provisions of Section 7.3.3, the Design-Builder will be compensated.

4) Q: In the Section 2.2 – Project Scope and Design in the "Request for Qualifications – Amended December 18, 2008," it states that "For this project, Route 136 is classified as a Major Urban Collector with a proposed roadway section of two 11ft travel lanes and 4 ft, paved shoulders. In general, design should be in accordance with Chapter 7" However, in Table 7-6 it identifies that the minimum shoulder width, both for curbed and uncurbed, should be 6 ft. Will the Design-Build Teams need to request a Design Exception for the required 4 ft shoulder?

A: The design should be in general accordance with Volume Two – State Standards of the MaineDOT Highway Design Guide, Section B; this has been amended in the RFP (as enclosed). For traffic volumes less than 6000 AADT, 11-ft travel lanes and 4-ft shoulders are applicable, per the State Standards. For traffic volumes greater than 6000 AADT, 11-ft travel lanes and 4-ft paved shoulders shall apply to the project; the Design-Builder need not request a design exception for this provision.

5) Q: In the Section 2.2 – Project Scope and Design in the "Request for Qualifications – Amended December 18, 2008," it states that "In general, design should be in accordance with Chapter 7.." In Table 7-6, it identifies that the cross slopes for the travel lane and shoulder should be 2% and 4% respectively in the normal crown condition. However, the adjacent project in Durham (PIN 9186.00) utilized 3% for the travel way and 6% for the shoulders, which more closely matches the existing conditions in this section. Should the Design-Build Teams utilize the 2%/4% or 3%6% normal cross slopes?

A: The design should be in general accordance with Volume Two – State Standards of the MaineDOT Highway Design Guide, Section B; this has been amended in the RFP (as enclosed). For traffic volumes less than 6000 AADT, a roadway crown consisting of 3% and 6% for the travel lane and shoulder, respectively, is applicable, per the State Standards. For traffic volumes greater than 6000 AADT, a 3%-travel way/6%-shoulder roadway section may be used by the Design-Builder; the Design-Builder need not request a design exception for this provision.

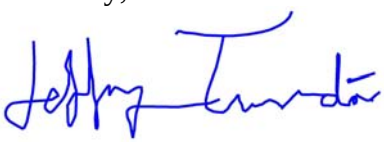
6) Q: In chapter 6 of the MaineDOT Highway Design Guide, it suggests that in guardrail areas the shoulder width should increase by an additional 2 ft. Therefore, instead of a 4 ft shoulder this project might have a 6 ft shoulder. However, on the adjacent project in Durham (PIN 9186) the shoulder width did not increase in areas of guardrail. Should the Design-Build Teams utilize the approach used in the Durham or what is shown in Chapter 6 for this project?

A: The design should be in general accordance with Volume Two – State Standards of the MaineDOT Highway Design Guide, Section B; this has been amended in the RFP (as enclosed). All design, regardless of design future AADT, shall be consistent with the State Standards for traffic volumes between 4000 and 6000 AADT. This requirement includes those for guardrail

sections. Proposed roadway sections which are inconsistent with the State standards for traffic volumes between 4000 and 6000 AADT shall require a design exception.

Please consider these Questions and Answers in preparing your Technical and Price Proposals for the Project. Technical Proposal Preliminary Submission shall be on or before May 13, 2009. Final Technical Proposal and Price Proposal Submissions are required on or before June 12, 2009.

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

Enclosures: (1)

Replace the Title Page(s) 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

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
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Route 125/136 in the Town of Freeport
MaineDOT PIN: 012782.00

MaineDOT

Replace Page 2-14 with the following:

6.1.1 Format of Documents

Design Documents shall be prepared in the US Customary System of Units and shall use conventions used by the Department as specified in the Department Highway Design Guide and Bridge Design Guide**.**

6.1.2 Design Standards

Project design plans shall be prepared in accordance with the requirements and standards of the Department, utility owners, and local agencies as required. The Design-Builder shall be responsible for identification and application of the standards to be used in preparation of design documents for layout and delineation format.

6.1.3 Codes Standards and Specifications

Unless otherwise specified herein the Design shall be governed by the Department's Highway Design Guide, the Bridge Design Guide, Best Management Practices for Erosion & Sediment Control, the Standard Details for Highway and Bridges, the Standard Specifications for Bridges and Highways, Supplemental Specifications and Supplemental Standard Details For Construction, ADA Requirements, 1996 AASHTO Standard Specifications for Highway Bridges, with 2000 interims, AASHTO LRFD Bridge Design Specifications, latest edition, and the USDOT Manual on Uniform Traffic Control with all addenda, supplements and revisions thereto**.**

For this Project, Route 136 is classified as a Major Urban Collector. In general, the design shall be in accordance with Volume Two – State Standards of the MaineDOT Highway Design Guide, Section B. For design traffic volumes in excess of 6000 AADT, the Proposer may design the roadway according to the standards for traffic volumes between 4000 and 6000 AADT. This provision applies to the travel lane width, shoulder width, roadway cross-slopes, and guardrail offset. For proposed roadway sections which differ from these specified requirements, the Proposer shall apply for a design exception in accordance with Section 6.1.5.

6.1.4 Project Coordination

Throughout the duration of the Project, and, except for those coordination activities specifically reserved for the Department, the Design-Builder shall be responsible for coordination with local agencies, governmental approval agencies, community groups, adjacent landowners and businesses, and all utility companies.

The Design-Builder shall review design plans, coordinate and monitor adjacent work of any entity performing or proposing work adjacent to the Work and shall make the Department aware of any impacts such work would have on the Work.

6.1.5 Design Exceptions

Should the Proposer propose a design requiring design exceptions to the Standards defined in Section 6.1.3, the Design-Builder is solely responsible for obtaining approval from the Department.

Insert Page 2-14-i after Page 2-14:

Design exceptions shall be submitted in accordance with the Department's guidelines and Bridge and Highway Design Guides. Design Exception Submissions shall be included with the Technical Proposal Preliminary Submission on May 13, 2009. Design Exception Submissions shall be submitted using the Department's Design Exception Form, included as part of Appendix A. Notification of Design Exception acceptance shall be provided by the Department on or before May 29, 2009. The Technical Proposal and final submittal of

Replaced the Request for Traffic Information in Appendix E with the following:

STATE OF MAINE

INTERDEPARTMENTAL MEMORANDUM

FILE: RTE 125

Copy: RTE 136

Amended April 7, 2009

Date of Request: 6/13/2008 Return: 9/30/2008

Latest Date Needed By 7/18/2008

To: **Ed Hanscom** Dept.: MDOT, Bureau of Planning

From: **Jeff Tweedie** Dept.: Project Development/Highway Program

Subject: **Request for Traffic Information** Project Manager: **Jeff Tweedie**

TOWN(S): Freeport P.I.N. **12782.00** Consultant Proj ☐

COUNTY: Cumberland ROUTE: Route 136

LOCATION/ DESCRIPTION: Proposed: Beginning at intersection of Durham Road & Route 125; extending to Freeport/Durham Town Line BRLM 0.60 ERLM 3.63

	Roadway Changes or Relocation (Attach Sketch)	Turning Movement needed (Provide Locations under Comments)	Other Please Describe Under Comments
Please Check Box if Applicable:	☐	☐	☐

Prep By: MAM

	Description of Sections	Sec. 1 Freeport - Durham Rd N/O Mallett Drive	Sec. 2 Freeport - Mallett Drive E/O Durham Rd	Sec. 3 Freeport - Durham Rd SW/O Mallett Drive	Sec. 4 Freeport - Durham Rd N/O Griffin Rd	Sec. 5
1	Latest AADT (Year)	10200(2005)	13030 (2005)	3430 (2006)	3970 (2007)	
2	Current **2009** AADT	11010	14070	3640	4210	
3	Future **2014** AADT	12110	15480	4000	4630	
4	Future **2029** AADT	15410	19700	5100	5890	
5	DHV - % of AADT	12%	12%	14%	11%	%
6	Design Hourly Volume	1859	2397	692	425	
7	% Heavy Trucks (AADT)	5%	4%	5%	5%	%
8	% Heavy Trucks (DHV)	3%	3%	3%	4%	%
9	Direct.Dist. (DHV)	69%	69%	67%	72%	%
10	18-KIP Equivalent P 2.0	259	309	87	100	
11	18-KIP Equivalent P 2.5	247	294	82	95	

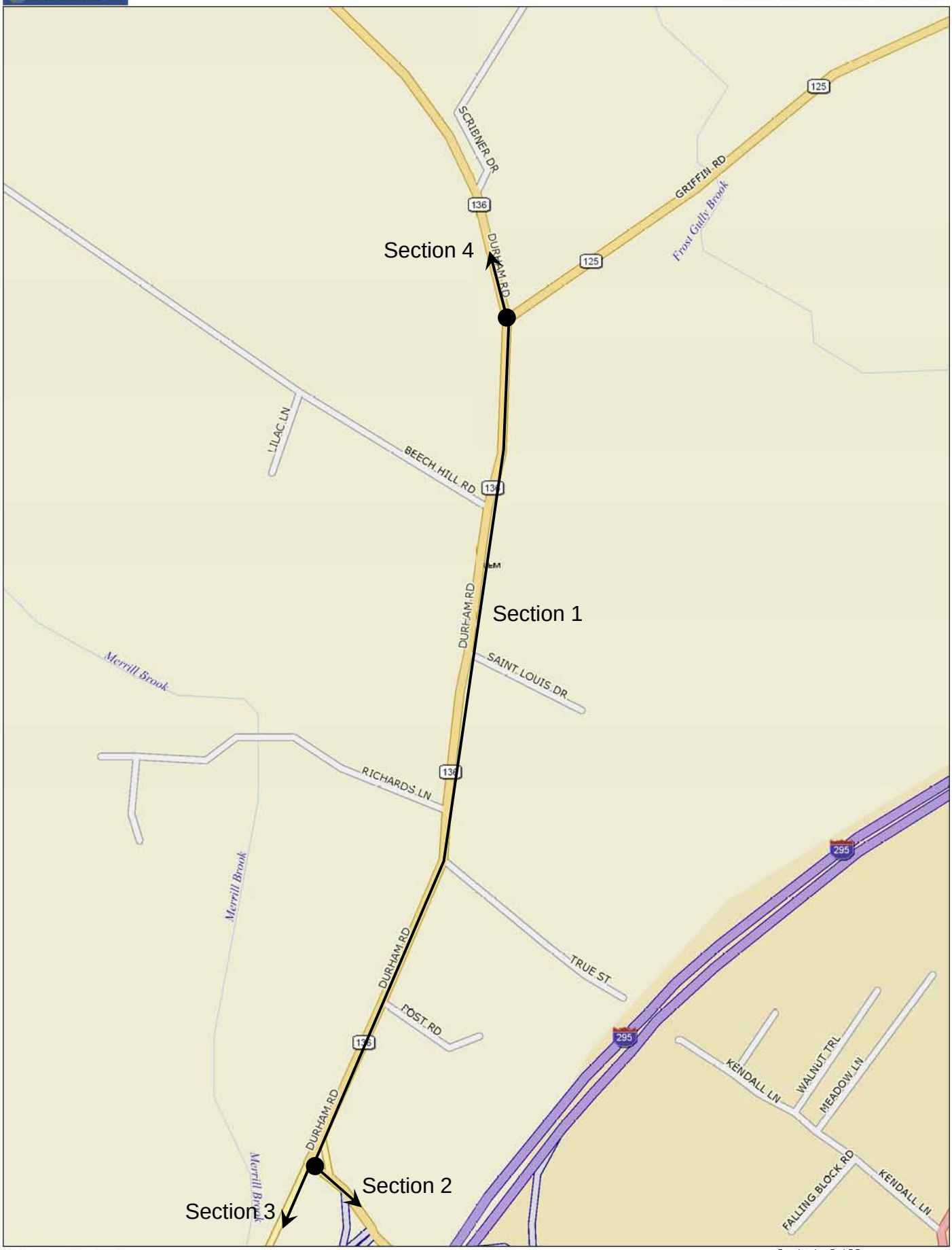
Notes or Remarks: 18-Kip ESALS is based on 20 year life

PLEASE PROVIDE: (1) PIN NUMBER, (2) THE CURRENT & FUTURE YEARS FOR WHICH YOU WANT AADT CALCULATED, AND SEND TO MIKE MORGAN. (A LOCATION MAP IS NO LONGER NEEDED. RAFFIC REQUESTS WILL BE FILLED ON A FIRST COME / SERVE BASIS. PLEASE SEND WHEN PROJECT KICKS OFF!

Need Only Data Items Numbered ☐

Comments: Note: the project description in ProjEX is in the process of being changed to extend the project 0.30 mile. Please refer to description above and attached location map for the required traffic analysis limits. **PIN is not active.**

Add the following after the Request for Traffic Information in Appendix E:



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TN
MN (16.1°W)

Scale 1 : 6,400
1" = 533.3 ft
Data Zoom 15-0