



Town of Scarborough, Maine

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REQUEST FOR PROPOSALS FOR SCARBOROUGH, EASTERN TRAIL

Maine DOT Project No. 019386.00

Clarifying Questions Received & Responses

Question: How are the agencies viewing this portion of the Eastern Trail Project for the purposes of permitting? Is this considered a separate and unique project or is it part of the full Eastern Trail Project? Said another way, is the entire project (Eastern Trail Project) considered a single and complete project or is this segment a separate project? This will affect how wetlands impacts are addressed.

Answer: We have met with Maine DEP and Army Corp on a few different occasions, but only informally given the status of the project. The preliminary feedback we've gotten from DEP/Army Corp is that this segment of the trail will stand on its own in terms of wetland impacts, but this is obviously subject to more work and review with these agencies.

Question: Are there a specific set of assumptions that should be made related to permitting needs? Are the firms responding to the RFP going to be preparing and submitting full Maine Natural Resource Protection Act and Corps permits or are we providing a third-party with documents necessary to prepare permits? The RFP seems to suggest the latter. This makes a difference in level of effort for preparing the permit as well as direct costs (i.e., will firms be responsible for putting announcements for the projects in local papers, providing notices to abutting landowners and coordinating pre-application and pre-submission meetings with regulatory agencies).

Answer: The expectation is that the selected consultant will provide the Town and Eastern Trail Management District with the support information and documents necessary to apply for the requisite permits, but not expect the consultant to manage the permitting process and secure approvals.

Question: What is the level of wetlands and natural resource analysis that has already occurred?

Answer: The Town has already conducted significant analysis of the wetlands in the area as well as had an alternatives analysis performed regarding this (conducted by Normandeau Associates). This work resulted in three documents that have been attached for review and understanding by those responding to the RFP.

Question: Given the wide range of trail alignments and crossings proposed to be studied, developing a single scope and fee covering pre-PDR/PDR, permitting and final design would be challenging. In the past we've developed a separate scope and fee for the pre-PDR/PDR phase and the final design phase. Each of these scopes included the relevant stages of permitting. This approach allows for the development of accurate scopes and fees based on the most relevant and up to date information thereby minimizing the potential for contract modifications during the project life cycle. Will the Town consider accepting a scope of work covering the pre-PDR/PDR phase with the understanding that a separate final design scope of work would be submitted at a later date?

Answer: The goal of this project first and foremost, is to settle on a specific trail alignment and accomplish a PDR for that alignment and requisite crossings of the River and railroad tracks. In addition, preparation for permitting and a final design effort is also desired as has been expected during the designs of other Eastern Trail segments, most recently a design process performed in Saco. That said, we certainly understand the challenge of establishing a firm cost for the final design stage given that the chosen alignment may dictate different designs, workloads and expertise.

To that end, we would still request that a "provisional" scope of work and cost estimate be submitted for the Final Design component of this project as part of your proposal, but understand that it is provisional depending on the results of the PDR and will factor that into our review and selection process.

Question: Is existing ground or aerial survey of the corridor available?

Answer: The Town possesses survey information for a portion of the corridor, but the consultant will be expected to research and obtain survey and property line information from CMP and Maine DOT. The consultant will have access to all of the GIS information of the Town, which includes aerial photography, contours, zoning and similar information.

Question: The project limits include the towns of Scarborough and South Portland. Will any City or Town approvals be required for this project? If so, what approvals will be required? Will the consultant be responsible for obtaining these permits?

Answer: Scarborough Planning Board review and approval will be required for trail development through the portion of the corridor zoned Resource Protection. The consultant will not be responsible for obtaining this approval, but will be responsible for developing the plans to the extent necessary to submit for Planning Board approval.

Question: Is the intent of the RFP to require submittals in both word and PDF format, or would a PDF only submittal be considered acceptable?

Answer: PDF format only is acceptable.

Question: How many hard copies of the price proposal are required?

Answer: One hard copy of the price proposal is acceptable.

Question: The RFP states that the project includes preparing the Town and the Eastern Trail Management Division for obtaining necessary rights-of-way and easements to execute the project. Can you clarify how much preparation is expected? For example, are preliminary right-of-way maps that show the existing limits of rights-of-way and other ownership as well as final right-of-way plans that document the new right-of-way limits of the project and the areas and types of acquisitions needed for the project desired as part of this preparation? Are parcel descriptions for acquisitions needed also desired as part of this project? Will appraisals, owner negotiations, and title investigations be undertaken separately by the Town and the Eastern Trail Management Division?

Answer: We are looking for plans that illustrate new rights-of-way boundaries and easement areas/corridors that will be necessary for trail construction, but do not expect draft deed descriptions for such ROWs/easements nor assistance in the acquisition process as part of this scope of work.

Question: It looks like a section of the preferred trail alignment identified by the 2006 feasibility study is not one of the routes under consideration for construction at this time. It connected Pleasant Hill Road to Wainright through the PWD, Rich Tool, and the old bog road. Can you provide any background information regarding the decision to look at the Pond View Drive and CMP/Utility ROW routes rather than the route recommended by the steering committee in 2006?

Answer: The current Town and ETMD study team has been focusing on "Connection I" as the preferred alignment, in part due to the willingness of CMP and property owners in offering easements etc. for this alignment and the more natural environment it offers. That said, significant feasibility and design work are warranted to understand how the rail-line can be crossed, which is a key component to this design effort. Thus "Connection II" offers an alternative to such a crossing at that location, as could the other alignment mentioned in the 2006 study.