

December 11, 2012
Subject: **Rangeley Branch Rail Restoration**
State WIN: 017936.00
Amendment No. 1

Dear Sir/Ms:

Make the following change(s) to the Bid Documents:

ADDITIONS:

In the Bid Documents, **ADD** SP 105, General Scope of Work, Submittals Requirements, attached hereto. Make this change in pen and ink.

CHANGES:

In the Notice To Contractors, please replace the reference to the MaineDOT Standard Details with the following:

All work shall be governed by "State of Maine, Department of Transportation, Standard Specifications, Revision of December 2002", price \$15.00 [\$20.00 by mail], and Standard Details, Revision of December 2002, price \$25.00 [\$30.00 by mail]. Standard Detail updates can be found at

http://www.maine.gov/mdot/contractor-consultant-information/ss_standard_details_updates.php

Make this change in pen and ink.

In the Bid Documents, page 41, SP 104, General Rights and Responsibilities (Specific Coordination with Railroads), paragraph 4, **MAKE** the following changes: "Track outages** on the Main Line not to exceed **8 10** hours duration, for the purpose of installing new turnouts in the Main Line and rail welding, may be arranged in advance by the Contractor through coordination with the SLR and Resident. At least two weeks' notice shall be given to the SLR for requests to take the Main Line out of service for more than 4 hours and up to **8 10** hours. No more than three 4 to **8 10** hour outages will be allowed during the duration of the Contract. All closures of any operating track for any duration up to 4 hours will be subject to SLR approval with no less than one week prior notice given to the SLR. **The contractor is encouraged to consider weekend installation of the switches, as there is minimal train activity on the weekend, and track outages of up to 36 hours (Saturday into Sunday) could be provided.** Make this change in pen and ink.

In the Bid Documents, page 56, Section 107.4.6 Prosecution of Work, **DELETE** the following: "May 31, 2013 Perform track work between Stations 128+00 and 130+50 (Cattle Crossing region)" Make this change in pen and ink.

In the Bid Book, Section 610.31, Paragraph 2, on page 71: DELETE the last two sentences which begin with, "Work within the stream..." Make this change in pen and ink.

CLARIFICATIONS:

Clarification: The Cattle Crossing region is not a "crossing" of the track, but rather a crossing of the stream. The cattle crossing is a parallel path adjacent to the Rangeley Branch between Sta. 128+00 and 130+50.

QUESTIONS:

The following questions have been received:

Question: Does the ACOE permit specify a work window associated with the in-stream work?

Response: No. In-stream work can occur at any time during the project.

Question: How is the Concrete Pipe Tie quantity derived?

Response: The Concrete Pipe Tie quantity shown in the Schedule of Bid Prices is 85, which consists of 51 ties for the 72-ft, 96-inch RCP and 33 ties for the 48-ft, 24-inch RCP utility sleeve. It was assumed that the RCPs would be delivered in 4-ft sections: 18 pieces of 96-inch pipe and 20 pieces of 24-inch pipe. The length of the utility sleeve could be 40 ft long or up to 48 ft at the discretion of the Resident. One extra tie was added to the quantity if needed during installation.

Question: Will the sign-in sheet be provided to the pre-bid meeting attendees?

Response: Yes. The sign-in sheet has been posted to the project website: www.avcog.org/rangeleybranch.

Question: Will the excess excavated materials remain on site, or will excess materials need to be removed?

Response: The intent is to either use excavated materials or find a location for the excess materials on site.

Question: Has the existing rail bed soil been tested for hazardous materials?

Response: No.

Question: Are potentially hazardous materials addressed?

Response: Due to the history of the project as a former rail line, coal ash maybe present on this project. This material is identified as being fine grained black material. This material, if encountered, must be reused on-site as fill material. If the material cannot be reused on site, the contractor is responsible for obtaining all approvals or permits and any required analytical results for proper disposal at a licensed MDEP facility. The phase I environmental assessment also indicated potential petroleum releases in vicinity of the project, in particular Morse Brothers, Inc., but the scope of

work suggests any potential contamination should be adjacent to the project. The contractor shall employ appropriate health and safety measures to protect its workers against hazards associated with working near coal ash and petroleum impacted soils. If the Contractor encounters additional evidence of soil or groundwater contamination such as petroleum product, the Contractor shall secure the excavation, stop work in the contaminated area, and immediately notify the Resident. The Resident shall contact the Hydrogeologist in MaineDOT's Environmental Office at 207-624-3100 and the Maine Department of Environmental Protection at 800-482-0777. Work may only continue with authorization from the Resident.

Question: Is railroad safety training required?

Response: Yes. The St. Lawrence and Atlantic Railroad (SLR) will provide a safety training course to the Contractor's employees at no cost to the Contractor. The course is approximately two to three hours in length.

Question: How will RFI's and submittals be processed?

Response: RFI's and submittals will be sent to both the Owner's representative and the MaineDOT for review, comment, and approval.

Question: How is the grading effort and earthwork quantity defined on this project?

Response: As stated in the asterisk note on Sheet 4 and Note 46 on Sheet 5 of the Plans, the grading effort and earthwork quantity has been designed and quantified at each end of the project: between Sta. 63+55.01 (LARR) and Sta. 121+00 (Rangeley) at the east end of the project; and between Sta. 163+50 (Rangeley) to Station 7112+88.59 (SLR 227 Siding). The grading effort and earthwork within the middle track section of the Rangeley Branch, namely between Sta. 121+00 and 163+50 has not been quantified and does not appear in the earthwork summary nor the quantities estimate, but rather is incidental to Pay Items 654.02, New Ditch Construction and 654.03 Inslope Construction.

Question: Is a staging area / material laydown area available near the site?

Response: Yes. As noted on Sheet 35 of the Plans, an area of 100 ft by 200 ft within the Auburn Intermodal Facility will be available to the Contractor. Additional area is available at the east end of the project immediately off of West Hardscrabble Road. See also Special Provision 104.

Question: Will the rail anchors also be supplied by SLR?

Response: Yes.

Question: Will the Contractor be responsible for unloading the material purchased by SLR?

Response: No. SLR will unload the material.

Question: What are the anticipated rail lengths?

Response: As noted on Page 81 of the Specifications, the Rangeley Branch will comprise mostly 78-ft rail lengths, while the MB Bark Spur will comprise mostly 39-ft rail lengths.

Question: How will ballast be brought to the site?

Response: We may be issuing a bid addendum to make the ballast part of this contract, rather than supplied by the railroad company in advance. Input from MaineDOT was that the AREMA spec is quite costly, and we may want to go with the alternate spec that MaineDOT used for the Brunswick project. MaineDOT will provide additional information to the LA Railroad Company (LARC), AVCOG, and SLR. A bid Addendum will be issued to address the ballast.

Question: Who is responsible for providing the subballast?

Response: The Contractor is responsible for providing the subballast: Pay Item 648.313.

Question: Why is there a time restriction on the track length near the cattle crossing?

Response: As noted on Page 56 of the Specifications, work between Stations 128+00 and 130+50 shall be complete by May 31, 2013. This time restriction has been eliminated.

Question: Is there a bid item for temporary fencing in this area, or just the permanent fencing?

Response: Only permanent fencing: Pay Item 607.17.

Question: Will the switch rods and gauge plates be supplied by SLR?

Response: Yes, all materials and fasteners required to build a #10 turnout will be provided to the contractor.

Question: Will the switch ties be supplied by SLR?

Response: Yes. The switch timbers will follow the same specifications as the cross ties; the only exception being the size.

Question: According to the Notice To Contractors, the Contractor is required to have successfully completed a railroad project of similar size and scope within the last five years and must submit a one-page project summary along with its bid. Given the quantity of earthwork effort on this project, is it the Owner's intent that the General Contractor be primarily a railroad contractor, or is it possible that an earthwork contractor submit a bid as the General Contractor? Please elaborate on this requirement.

Response: This will need further clarification and further detail will be provided in another Bid Addendum.

Question: What is the design tip elevation of the vertical drains?

Response: As noted on Page 58 of the Specifications, the vertical drains shall extend to Elevation 155 at the eastern end of the project, and to approximately Elevation 209 at the western end of the project.

Question: In the westerly area, the bottom elevation of the vertical drain appears to be in the water table, which is going to cause an artesian effect. The borings in the geotech report show bentonite below the elevation of the vertical drains. Drains that deep will have constant water flow. Is that the intent?

Response: The artesian condition was observed at the eastern end of the project when the driller penetrated the glacial till stratum. To ensure that the vertical drains do not penetrate into the glacial till, the design tip elevation of the drains was selected to keep the tips at least 10 ft. above the glacial till stratum. Design tip elevations for both the eastern and western end of the project are listed on Page 58 of the Specifications.

Question: Is the project subject to the State's prevailing wage rates, the Davis-Bacon Act, or FAR?

Response: No. Projects which are locally administered regardless of State funding are not subject to prevailing wage rates, the Davis-Bacon Act, or FAR. See attached memo from the Maine Department of Labor.

Question: Who will be the project contact and how will Change Orders be processed?

Response: AVCOG is the contract administrator and Jennifer Williams is the point of contact. Change Orders will be submitted to the Resident, who in turn will forward these to AVCOG for review. The MaineDOT will assist AVCOG with the review of Change Orders, but AVCOG will be the entity to provide the final signature. If questions/concerns are time sensitive that requires input from MaineDOT, verbal approvals can be given.

Question: Given the proximity of AVCOG's office to the project site, is a Field Office required or would AVCOG consider providing office space for the Contractor?

Response: The Contractor will be required to provide a field office as noted under Pay Item 639.19.

Question: Is the Contractor required to pre-bore spikes for both track and turnout prior to driving spikes?

Response: Yes (see page 88 of the Bid Documents).

Question: Are the turnouts to be welded?

Response: No welding will be performed within the turnouts (see page 103 of the Bid Documents).

Question: Will flaggers be provided to the Contractor, and if so, is there a cost to the Contractor?

Response: As noted on Pages 40 and 41 of the Specifications, flagmen will be made available by SLR at no cost to the Contractor. The Contractor shall provide SLR at least one week notice of the need for flagmen. The Contractor's anticipated construction schedule shall be submitted at the onset of the project to understand the anticipated flagmen needs over the course of the project.

Question: How many days of flagging will be provided by the Railroad for turnout installation?

Response: Four days total – 2 days per turnout.

Question: Is there any flexibility with the 8-hour work window described on Page 41 of the Specifications regarding Main Line track outages? What size turnouts: if #10 turnout, the 8-hour window is very tight.

Response: Yes, as noted in the Changes (Bid Documents, page 41), the work-window for track outage has been increased to 10-hours. Safety is a top priority, and in order for the connections to be made, if additional time is needed, that can be addressed. We are using #10 turnouts.

Question: What level of Railroad Protective Liability Insurance is the Contractor required to carry?

Response: As noted on Page 57 of the Specifications, the Contractor is required to carry Railroad Protective Liability Insurance with limits not less than \$2 million per single occurrence and \$6 million per aggregate total occurrences. Other insurances are also required as described in the Specifications.

Question: For what extent of the project is Railroad Protective Liability Insurance required?

Response: This requires additional clarification between LARC and SLR, and will be addressed in a subsequent addendum.

Question: Who are the additional insurers to be listed on the Railroad Protective Liability Insurance policy?

Response: Both the Lewiston Auburn Railroad Company and the SLR shall be listed as additional insurers.

Question: Will the Addendum be provided to the pre-bid meeting attendees via email?

Response: Yes. The Addendum will be emailed to all pre-bid attendees.

Question: What is the last day to submit questions?

Response: Thursday, December 13, 2012, at 12:00pm. Questions must be submitted in writing.

Question: What are the working hours of the Intermodal Facility?

Response: Monday - Friday 7:00a.m. to 10:00 p.m. The Facility is not open on the weekends.

Question: What is the width of the Rangeley Branch Right-Of-Way at the east end of the project?

Response: As shown on Sheet 13 of the Plans, the Rangeley Branch Right-Of-Way is 8 rods in width (132 ft) at the east end of the project.

Question: What is the width of the clearing limits?

Response: As stated in Note 2 on Sheet 5 of the Plans, the clearing limits shall be 10 feet beyond and parallel to the construction slope lines or as shown on the Plans unless otherwise authorized by the Resident.

Question: Does the quantity shown for Clearing (Pay Item 201.11) in the Schedule of Bid Prices include both the detailed design and the limited design areas?

Response: Yes. See Note 3 on Sheet 5 of the Plans.

Question: Is loam and seeding included in the clearing limits?

Response: No. Loam and seeding will be paid under their respective pay items.

Question: Will electronic CAD files be provided?

Response: Yes.

Question: Has AVCOG notified the local snow mobile organization(s) of the project, and if not, or is notification the responsibility of the Contractor?

Response: The local snow mobile organization(s) have not yet been notified. AVCOG will provide notification.

Question: Is the Contractor responsible for moving the containers and material/debris at the western end of the project and the MB Bark spur location?

Response: No. The containers and material/debris will be moved by others.

Question: Does the quantity shown for Clearing (Pay Item 201.11) in the Schedule of Bid Prices include both the detailed design and the limited design areas?

Response: Yes. See Note 3 on Sheet 5 of the Plans.

Question: Specification section 107.4.6 requires the embankment materials for the vertical drains between 111+50 and 114+75 be completed by April 30, 2013. Specification section 610.31, Stream Restoration, paragraph 2 states that the allowable seasonal work for the stream restoration is from July 15 to October 2 (at the pre-bid meeting, bidders were told that there was no stream work window). How can the embankment fill and vertical drain work be done prior to 4-30-13 if we cannot begin to work in the stream, relocate it, and restore it until July 15th?

Response: The Army Corps of Engineer's Category II Permit allows stream work to occur at any time during the year, and therefore, there are no in-stream work window requirements. As noted in this Addendum, the last two sentences of paragraph 2 of Section 610.31 on page 71 are deleted.

Consider these changes and information prior to submitting your bid on Wednesday, December 19, 2013.

Sincerely,

Jennifer Williams, PE
Transportation Division / MPO Director

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Submittal Requirements)

105.7.4 Submittal Requirements

This Subsection is amended by the addition of the following paragraph:

In addition to the hardcopy requirements, the Contractor shall also make submittals including but not limited to RFIs, Designs, Shop Drawings, and Working Drawings in electronic format via email and in PDF file format to the greatest extent possible. Submittals shall be accompanied by a cover sheet, which identifies the submittal number, subject, date, and any revision numbers associated with the submittal.

105.7.5 Review Standards and Procedures

This Subsection is amended by the addition of the following paragraphs:

To the greatest extent possible, submittals made to the Engineer of Record (EOR) will be reviewed and returned to the Contractor in electronic format only using red markups to easily identify comments, correction, or revisions, unless the Contractor has submitted a hardcopy of the submittal and requested that the reviewed hardcopy be returned with the EOR's markups. The EOR will provide markups on one hardcopy only per each submittal, regardless of the number of hardcopies provided by the Contractor. If the Contractor requires more than one copy of the EOR's review, the Contractor will be responsible for making additional copies for its use or for use by the Resident.

From: Rand, Catherine <Catherine.Rand@maine.gov>
Sent: Tuesday, August 28, 2012 11:25 AM
To: Rand, Catherine
Subject: FW: Wage Rates for State Funded Projects let by Municipalities or Railroads

From: Baker, Norman
Sent: Thursday, October 28, 2010 2:24 PM
To: Paul, Jennifer L (DOT); GorneauII, Aurele; Kittredge, Joel; Pottle, Paul; Small, Catherine
Subject: FW: Wage Rates for State Funded Projects let by Municipalities or Railroads

Hi All,

Please be advised that projects that are administered by agencies other than State agencies, i.e. LAP's or IRAP's, do not require a State Wage determination anymore. This is directly from the Department of Labor interpreting the State Law.

Norm

From: Chenoweth, Barbara A.
Sent: Friday, October 02, 2009 3:27 PM
To: Baker, Norman
Cc: Pottle, Paul; Rousseau, Kevin; Peabody, William A.; Lim, Kim C.
Subject: RE: Wage Rates for State Funded Projects let by Municipalities or Railroads

Norman – Nothing has changed since February. I think the reason nothing additionally has been written about the requirement for a wage determination is because the definition of “public works” in the law specifically states, “...and all other structures upon which construction may be let to contract by the State and which contract amounts to \$50,000 or more.” Contracts not let by the State would not require a wage determination. Is there a particular reason that this issue has come up again?

Please let me know if I haven't sufficiently answered your question.

Barbara Chenoweth
Maine Dept of Labor
Bureau of Labor Standards
207-623-7906