

Northern New England Passenger Rail Authority

Addendum No. 1 – January 10, 2022

**Invitation to Bid 21-Wells-Subgrade Culvert-001 for
Railroad Subgrade Preparation and Culvert Repair**

Questions Received from Contractors and Responses from NNEPRA

1. Question: Please provide an engineering estimate. Can it be broken into Subgrade and Culvert?
Response: The engineer's estimate is between \$1M and \$3M. This is for the entire project and includes both the subgrade preparation and culvert repair.
2. Question: Please include pictures of Culvert 1 in the addendum.
Response: Selected site photos of the culvert to be repaired are attached to this addendum. Note that these photos were taken in March 2020 and NNEPRA does not guarantee that they accurately represent the current condition of the culvert.
3. Question: Please provide the sign in sheet from the on-site pre-bid walk through.
Response: The sign in sheet from the on-site pre-bid meeting is attached.
4. Question: On the Railroad Protective (RRP) liability, we need the limits required.
Response: \$5M/\$10M limits are required per Pan Am Insurance Requirements included with the Invitation to Bid.
5. Question: Can we cast in place the Wingwall footing and Wingwalls (vs. precast)?
Response: The wingwall footings may be cast-in-place at the Contractor's option. Note that if the Contractor elects to use cast-in-place concrete footings, the Contractor is responsible for the design of the footings as required by the Pan Am Railways Specification.
6. Question: Can we backfill over the culvert with excavatable flowable fill?
Response: Flowable fill may be used in place of Granular Borrow, at the Contractor's option. If the Contractor elects to use flowable fill, it will be paid for at the bid unit price for Granular Borrow and no additional compensation will be provided. All flowable fill shall meet the requirements of MaineDOT Class Fill Concrete.
7. Question: Confirming from the site visit – clearing and grubbing does not include stump removal. All stumps are to remain in the ground, and all trees and brush are to be chipped on site?
Response: All stumps outside of the limits of the ballast placement shall be left in the ground. At the Contractor's option, all trees and brush may be chipped and placed on site, removed from the site, or a combination of both. All trees and brush chipped and placed on site shall be placed along the side slopes of the railbed in locations approved by the Pan Am Railways on-site representative.

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8. Question: For the underdrain Type C pipe application – is there a typical trench cross section we can use to determine trench depth, and bedding materials?

Response: See “Typical Section 2” on Sheet 5 of the Subgrade Preparation Plans for a typical trench section for the placement of underdrain. While this typical section applies to areas under existing overhead bridges, this trench detail is applicable to any areas in which underdrain is placed.

9. Question: Will dump trucks bringing aggregate materials to and from the work area be allowed to continue to run alongside the track during work stoppages due to a passing train provided they are outside the clear zone?

Response: No. All trucks moving adjacent to the existing tracks will be required to stop during work stoppages. Any allowable work during work stoppages will be at the sole discretion of the Pan Am Railways’ Employee in Charge (EIC).

10. Question: Common excavation is to be paid by the CY and most of this work will be done with a dozer. Is the contractor responsible for quantifying the material excavated and re-placed?

Response: The Contractor is responsible for quantifying Common Excavation. NNEPRA and/or Pan Am Railways will verify the quantities submitted by the Contractor.

11. Question: How is the removal of the existing abandoned No. 2 track between Bragdon Road and Main Street paid?

Response: As noted in the Pan Am Railways Specification, the removal and stockpiling of the existing abandoned sections of the former No. 2 track shall be included in the cost for Clearing.

12. Question: Who is responsible for removing the existing joint bars from the existing abandoned No. 2 track?

Response: The Contractor shall disassemble the existing track. This may be done by removing the existing joint bars or by torch cutting the joint bars and/or rail, at the Contractor’s option.

13. Question: Will NNEPRA consider a bid date extension?

Response: Yes. As noted in the “Changes to the Invitation to Bid” section below, NNEPRA has extended the bid deadline to Wednesday January 19, 2022 at 3:00pm.

Changes to the Invitation to Bid

*****The time and date specified in the original solicitation has changed as a result of this addendum.*****

1. On Page 2 of the Invitation to Bid, under the heading “Bid Contents, Opening time, and Location:”, make the following changes:
- **CHANGE** the first sentence of first bullet to “Sealed bids for the above project must be received at the following location by 3:00 p.m. local time, January 19, 2022:”

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- **CHANGE** the first sentence of the third bullet to “Sealed bids will be publicly opened and read aloud at approximately 3:30pm on January 19, 2022.”
2. **REMOVE** the existing Wage Determinations and **REPLACE** with the attached Wage Determinations.

ALL CONTRACTORS SUBMITTING A BID ARE REQUIRED TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM NO. 1 AS PART OF THEIR BID PACKAGE. PLEASE SIGN BELOW ACKNOWLEDGING RECEIPT OF THIS ADDENDUM AND RETURN WITH THE FINAL BID.

Contractor Name: _____

Contractor Authorized Signature: _____

Printed Name & Title: _____

For any additional questions regarding this addendum please contact:

William Gayle, Grant and Policy Administrator
Northern New England Passenger Rail Authority
75 West Commercial Street, Suite #104
Portland, Maine 04101
william@nnepra.com

Signed by: 

Wage Determinations

"General Decision Number: ME20220049 01/07/2022

Superseded General Decision Number: ME20210049

State: Maine

Construction Type: Highway

County: York County in Maine.

HIGHWAY CONSTRUCTION PROJECTS

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022, Executive Order 14026 generally applies to the contract. The contractor must pay all covered workers at least \$15.00 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2022.

If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022, Executive Order 13658 generally applies to the contract. The contractor must pay all covered workers at least \$11.25 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2022.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at www.dol.gov/whd/govcontracts.

Modification Number Publication Date

SUME2014-044 06/23/2017

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 18.66	3.46
CEMENT MASON/CONCRETE FINISHER...	\$ 19.83	1.16
ELECTRICIAN.....	\$ 25.21	5.63
HIGHWAY/PARKING LOT STRIPING:		
Laborer.....	\$ 16.27	2.19
INSTALLER - GUARDRAIL.....	\$ 19.98	2.55
IRONWORKER, REINFORCING.....	\$ 21.85	0.00
IRONWORKER, STRUCTURAL.....	\$ 22.78	4.40
LABORER: Asphalt, Includes Raker, Shoveler, Spreader and Distributor.....	\$ 17.53	2.13
LABORER: Common or General.....	\$ 15.11	2.46
LABORER: Epoxy Injector (Concrete).....	\$ 13.43	1.15
LABORER: Wheelman.....	\$ 20.97	5.13
OPERATOR:		
Backhoe/Excavator/Trackhoe.....	\$ 20.58	3.81
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 23.66	0.97
OPERATOR: Broom/Sweeper.....	\$ 19.49	0.00
OPERATOR: Bulldozer.....	\$ 21.71	5.67
OPERATOR: Grader/Blade.....	\$ 27.40	8.13
OPERATOR: Loader.....	\$ 18.91	3.27
OPERATOR: Mechanic.....	\$ 24.71	7.83
OPERATOR: Milling Machine.....	\$ 27.44	6.37
OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....	\$ 20.17	4.83
OPERATOR: Roller (Earth).....	\$ 16.52	1.66
OPERATOR: Roller Asphalt.....	\$ 19.64	6.09

TRAFFIC CONTROL: Flagger.....\$ 10.33 0.00

TRAFFIC CONTROL:

Laborer-Cones/

Barricades/Barrels -

Setter/Mover/Sweeper.....\$ 17.84 5.91

TRUCK DRIVER: Dump Truck.....\$ 19.99 4.00

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

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

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)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example:

PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union, which prevailed in the survey for this classification, which in this example would be Plumbers 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

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 Division National Office Branch of Wage Surveys. 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.

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END OF GENERAL DECISION"

"General Decision Number: ME20220033 01/07/2022

Superseded General Decision Number: ME20210033

State: Maine

Construction Type: Heavy

County: York County in Maine.

HEAVY CONSTRUCTION PROJECTS

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Modification Number	Publication Date
0	01/07/2022

* IRON0007-033 03/16/2021

	Rates	Fringes
IRONWORKER, STRUCTURAL AND REINFORCING.....	\$ 27.98	23.59

SUME2014-014 01/30/2017

	Rates	Fringes
CARPENTER.....	\$ 19.66	6.13
ELECTRICIAN.....	\$ 25.24	7.01
LABORER: Asphalt, Includes Raker, Shoveler, Spreader and Distributor.....	\$ 13.38	1.39
LABORER: Common or General.....	\$ 15.22	3.97
LABORER: Concrete Worker (includes removing forms, demolition of existing concrete, and pouring, leveling and finishing concrete).....	\$ 25.33	17.07
LABORER: Pipelayer.....	\$ 21.84	6.42
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 19.88	8.48
OPERATOR: Bulldozer.....	\$ 20.81	4.37
OPERATOR: Crane.....	\$ 24.78	8.13
OPERATOR: Loader.....	\$ 19.36	3.73
OPERATOR: Roller.....	\$ 16.61	3.44
PAINTER (Brush and Roller).....	\$ 22.18	6.33
TRUCK DRIVER: Dump Truck.....	\$ 15.41	3.17

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

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they work, up to 56 hours of paid sick leave each year.
Employees must be permitted to use paid sick leave for their
own illness, injury or other health-related needs, including
preventive care; to assist a family member (or person who is
like family to the employee) who is ill, injured, or has other
health-related needs, including preventive care; or for reasons

resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

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)).

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A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

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

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review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

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

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

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END OF GENERAL DECISION"



Photo #1: Looking West Towards Dover/Varney's Crossing



Photo #2: Looking East Towards Portland



Photo #3: Elevation of Stone Box Culvert Inlet



Photo #4: Elevation of Stone Box Culvert Outlet



Photo #5: Stone Box Culvert in Good Condition for Approximately 40 Feet From Inlet



Photo #6: Timber Bracing in Culvert for Approximately 10' From Outlet



Photo #7: Horizontal Opening of 4' Reduces to Approximately 18" – Approximately 30' From Outlet



Photo #8: Undermining of Stone Culvert Floor Allows Flow Under Culvert at Outlet



Photo #9: Failed South Wingwall and Headwall at Outlet



Photo #10: Three Stones from Failed Outlet Headwall/Wingwall in Channel



Pre-Bid Site Visit – Sign In Sheet

Name	Company	Email	Phone
Gordon Edington	VHB	gedington@vhb.com	207-889-3144
Tim Bryant	VHB	tbryant@vhb.com	207-889-3103
Jim Russell	NNEPRA	james@nnepra.com	207-699-9989
Ray Allard	R.J. Grandin & Sons	estimator@RJGrandin.com	207-854-1147
Glen R ROGERS	WM Shapleigh Const	GROGERS@TDS.NET	603-866-9369
Noah McDaniel	WM Shapleigh Const	noahmcdaniel@shapleighconstruction.com	
Will Shapleigh	WM Shapleigh Const	willshapleigh@shapleighconstruction.com	(207) 884-7070
Michl Elliott	Shaw Brothers	melliott@ShawBrothers.com	839-2452
PETER HAYDEN	BOURASSA CONST	peter@bourassanb.com	978-376-3019
TIM COLLINS	Bourasse const	tim@bourassanb.com	603-793-6573
Nick Bourasse	Bourasse Const	Nick@Bourassecon	(603-50)-2040
Tammy Lawton	D+C CONSTR	TLawton@yahoo.com	207-241-6023
MIKE KELLY	TRISDEW CO	mkelly@trisdewcompany.com	978-995-8917