

November 25, 2009  
Subject: Gulf of Maine Research Institute Pier Replacement  
**Amendment No. 1**

Dear Bidders:

Make the following changes to the Bid Documents:

In consideration of the Holidays and the difficulty getting subcontractors and suppliers to respond in a timely manner, the bid submittal date has been postponed to December 10, 2009 at 4:00 PM.

Revised drawings C1, C4, M1, E1, and E2 are available for printing at Xpress Copy, 144 Fore St., Portland, ME. Tel (207) 775-2444. Additionally, a pdf of the entire drawing set is available for download from the following ftp site:

[ftp.appledoremarine.com](ftp://ftp.appledoremarine.com)

Username: amei2

Password: 600State (number 600, Capital S)

Contact Vanessa Swasey at 603-766-1870 or [vswasey@appledoremarine.com](mailto:vswasey@appledoremarine.com) if any issues are encountered accessing the site.

In the Bid Book, Section 00200, ADD "The construction schedule submitted with the bid will be a consideration in the contractor selection. Contractor should prepare a schedule that will propose completion of the project during 2010." to the end of paragraph 5.1.

In the Bid Book, REMOVE the "Notice to Proceed Form" and replace with the attached new "Notice to Proceed Form"

In the Bid Book, ADD attached Section "00800 Supplementary Conditions"

In the Bid Book, ADD attached "SECTION 523: BEARINGS"

In the Bid Book, ADD attached Section "35 20 23 DREDGING"

In the Bid Book, ADD attached Section "Wage Rates"

The following attended the pre-bid meeting on November 23, 2009:

<b>Name</b>	<b>Company</b>
Kim Suhr	Wyman and Simpson, Inc.

Larry White	C. White Marine, Inc.
Dan Reisback	Maritime Construction and Engineering
Gary Neville	Prock Marine Company
Randy Prock	Prock Marine Company
Ben Gray	Precast of Maine, Inc.
Greg Scott	CPM Construction
Mark Buckbes	Reed & Reed
Bill Vanvoorhis	Cianbro
Patrick Holland	Cianbro
Heath Todd	Apex Construction
Mark McPheters	T Buck Construction
Andrew Hallett	Cianbro
Gary Crane	Cianbro
Brian Luce	NF Luce, Inc.
Steve Frein	Bayview Construction

The following questions have been received:

1	<b>QUESTION:</b> Is the job subject to the buy the America clause? <b>RESPONSE:</b> Yes
2	<b>QUESTION:</b> The Pipe Spec indicated ASTM A 252 Grade 3 seamless or straight seam welded. Can you please confirm if Rolled and welded Pipe will be acceptable? Rolled and Welded Steel Pipe is manufactured from 8-10' wide plate. This would have straight seams with circumferential welds every 8'-10'. Will this be allowed? <b>RESPONSE:</b> No
3	<b>QUESTION:</b> Please issue the wage rates for the project. Is it Maine state or Davis-Bacon? <b>RESPONSE:</b> Davis-Bacon wage rated apply, see wage sheets attached
4	<b>QUESTION:</b> are the 12.75 dia float guide piles concrete filled? <b>RESPONSE:</b> Yes
5	<b>QUESTION:</b> sheet S6, section B #8 dowels - 2/plank or 2/plank/end? <b>RESPONSE:</b> 2 per plank at abutment end only
6	<b>QUESTION:</b> sheet S6, section B - grout for flush fit - please provide detail. <b>RESPONSE:</b> Add grout to accommodate slope in access ramp
7	<b>QUESTION:</b> sheet S6, section F - please provide detail on sliding bearing. hdpe? koralath? how is it retained? <b>RESPONSE:</b> See Amendment 1 Bearing Specification.
8	<b>QUESTION:</b> sheet S7 mooring hardware pedestal - does USCG supply the anchor bolts? <b>RESPONSE:</b> Contractor supplies anchor bolts
9	<b>QUESTION:</b> If the contractor provides a WEAP submittal that shows a hammer will meet capacity requirements, does the hammer still have to have a rated energy between 90,000 and 120,000 ft-lbs? Specifically with the 12 ¾" and the 24" pile, this size hammer seems too large.

	<p><b>RESPONSE:</b> Please refer to Special Provision 501.03. Maximize hammer size/Energy to be used for each pile size such that driving stresses are limited to 0.9 Fy (40.5 ksi). The intent is to drive piles as hard as possible without overstressing them. Adjust energy as needed to accomplish this goal.</p>
10	<p><b>QUESTION:</b> Can the contractor utilize more than one size hammer in order to better reflect the specific pile capacity requirements?</p> <p><b>RESPONSE:</b> Yes.</p>
11	<p><b>QUESTION:</b> If the contractor elects to use a hydraulic hammer, how do you propose the capacity is verified?</p> <p><b>RESPONSE:</b> The results of the PDA will be used to establish blow count criteria. Blow count criteria will then be used to correlate with ultimate resistance and driving stresses.</p>
12	<p><b>QUESTION:</b> The building permit has many facets to it. The project needs to be approved by the planning, zoning, and fire departments as check offs for the building permit. There is also a Harbor Commission/Harbor Master approval. Are all the department approvals in place so that the three to four week building permit can be obtained without any further delay or does the contractor also need to contact and supply information to the planning, zoning, fire, and harbor departments of the City of Portland? The building permit application has submittal requirements, such as stamped engineered plans and specifications along with P.D.F. files of the same; will the owner or Appledore supply the required submittal information that the city requires for any of the departments review of the project? Should the contractor also plan on attending any necessary meetings that are required?</p> <p><b>RESPONSE:</b> The Harbor Commissioners Permit is included in the Bid Documents. Contractor is responsible for procuring all other required City permits and attending meetings if necessary. Appledore Marine Engineering will provide any documentation required for permitting.</p>
13	<p><b>QUESTION:</b> Please refer to Sheet C5: there is a bold note on sections A and B that says: "Excavate down to el. -7' or equal to mud line el. outboard of bulkhead." Also shown on outshore side of sheet pile is a note that says: "Elevation varies -3'+/- to -21'+/-" Does this mean that the dredge elevation varies from -7' to -21' on the inside of the sheet pile? Could you advise us further on what the required dredging depth and side slope is? Can the area be box cut or must it be sloped?</p> <p><b>RESPONSE:</b> Maximum dredge depth is -7' at the inshore face of the existing bulkhead with a maximum 1:2 slope running upland. In areas where the depth outboard of the bulkhead is less than -7', the excavation depth can be reduced to match. Box cut is also allowed.</p>
14	<p><b>QUESTION:</b> The note on sheet C4 indicates that "Existing timber piles within the limits of excavation are to be cut off at mudline after excavation and final grade have been reached" yet the note on sheet C5 , details A and B indicate that the piles within the excavation area are to be pulled, what is the intent?</p> <p><b>RESPONSE:</b> The intent is for all the timber piles that are inshore of the existing bulkhead to be cut off at the mudline. All piles outboard of the bulkhead are to be</p>

	pulled. Piles within the excavation area are to be cut off at the mudline after the final grade has been reached.
15	<b>QUESTION:</b> All the handrails are to be made up in approximately 6' long removable panels? <b>RESPONSE:</b> All hand rails on the pier (exclusive of the gangway platform) are to be removable. 6 ft is the maximum length.
16	<b>QUESTION:</b> Are there any more details for the aluminum diamond plate ramp? <b>RESPONSE:</b> No
17	<b>QUESTION:</b> Are there 15 – TS8 x 8 x ½” struts at the guide piles? <b>RESPONSE:</b> Yes, HSS and TS are interchangeable
18	<b>QUESTION:</b> Are there 30 units required of the plates at the pile caps (detail B on S4)? <b>RESPONSE:</b> No. Only 1 unit is required.
19	<b>QUESTION:</b> Does the material under the tie backs need to be removed when the dredging is done? <b>RESPONSE:</b> No
20	<b>QUESTION:</b> C-550 Notice to Proceed states 207 days to substantial completion and 252 days to readiness, this seems short. <b>RESPONSE:</b> See revised Notice to Proceed in Amendment 1
21	<b>QUESTION:</b> Can pile caps be precast or cast-in-place? <b>RESPONSE:</b> Yes
22	<b>QUESTION:</b> Will GMRI pay for timber disposal costs? <b>RESPONSE:</b> No
23	<b>QUESTION:</b> Seems that there is not enough room to install the lagging panels with the cluster piles in place as indicated on the drawings, can the cluster piles be removed before installing the lagging panels? <b>RESPONSE:</b> Cluster piles may be removed before the lagging panels are installed, but must remain in place until all piles are driven.
24	<b>QUESTION:</b> Riprap is mentioned in a couple of the permits, ACOE in particular, and specification section 610 discusses it, but we find no indication of riprap on the contract drawings. Is there any riprap on the project? <b>RESPONSE:</b> No
25	<b>QUESTION:</b> The DMR Project Review discusses seawater discharge and intake pipes but they don't appear on the contract drawings. Are these piping systems part of the project? <b>RESPONSE:</b> No
26	<b>QUESTION:</b> Pertaining to concrete fill for the pipe piles – On drawing G2, note 5 under Piles requires “Piles shall be filled with concrete” while spec section 501.05 says “Cleaning out the inside of the pile prior to concrete placement is not required”. Please clarify the limits of concrete fill in the pipe piles. <b>RESPONSE:</b> Piles shall be filled inside from mudline to top of pile
27	<b>QUESTION:</b> Pertaining to specification Division 700 – Materials – There appears to be a one page spec, Section 700-Materials, which is not listed in the “Index For Contract

	<p>Documents-Specifications". However, spec sections 701, 703, 709 and 711 are listed in the "Index For Contract Documents-Specifications" but the specs appear to be missing. Could you please clarify this and/or provide the missing sections?</p> <p><b>RESPONSE:</b> See latest ME DOT specifications for all ME DOT sections referenced in the Bid Documents.</p>
28	<p><b>QUESTION:</b> See sheet 21 of 21, on the E2 drawing there is a note in the center of the drawing that says "see trench detail on sheet E3." Where is sheet E3? Also how is electrical conduits and water piping attached to the new pier? ie: under pier, on the wooden curb, on the hand railing, in the concrete topping, within the precast slabs.</p> <p><b>RESPONSE:</b> In the note "see trench detail on sheet E3", replace E3 with M1. Notes on E2 indicate to support electrical conduit on mechanical support brackets as shown on M1. The Amendment 1 M1 sheet includes more detail on the mechanical and electrical supports.</p>
29	<p><b>QUESTION:</b> See sheet 15 of 21, S8. There is a note on the left hand side of the page "top of panel. -8.0' min." Should we plan on excavating (dredging)to obtain this minimum elevation for the precast concrete panels?</p> <p><b>RESPONSE:</b> Disregard that note</p>
30	<p><b>QUESTION:</b> Are there any Liquidated Damages for this project?</p> <p><b>RESPONSE:</b> No</p>

Sincerely,



Dan O'Connor, PE  
Project Manager  
Appledore Marine Engineering

## **SECTION 08000 - SUPPLEMENTARY CONDITIONS**

### 1. Insurance

- A. The Contractor agrees to take out and maintain during the term of this Agreement at its expense adequate insurance coverage with an insurance company or companies acceptable to the Owner to cover the liability accepted by the Contractor in the indemnity provisions of this Agreement unless otherwise agreed including but not limited to the following minimum requirements

**Certificate Holder:** Gulf of Maine Research Institute  
350 Commercial St.  
Portland, ME 041101

<b>Type of Coverage</b>	<b>Limits of Liability (1,2)</b>
Workmen's Compensation	Statutory
Longshoremen's	Statutory
Jones Act via Protection & Indemnity (3)	\$1,000,000
Pollution Liability	\$1,000,000
Marine Umbrella in excess of Jones Act P&I (3)	\$1,000,000
Employer's Liability (3)	\$1,000,000
Commercial General Liability - Bodily Injury & Property Damage (3)	\$1,000,000 each occurrence \$2,000,000 aggregate
Automobile Liability - Bodily Injury and Property Damage (3)	\$1,000,000 combined single limit
Umbrella Coverage (3)	\$10,000,000 occurrence and aggregate coverage for proposed bid amount.

#### **Notes:**

- 1) Any uninsured damages to the project will the responsibility of the contractor.
- 2) Contractor will be responsible for paying any insurance deductibles.
- 3) Contractor will have insurance carrier(s) name GMRI as "Additional Insured" on all insurances listed above, except for Worker's Compensation, Longshoreman's, and Pollution Liability coverages.

# Notice to Proceed

Dated \_\_\_\_\_

Project: <u>Gulf of Maine Research Institute Pier replacement</u>	Owner: <u>Gulf of Maine Research Institute</u>	Owner's Contract No.:
Contract:		Engineer's Project No.:

Contractor: \_\_\_\_\_

Contractor's Address: [send Certified Mail, Return Receipt Requested]

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

You are notified that the Contract Times under the above contract will commence to run on \_\_\_\_\_. On or before that date, you are to start performing your obligations under the Contract Documents. In accordance with Article 4 of the Agreement, the date of Substantial Completion is \_\_\_\_\_, and the date of readiness for final payment is \_\_\_\_\_.

Before you may start any Work at the Site, Paragraph 2.01.B of the General Conditions provides that you and Owner must each deliver to the other (with copies to Engineer and other identified additional insureds) certificates of insurance which each is required to purchase and maintain in accordance with the Contract Documents.

Also, before you may start any Work at the Site, you must [add other requirements]:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

	Owner
	Given by:
	Authorized Signature
	Title
	Date

Copy to Engineer

## SECTION 35 20 23

## DREDGING

04/06

## PART 1 GENERAL

The work of this section includes Contractor's operations for dredging and disposal of approximately 1000 cy of spoils pertaining to the soil removal behind the bulkhead at the Gulf of Maine Research Institute in Portland, Maine.

## 1.1 DEFINITION

Hard material is defined as material requiring blasting or the use of special equipment for removal, and includes large boulders and or fragments too large to be removed in one piece by the dredge plant. Boulders and rock fragments less than 2 tons in weight are not considered hard material. The dredge plant must be capable of removing boulders and rock fragments up to 2 tons in weight.

## 1.2 SUBMITTALS

Engineer approval is required for submittals with a "G" designation; submittals not having a "G" designation are for Contractor Quality Control approval. The following shall be submitted in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

## SD-01 Preconstruction Submittals

Construction Operations Plan; G

Material Sampling and Testing Plan; G

## SD-02 Shop Drawings

Dewatering Plan; G

## SD-11 Closeout Submittals

Material Test Results; G

Approved Manifest; G

## 1.3 MATERIAL TO BE REMOVED

The material to be removed is generally silt and sand, however gravel, cobbles, and artificial obstructions should also be expected.

## 1.3.1 Hard Material

Removal material is backfill and no hard material is expected. If Contractor encounters hard material within the design dredge depths, Engineer shall show to the Owner's satisfaction that the material is not excavatable by the equipment used for this project, and shall identify the limits and elevations of the hard material as directed, at no additional cost to the Owner.

#### 1.4 QUANTITY OF MATERIAL

##### 1.4.1 General

The total estimated quantity of material to be removed from within the specified limits is 1,000 cubic yards.

#### 1.5 PERMIT

The Contractor shall comply with conditions and requirements of the Corps of Engineers Permit and other State or Federal permits. The Contractor shall make arrangements with an approved state licensed landfill for disposal of excavated materials.

#### 1.6 CHARGES

The Contractor shall pay all costs associated with the transportation of the dredge materials from the dewatering site to the state licensed landfill. The owner shall pay all charges required by the landfill for the proper disposal of the dredge material.

The Contractor is responsible for all sampling, testing, segregation and processing of the dredge materials required by the state licensed landfill identified for disposal, as required by the State of Maine Department of Environmental Protection, and as required by the state in which the landfill is located. Costs for this work shall be included in the lump sum contract price for.

#### 1.7 ENVIRONMENTAL PROTECTION REQUIREMENTS

Provide and maintain during the life of the contract, environmental protective measures. Also, provide environmental protective measures required to correct conditions, such as oil spills or debris, that occur during the dredging operations. Comply with Federal, State, and local regulations pertaining to water, air, and noise pollution.

#### 1.8 BASIS FOR BIDS

The total estimated amount of material to be removed from within the specified limits, including side slopes, is 1,000 cubic yards. The quantities listed are estimates only. It is the Contractor's responsibility to include possible overdredge quantities in their bid.

#### 1.9 CONSTRUCTION OPERATIONS PLAN

Submit a Construction Operations Plan indicating the proposed method by which the dredge work will be conducted. Describe in detail the means by which dredge operations will be conducted so as to avoid damage to benthic resources outside the dredge area. The plan shall include discussion of the following items:

- a) Type of dredge equipment to be used throughout the project,
- b) Proposed means to avoid damage to adjacent structures, vessels, and moorings,
- c) Proposed means to avoid over dredging,
- d) Proposed methods to effectively manage the dewatering of the dredge spoils to avoid overloading the dewatering site and the storm drain system,

- e) Proposed methods to effectively dewater and remove all dredge spoils from the dewatering site within the project time limits,

#### 1.10 DEWATERING PLAN

Submit a Dewatering Plan of the dredge spoils. Include layout details, berm construction and proposed berm materials, and operating procedures. Plan must be stamped and signed by a licensed registered Professional Engineer. No dredging activities shall begin until the dewatering plan is approved by the Engineer.

Submit cut sheets and specifications for dewatering equipment.

#### 1.11 MATERIAL SAMPLING AND TESTING

##### 1.11.1 Material Sampling and Testing Plan

Contactor shall conduct sampling for disposal of the materials as required and in accordance with state and licensed landfill requirements. Submit a Material Sampling and Testing Plan. The plan shall include sample frequency, sampling methods, compositing methods, testing parameters, detection limits and quality assurance requirements.

##### 1.11.2 Dredge Material Sampling

Samples of the dredge material will be collected in accordance with the approved Material Sampling and Testing Plan. Sampling will be in accordance with standard reference procedures from the US Army Corp of Engineers, the State of Maine Department of Environmental Protection and the Environmental Protection Agency's publication SW-846, "Test Methods for Evaluating Solid Waste, Physical/Chemical Methods".

##### 1.11.3 Dredge Material Testing

Testing of the dredge material will be in accordance with the approved material sampling and testing plan, the State of Maine Department of Environmental Protection, the approved state licensed landfill, and the state in which it is located. Submit Material Test Results.

#### 1.12 MATERIALS TRANSPORTATION

Contractor shall transport materials to dewatering site, and from dewatering site to disposal facility, as indicated. All land transportation shall be conducted in watertight trucks to avoid spillage of dredge spoils before and after dewatering. The Contractor shall transport dredge spoils from the dewatering site to the disposal facility. The Contractor shall obtain and submit for each accepted delivery to the disposal facility an Approved Manifest.

#### 1.13 WORK AREA

##### 1.13.1 Protection of Existing Waterways and Shoals

The Contractor shall conduct his operations in such a manner that the material or other debris are not pushed outside of dredging limits or otherwise deposited in existing side channels, basins, docking areas, or other areas being utilized by vessels or moored boats. The Engineer will be required to change his method of operations to comply with the above requirements. Should any bottom material or other debris be pushed into

areas described above as a result of the Contractor's operations, the material must be promptly removed.

#### 1.13.2 Adjacent Property and Structures

The Contractor shall conduct the dredging operation such that it does not undermine, weaken, or otherwise impair existing structures located in or near the areas to be dredged. The Contractor shall plan the dredge work accordingly.

Damage to private or public property or structures resulting from the disposal or dredging operations shall be repaired promptly by the Contractor at his expense. Damage to structures resulting from the Contractor's negligence will require prompt repair at the Contractor's expense.

Contractor shall pay special attention to the unloading site, dewatering site and all haul routes. Contractor shall sweep and clean the unloading site and haul route to the dewatering site at the end of each day they are used, to the satisfaction of the Engineer. Contractor shall employ tailgate locks on trucks or other approved methods to ensure sealing against spillage. Contractor may be required to clean haul routes as directed, if the trucks do not prevent spillage of the dredge spoils and water to the satisfaction of the Engineer.

### PART 2 PRODUCTS

Not used.

### PART 3 EXECUTION

#### 3.1 CONDUCT OF DREDGING WORK

##### 3.1.1 Disposal of Excavated Material

Provide for safe transportation and disposal of dredged materials to the designated dewatering site, and from the dewatering site to the approved landfill. Transportation shall include measures to prevent loss of material during movement, including water that might separate from the dredge spoils during movement. Contractor is responsible to follow all haul restrictions and requirements imposed by the towns or municipalities in which the haul routes are located. The deposit of dredged materials in unauthorized places is forbidden.

##### 3.1.2 Dewatering Site Management

Contractor shall manage the dewatering site to avoid overflow or erosion of the dewatering site and temporary containment berm, caused by rain, snow, ice, flooding etc. Contractor shall ensure that the dredge spoils are effectively dewatered for landfill acceptance and that all dredge spoils have been disposed of at the approved landfill, and that the site has been restored to it's pre-project condition.

##### 3.1.3 Safety of Structures

The prosecution of work shall ensure the stability of reveted scopes, piers, bulkheads, and other structures lying on or adjacent to the site of the work, insofar as structures may be jeopardized by dredging operations. Repair damage resulting from dredging operations, insofar as such damage

may be caused by variation in locations or depth of dredging, or both, from that indicated or permitted under the contract.

### 3.2 MEASUREMENT

#### 3.2.1 Method of Measurement

Quantities shall be based on these drawings.

### 3.3 FINAL EXAMINATION AND ACCEPTANCE

Contractor shall promptly remove all equipment and dewatering materials from the dewatering site upon final disposal of the dredge material. Removal shall include but is not limited to; the temporary containment structures, hay bales, wick drains, sediment filter bags, and all other apparatus. Contractor shall restore site as directed, including cleaning all paved surfaces. Contractor shall ensure that existing drains used for dewatering are free of sediment and debris, and freely transport water to the outfalls.

When areas are found to be in a satisfactory condition, the work therein will be accepted as complete.

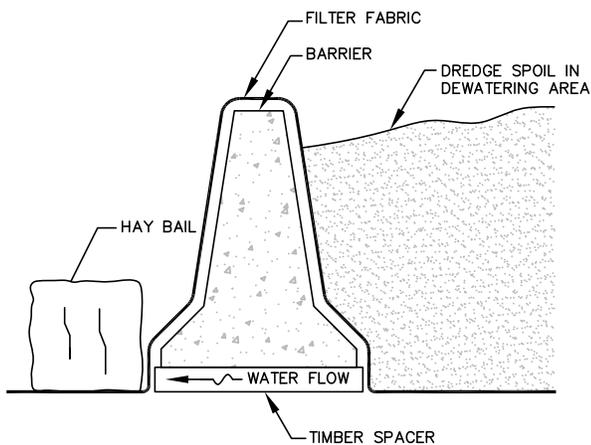
-- End of Section --

**DEWATERING NOTES:**

1. CONSTRUCTION:
  - a. CONSTRUCTION OF ALL EROSION AND SEDIMENT CONTROL DEVICES, SIGNAGE AND CONSTRUCTION FENCING MUST BE COMPLETED AND APPROVED BEFORE DREDGE SPOILS ARE PLACED AT THE DEWATERING SITE.
2. GENERAL
  - a. THE CONTRACTOR SHALL MANAGE THE PLACEMENT, CONFIGURATION, DEWATERING AND REMOVAL OF THE DREDGE SPOILS SUCH THAT THE DEWATERING SYSTEM REMAINS FULLY FUNCTIONAL FOR THE DURATION OF THE WORK WITH PERIODIC MAINTENANCE. SPECIAL ATTENTION SHALL BE GIVEN TO INCREASING LEVELS OF WATER CAUSED BY RAIN, SNOW, ICE AND ANY OTHER EVENT WHICH CAUSES AN OVERFLOW SITUATION. AN OVERFLOW SITUATION EXISTS WHEN EITHER THE TEMPORARY CONTAINMENT BERM OR THE DEWATERING DRAIN SYSTEM CANNOT RETAIN OR ADEQUATELY REMOVE THE FREE WATER IN / FROM THE DEWATERING SITE. AS APPROVED, CONTRACTOR SHALL STAGE THE MATERIALS, INCREASE BERM LIMITS, OR PROVIDE ADDITIONAL DRAINS AS NEEDED TO PREVENT OVERFLOW, AT NO ADDITIONAL COST TO THE OWNER.
  - b. CONTRACTOR SHALL PAY SPECIAL ATTENTION TO DEWATERING DURING FREEZING CONDITIONS AND SHALL PROVIDE THE NECESSARY MEASURES TO ENSURE THAT THE REQUIRED DEWATERING IS COMPLETED WITHIN THE PROJECT TIME LIMITS. ADDITIONAL MEASURES INCLUDE BUT ARE NOT LIMITED TO THE INSTALLATION AND MAINTENANCE OF WICK DRAINS, INSTALLATION OF ADDITIONAL DRAINS, MECHANICAL MIXING, CONSTRUCTION OF WINDROWS, LIMITED GRADING, OR OTHER METHODS, PERFORMED AS NEEDED AT NO ADDITIONAL COST TO THE OWNER
3. MAINTENANCE
  - a. TEMPORARY DRAIN STRUCTURES AND BERM SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL, AT LEAST ONCE DAILY DURING PROLONGED RAINFALL, AND WEEKLY WHEN NO RAINFALL OCCURS. THEY SHALL BE REPAIRED IF THERE ARE ANY SIGNS OF EROSION. A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION, AND ALL REQUIRED REPAIRS SHALL BE MADE WITHIN 24 HOURS OF REPORT.
  - b. A REPRESENTATIVE OF THE SITE CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTIONS, MAINTENANCE, AND REPAIR ACTIVITIES, AND FILLING OUT THE INSPECTION AND MAINTENANCE REPORT.
  - c. ALL SEDIMENT AND EROSION CONTROL DEVICES WILL BE MAINTAINED UNTIL ALL OF THE MATERIAL IS REMOVED FROM THE DEWATERING SITE.
  - d. ASPHALT ROADWAYS SHALL BE CLEANED ON A DAILY BASIS. WHEN CLEANING UNLOADING SITE, CONTRACTOR SHALL SWEEP ALL DEBRIS AWAY FROM THE EXISTING DRAINS, AND SHALL REMOVE AND DISPOSE IN DEWATERING SITE.
4. SITE RESTORATION
  - a. CONTRACTOR SHALL RESTORE THE DEWATERING SITE TO PRE-CONSTRUCTION CONDITIONS AS DIRECTED AND IN ACCORDANCE WITH THE SPECIFICATIONS, INCLUDING BUT NOT LIMITED TO REMOVAL OF ALL DEWATERING EQUIPMENT AND CONSTRUCTION MATERIALS.
  - b. CONTRACTOR SHALL REMOVE MATERIALS USED TO CONSTRUCT THE STABILIZED CONSTRUCTION ENTRANCES AND SHALL RESTORE AS INDICATED. CONTRACTOR SHALL REPAIR ALL PAVEMENT AND SUBBASE DAMAGED OR MODIFIED AS DIRECTED, AT NO ADDITIONAL COST TO THE OWNER.

**DRAINAGE INLET PROTECTION NOTES:**

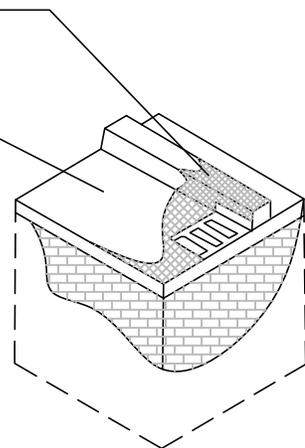
- A. INLET BASKETS SHALL BE INSTALLED PRIOR TO PLACING DREDGE SPOILS AND SHALL REMAIN IN PLACE AND MAINTAINED UNTIL COMPLETE.
- B. FILTER FABRIC SHALL BE PUSHED DOWN AND FORMED TO THE SHAPE OF THE BASKET. THE SHEET OF FABRIC SHALL BE LARGE ENOUGH TO BE SUPPORTED BY THE BASKET FRAME WHEN HOLDING SEDIMENT AND EXTEND AT LEAST 6" PAST THE FRAME. THE INLET GRATE SHALL BE PLACED OVER THE BASKET/FRAME AND WILL SERVE AS THE FABRIC ANCHOR.
- C. THE FILTER FABRIC SHALL BE A GEOTEXTILE FABRIC; POLYESTER, POLYPROPYLENE, STABILIZED NYLON, POLYETHYLENE OR POLYVINYLIDENE CHLORIDE MEETING THE FOLLOWING SPECIFICATIONS: GRAB STRENGTH: 45 LB. MIN. IN ANY PRINCIPAL DIRECTION (ASTM D1682) MULLEN BURST STRENGTH: MIN. 60PSI (ASTM D774)
- D. THE FABRIC SHALL HAVE AN OPENING NO GREATER THAN A NUMBER 20 U.S. STANDARD SIEVE AND A MIN. PERMEABILITY OF 120 GPM/S.F. (MULTIPLY THE PERMITTIVITY IN SEC.-1 FROM ASTM 54491-85 CONSTANT HEAD TEST USING THE CONVERSION FACTOR OF 74.)
- E. THE INLET BASKET SHALL BE INSPECTED WITHIN 24 HOURS AFTER EACH RAINFALL OF GREATER THAN 0.10" OR DAILY DURING EXTENDED PERIODS OF PRECIPITATION. REPAIRS SHALL BE MADE IMMEDIATELY, AS NECESSARY, TO PREVENT PARTICLES FROM REACHING THE DRAINAGE SYSTEM AND/OR CAUSING SURFACE FLOODING.
- F. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT, OR MORE OFTEN IF THE FABRIC BECOMES CLOGGED.



DEWATERING BARRIER

MOLD 6X6, 42 LB WELDED WIRE SUPPORT AROUND INLET FRAME AND GRATE. EXTEND 6" EXTEND 6" MIN AT SIDES

SECURE "MIRAFI 100X" (OR EQUIVALENT) FILTER FABRIC TO WELD WIRE SUPPORT.



DEWATERING BARRIER

GRAPHIC SCALE

NOT TO SCALE

GULF OF MAINE  
RESEARCH INSTITUTE  
350 COMMERCIAL ST.  
PORTLAND, ME

PIER REPLACEMENT  
APPLEDORE MARINE ENGINEERING, INC.  
DATE: NOVEMBER 2009 SHEET: 1 OF 1

## SPECIAL PROVISIONS –TECHNICAL

### SECTION 523 BEARINGS

Project specifications are based on Maine Department of Transportation Standard Specifications modified as shown in the SPECIAL PROVISIONS – TECHNICAL pages contained herein. The current version of the specifications can be found on the Maine DOT website at:

[http://www.state.me.us/mdot/contractor-consultant-information/ss\\_standard\\_specification\\_2002.php](http://www.state.me.us/mdot/contractor-consultant-information/ss_standard_specification_2002.php)

SECTION 523- Railings is revised as follows:

General. Where included in the MEDOT specifications, replace the terms “Department”, “Fabrication Engineer”, and “Resident” with “Owner’s Representative”.

Section 523.03 Submittals - References to Section 105.7 shall be replaced with Section 01 33 00

Section 523.51 Basis of Payment – Delete this section

#### Sliding Bearing

1. Sliding bearing at offshore end of access ramp shall consist of filled or unfilled virgin PTFE sheets per Section 711.13.
2. The deck plank shall have a stainless steel plate per ASTM 2 240, Type 304
  - a. Minimum thickness of ¼ inch and minimum 20 micro inch (root mean square) mirror-like finish on the side that contacts the PTFE
3. Submit shop drawings and method for affixing bearing surfaces to concrete structure.

#### Submittals

Contractor shall submit the following in accordance with Section 01 33 00 SUBMITTAL PROCEDURES:

1. Shop drawings for sliding bearings
2. Material certificates for:
  - a. PTFE sheets
  - b. Stainless steel plate
  - c. Adhesive material
  - d. Elastomeric bearing material

GENERAL DECISION: ME20080006 06/12/2009 ME6

Date: June 12, 2009

General Decision Number: ME20080006 06/12/2009

Superseded General Decision Number: ME20070006

State: Maine

Construction Type: Heavy

County: Cumberland County in Maine.

HEAVY CONSTRUCTION PROJECTS (Includes Sewer and Water Line Construction Projects)

Modification Number	Publication Date
0	02/08/2008
1	12/19/2008
2	01/30/2009
3	06/12/2009

BOIL0029-003 10/01/2008

	Rates	Fringes
BOILERMAKER.....	\$ 30.19	8.96+26.6%

\* ELEC0567-003 06/01/2009

	Rates	Fringes
ELECTRICIAN.....	\$ 27.83	12.88

SUME2000-005 10/24/2000

	Rates	Fringes
Laborers:		
Unskilled.....	\$ 12.43	.95
Power equipment operators:		
Backhoes.....	\$ 13.75	1.42
Bulldozers.....	\$ 11.25	1.31
Excavators.....	\$ 13.79	1.86
Loaders.....	\$ 10.95	1.22
Truck drivers:		
Dump.....	\$ 9.50	.89

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

In the listing above, the "SU" designation means that rates

listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

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WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- \* an existing published wage determination
- \* a survey underlying a wage determination
- \* a Wage and Hour Division letter setting forth a position on a wage determination matter
- \* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations  
Wage and Hour Division  
U. S. Department of Labor  
200 Constitution Avenue, N. W.  
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator  
U. S. Department of Labor  
200 Constitution Avenue, N. W.  
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board  
U. S. Department of Labor  
200 Constitution Avenue, N. W.  
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

END OF GENERAL DECISION