



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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

July 12, 2011
Subject: **Portland Marine Terminal**
Federal Project No: DTMA1G10006/TIGER
State PIN: 017820.00
Amendment No. 5

Dear Sir/Ms:

The following questions have been received:

Question: Heavy Wage Rates include:

Laborer

Concrete Worker \$16.62 + \$14.35

Demolition \$16.87 + \$14.35

Laborer General \$13.56 + \$1.99

The first labor rate is from the Heavy Wage rates and should not apply to heavy work. If that laborer wage rate remains in Heavy, and our workers will have to be paid at that rate, it is the highest on the job. We can't pay skilled workers less than a laborer.

Response: The Contract contains three Davis-Bacon wage determinations. The Highway determination will apply when the Contractor is performing Roadway and Site work. The Heavy determination will apply when the Contractor is performing work related to the pier. The Building determination will apply when the Contractor is performing work related on the building.

By rule, a determination needs to be included when the work covered by the determination accounts for 20% or more of the contract. After checking this criterion, all three determinations have to be included.

The laborer rates mentioned in the Heavy determination are based on results of labor surveys that the U.S. Department of Labor conducts annually. Greater than 50% of the responses for the classifications in question had these higher rates and were determined to be "prevailing" for the classification and area. Please review the wage determination for details of the Appeals Process with the U.S. Department of Labor.

Question: There are no specifications for site signage included in the bid documents. Can the Department provide specifications for site signage?

Response: The "STOP" sign will be a standard 24"x24" octagonal stop sign mounted on a 2" diameter galvanized steel post set in a 36" deep x 18" diameter concrete-filled hole. The bottom of the sign shall be 6 ft from grade and the center of the sign shall be 4 ft



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from the edge of the entranceway. The "Visitor Entrance" sign shall be a double faced galvanized steel sign mounted on a 2" diameter galvanized steel post set in a 36" deep x 18" diameter concrete-filled hole. The bottom of the sign shall be 3 ft from grade and the center of the sign shall align with the office sign. All permanent site signs shall conform to MaineDOT Standard Specifications, Section 719.

Question: Is there additional information available regarding the project Office Sign? Specifically the Rock Topping and Mortared Stone Wall.

Response: The rock topping shall be a 2" thick x 15" wide bluestone cap set on a mortared wall of custom-colored, architectural split-faced, 8" concrete masonry units. Foundation walls shall be installed beneath the masonry units for a depth of 4 ft.

Question: Is a detail for the pavement overlay section on the East side of the construction area available? How will the pavement in the overlay section be tied into existing pavement?

Response: The "East Side of the construction area", or area within the limits of pavement resurfacing, will have a variable depth HMA surface course applied (see plan set for existing and proposed grades). A pavement butt joint (see detail #6 on sheet C27) should be utilized at all intersections of new and existing pavement. Areas which are only slated for resurfacing shall be milled in order to achieve the nominal 2" depth of new HMA surface course.

Question: There is a total thickness for pavement sections but no breakdown of pavement thickness and type. Can the Department provide a detail for the new pavement sections?

Response: See Tables 1, 2, and 3 in Section 32 12 16, Flexible Asphalt Paving, in the Specifications for the breakdown of pavement thickness and type.

Question: On the pavement patch areas, what pavement detail should be used?

Response: A butt joint pavement patch (Detail #6; Sheet C27) should be used in all areas where the structural pavement build up is not specified. Pavement depth for any areas where the pavement build up is not specified (utility trench patching, for example) should be repaired to match the existing build-up. See boring logs for existing thicknesses of pavement.

Question: Reference Section 49 10 10 – Miscellaneous Construction Elements. Section 849.10101 Description states "Miscellaneous Construction shall include allowances for

cost of Central Maine Power, Unitil, Portland Water District (PWD), and Fairpoint to provide utility connections and other miscellaneous work throughout the facility.” With respect to Unitil, is the allowance going to cover the cost for Unitil to install the gas line, meters etc.? Additionally, will item 827.37 Natural Gas Distribution only include excavation, backfill and any necessary coring of foundations?

Response: The allowance for Unitil will cover the cost for Unitil to install the new gas line along the concrete cut-off wall and the meter at the Maintenance Building. Item 827.37, Natural Gas Distribution, is a Contractor lump sum pay item which includes: excavation, backfill, and coring of foundations for the Unitil-installed gas line up to the Maintenance building; and installation of gas line beyond the meter so as to reconnect the service within the Maintenance Building.

Question: What type of controls are going to be used to open and shut the 24' Tymetal Gate? Land Reader, Key Pad or Other?

Response: Card reader.

Question: How are bidders being paid for the Type A Base Gravel under the paved areas?

Response: The Gravel Base Type A was mistakenly omitted from the Schedule of Items, and is now included herein as Pay Item 304.09 at a quantity of 4,300 cy.

Question: The roof finish schedule does not identify which rooms carpet #1 or 2 will be used in. Please advise.

Response: The rooms listed in the finish schedule as receiving "Carpet" will get Carpet #1. Rooms listed in the finish schedule to receive "Entry Carpet" will get Carpet #2.

Question: Could you clarify the location of the terminal curb? Dwg S-2 indicates a termination curb on the existing ramp, but there is no detail.

Response: The Termination Curb Detail, Parallel to Pile Cap shown on Dwg S4 is for the edge of the new pier deck at Bent 11, not Bent 20. This Termination Curb is pay item 609.30, Precast Concrete Curb for Pier. The concrete C.I.P. curb shown on Dwg S2 at Bent 20 will be placed atop the existing concrete ramp along its free edge; will be 12" high by 12" wide; and is considered part of the Structural Concrete, Pier Curb pay item, 502.491. The detail for this curb is similar to the Curb Detail Between Bents 13-16 shown on Dwg S4.

Question: Dwg S-2 indicated Temporary Debris Boom and Turbidity Curtin only around new construction, shouldn't this be around all pier demolition?

Response: Yes. The temporary debris boom and turbidity curtain should encompass not only the new construction but also the building demolition areas over the water. The boom and curtain shall extend from Bent 2 to Bent 21.

Question: Could you provide a detail of the bike rack, we cannot seem to get one from the City of Portland?

Response: The bike rack shall be a galvanized steel rack of at least 1-1/2" diameter tubular steel and capable of holding a minimum of two bikes. Bike rack shall be concrete-anchored to the walkway near the office building entrance as shown on the plans. See pages 68 to 74 of the following link for acceptable bike racks:
www.ci.portland.me.us/planning/sections/section1.pdf

Consider this information prior to submitting your bid on July 13, 2011.

Sincerely,



Scott Bickford
Contracts & Specifications Engineer