

MAINE TURNPIKE AUTHORITY
ADDENDUM NO. 1

REQUEST FOR PROPOSALS
MAINE TURNPIKE AUTHORITY
CONSULTANT CONTRACT 2011.103
UNDERWATER INSPECTION AND CHANNEL INVESTIGATION SERVICES

Reminder that the sealed proposals will be received until 12:00 PM, prevailing time as determined by the Authority on June 10, 2011.

The following are questions that were received in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

1. Is every member of the dive team required to be a professional engineer (or have 5 yrs experience), including non-inspecting personnel (safety divers)?
Answer: No, not every member of the dive team is required to be a professional engineer. The team must have a Team Leader. The Team Leader and all Inspectors must meet the requirements established in the FHWA National Bridge Inspection Standards, 23 CFR 650, Subpart C.
2. Does the MTA intend that soundings consist of underwater spot grades to understand the basic river bottom topography or will multi-beam side scan sonar, echo bathymetry and sub bottom profiling be required?
Answer: The purpose of the water soundings is to obtain water depth information around each substructure unit, as well as upstream and downstream of the structure, in order to define cross-sectional channel geometries. Measurements are intended to be spot-grades by nature, taken at regular intervals suitable for subsequent use in channel investigations and evaluations. Water soundings may be performed using either lead lines, measuring rods, pneumatic hoses, or echo bathymetry via electronic depth finders, as appropriate to determine the depth of the water
3. On sites where only Channel Soundings (No Substructure Inspection is noted in Table 1) are required we are assuming the MTA does not want to dive these river bottoms and the requirement on page 5 of 9 in the Scope of Work to gather soil samples is not applicable and that it may not be practical to do mud line probes depending on water depth. Can you please confirm if this assumption is correct?
Answer: On sites where only Channel Soundings are required (see Table 1), the Consultant shall plan to perform channel soundings and obtain soil samples. Soil samples shall be obtained from the mudline as close to the centerline of the channel as possible. Waders or a dive suit may be necessary. Probes and diving are not required at these sites.
4. Can a previous inspection report be made available as an example (both condition survey and hydrographic)?
Answer: Attached are two inspection reports from 2006. However, a hydrographic study has not been performed and no previous examples of a report exist.
5. Is a DCAA audit acceptable in lieu of a FHWA audit to establish an overhead rate?
Answer: If another type of audit is used to establish an overhead rate, the Consultant shall explain what the audit is and the MTA will determine if it is applicable.
6. I am trying to determine how much detail the MTA wants for the estimated budget. If we do a detailed worksheet for each site, that would be 17 pages. Is that submission separate from the 15 page submission limit or is the MTA just looking for a one page summary sheet with a total

amount for each site and the typical labor rates, equipment, printing, profit and overhead rate to be charged for the entire project?

Answer: A one page summary for the entire project will suffice.

7. Commercial diving insurance typically includes liability coverage for the Longshoreman's and Harbor Workers Compensation Act and the Jones Act. Will the MTA require that Contractors carry this coverage?

Answer: The Consultant shall determine and report in the proposal if maritime exposure exists and liability coverage for the Longshoreman's and Harbor Workers Compensation Act is applicable. The additional cost for such coverage shall be reported in the proposal.

8. Does the MTA have a budget established for the total value of the work? If so can that information be made known to the consultants?

Answer: The MTA does have a budget established, however it will not be made known to Consultants.

9. On page 8 of 9 in Scope of work, under the Method of Payment section, it says "Final compensation method and amount shall be negotiated and determined by the Authority and Consultant". Does that mean the Authority is willing to convert a mutually agreed hourly estimate to a lump sum fee? If so should we note that in the estimate or proposal?

Answer: The MTA would consider converting a mutually agreed hourly estimate to a lump sum fee. If the Consultant would like to pursue such conversion, both estimates should be reported in the proposal.

10. Scope of Work (page 3 of 9) indicates that all underwater structural elements, including elements periodically submerged are to be inspected. We are assuming that periodic submersion is normal annual high flows levels and not extreme flood water levels as that may require rigging, lifts and other devices to inspect these elements. Can you please clarify the upper limits of the inspection?

Answer: The upper limits of the inspection shall be elements submerged due to normal annual high flow levels. For culvert structures, this shall also include the above water portions of walls, ceilings, and header beams. For piers in the waterway, this shall also include a general visual inspection of the pier faces to the top of the pier cap. Special rigging and lifts are not required as part of the inspection.

11. We understand the inspecting engineer must be a PE, ADCI certified diver and must have successfully completed FHWA's Underwater Diver Bridge Inspection Course (130091). Is someone meeting the FHWA Team Leader training requirement also required at the site?

Answer: Yes. The team members must meet the requirements established in the FHWA National Bridge Inspection Standards, 23 CFR 650, Subpart C.

12. Who are the firms invited by MTA to prepare a proposal to provide Underwater Inspection and Channel Investigation Services?

Answer: The following firms were invited to prepare a proposal: Appledore Marine Engineering, Childs Engineering Corporation, Collins Engineers, Inc., and Greenman-Pedersen, Inc.

All Bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Susan Danforth, Purchasing Manager, at 207-871-7739.

Business Name

Print Name and Title

Signature

Date

Very truly yours,

MAINE TURNPIKE AUTHORITY

Susan Danforth
Purchasing Manager
Maine Turnpike Authority
2360 Congress Street
Portland, Maine 04102
207-482-8105
207-871-7739 fax
sdanforth@maineturnpike.com