



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 – Round 2**

Question: To what level have landowner contacts been made and will the Town/MDOT handle the ROW/Land rights acquisition process including the hiring of a land appraiser if easements from provide landowners are required?

Answer: The Town and the Eastern Trail Management District (ETMD) have worked with most of the key landowners for which land or easement acquisition will be necessary. Yes, the Town and/or ETMD will handle the acquisition process and be responsible for contracting with a land appraiser at the appropriate time, so those components of the ROW acquisition process need not be included in proposals.

Question: Is there is natural resource information previously prepared on behalf of the Town available?

Answer: Yes, a wetland delineation, report and alternatives analysis was prepared by Normandeau Associates and was provided as part of the previous response to questions.

Question: Will the Town of Scarborough or the Eastern Trail Management District be handling certain LAP administrative functions including, but not limited to, reporting to the DOT Project Manager, oversight of pay requisitions, etc.

Answer: Yes, the Town of Scarborough will be handling those duties.

Question: Is there a co-location agreement in place for the possible alignment of the trail within the CMP corridor and if so, is it available for review?

Answer: The Town has secured an easement for establishing a trail within their corridor. It can be reviewed if need be.

Question: What, if any, discussions have occurred with representatives of Pan Am Railway and NNEPRA regarding the crossing of their facilities? Is a co-location agreement in place, and if

not, what is the anticipated timeframe for the completion of these agreements? What degree of involvement is the selected consultant expected to perform on these discussions?

Answer: There has not been significant dialogue directly with Pan Am or NNEPRA regarding the crossing of the rail-line, but there has been discussions with Maine DOT's rail department. Given this, there is not a co-location agreement in place. That said, the feasibility and the design of the rail crossing is the most significant component of this stage of the design project and therefore the selected consultant will need to be equipped to work with the rail company on the crossing approach and design.

Question: What is the anticipated timeframe for construction? Might the project be constructed in 2013?

Answer: There is not a specific timeframe established for construction, as it is very much dependent on funding. 2013 would likely be the earliest construction could occur.

