

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference Agenda

CONTRACT 2014.04

Bridge Painting
Saco River Overpass Mile 33.0

February 6, 2014, 1:00 PM

1) Location:

The general limits of work are Saco River Overpass Mile 33.0.

2) General Description:

The work consists of the partial painting of the steel superstructures with a high ratio calcium sulfonate alkyd paint system as shown on the Contract drawings, maintenance of traffic, and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a. Opening: February 18, 2014 at 1:00 P.M. at MTA Headquarters 2360 Congress Street, Portland
- b. All bid and contractual questions shall be directed to Nathaniel Carll, Purchasing Manager, at Phone No. (207) 871-7771, Ext. 115.
- c. All questions on plans and specifications shall be in writing and shall be directed (faxed) to Nathaniel Carll, Purchasing Manager, of the Maine Turnpike Authority. Fax No. (207) 871-7739.

4) Notification:

- a. Contractor shall notify and obtain approval from the Authority prior to visiting the Project site for field inspection. The contact person is Mr. Steve Tartre at (207) 871-7771, ext. 144.

5) Construction Schedule/Prosecution of Work:

- a. March 17, 2014 - Contract Start Date
- b. September 19, 2014 - Substantial Completion Northbound Bridge (See SP 107.4.7 Limitations of Operations for additional information)
- c. September 26, 2014 - Substantial Completion Southbound Bridge (See SP 107.4.7 Limitations of Operations for additional information)
- d. October 17, 2014 – Contract Completion Date

6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)

- a. Contract includes Heavy and Bridge wage rates

7) Response to Damage Claims (General Provision 104.3.11):

- a. Contractor responsible for responding to all damage claims within 30 days.

8) Cooperation With Other Contractors (Special Provision 104.4.7):

- a. Contract 2014.01 Paving – Mile Marker 23.3 to Mile Marker 30.0 will be under construction in 2014 with a contract completion date of September 19, 2014.
- b. Contract 2012.01 Paving – Mile Marker 30.0 to Mile Marker 35.5 (Note: This work involves pavement repairs on the Saco River Northbound and Saco River Southbound bridge decks in Fall 2014. See Subsection 104.4.7.1 for additional information.
- c. Contract 2013.04 Saco River Bridge Repair – Mile Marker 33.0 (Note: This work involves final cleanup of the Saco River Northbound and Saco River Southbound bridge repairs in Spring 2014. See Subsection 104.4.7.1 for additional information.

9) Coordination With Other Contractors (Special Provision 104.4.7.1):

- a. The Painting Contractor shall coordinate with the Contract 2012.01 Paving Contractor to provide the Paving Contractor with access to the Saco River bridge worksite northbound and southbound to complete bridge deck pavement repairs in Fall 2014, or before. The pavement repairs are required in Lane 1 northbound and Lane 1 southbound and will require a minimum of two (2) daytime work shifts after the concrete barrier is removed but before the lanes are restriped to their original position. The Painting Contractor shall permit the Paving Contractor to utilize the project maintenance of traffic control devices (PCMSs, signs, arrow boards, drums) to complete required pavement repair work. The Painting Contractor shall make the roadway and project maintenance of traffic control devices available to the Paving Contractor for a minimum of two (2) weeks in each bound with the time starting the day after the concrete barrier is removed from the deck and ending 14 calendar days thereafter, but no later than the dates specified in Subsection 107.1, Contract Time and Contract Completion Date.

10) Permit Requirements(Special Provision 105.8.2):

- a. The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
- b. A Notice of Intent was not submitted by the Authority to the DEP for coverage under the Maine Construction General Permit whereas the total disturbance is estimated at under one acre.
- c. The Contractor's Limit of Disturbance Plan shall be submitted prior to any disturbance.
- d. This project is also subject to the requirements of the MPDES General Permit for the discharge of stormwater from the MTA's Municipal Separate Sewer System (MS4) because it is located within an urbanized area. MS4 compliance requires all Contractors to be properly trained in erosion and sedimentation control measures and implement measures to reduce pollutants in stormwater runoff from construction activities.
- e. Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor and follow MaineDOT Best Management Practices.

11) General Safety Requirements

- a. U-Turns at toll plazas and median openings are not allowed (General Provision 105.5.1)
- b. All vehicles used on the Project shall be equipped with amber flashing beacons in accordance with the General Provision 652.61.
- c. All jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.

12) Substantial Completion (Special Provisions 107.1.1):

- a. All painting except for touch-up and punch list items is complete.
- b. All concrete barrier has been returned to the MTA (temporary lane shifts shall remain in place for a minimum of two (2) weeks after the barrier has been removed).
- c. Painting Contractor's lane closures are limited to daily lane closures for punch list activities.
- d. Bridge decks are available to MTA's Paving Contractor to complete bridge deck pavement repair work.

13) Limitations of Operations (Special Provisions 107.4.7) – partial list:

- a. The Contractor shall maintain a minimum clearance of 12.0 feet between the normal water elevation of the Saco River and the underside of all bridge scaffolding, containment systems and other temporary works. No activities or equipment shall encroach into the 12.0 foot clearance envelope unless approved by the Resident.
- b. The Contractor is required to maintain solar powered warning lights at the bottom of the bridge scaffolding/containment system in all spans open to boating traffic.
- c. The Contractor shall set, maintain and remove navigational aids in the river, as requested by the Resident. The navigational aids, furnished by the State of Maine to the Authority, shall be positioned to advise boaters of the construction hazards ahead. Additional navigational aids may be needed depending on Contractor activities. Payment for obtaining, setting, maintaining, and removing the navigational aids shall be made using the appropriate hourly pay items included in the Contract.
- d. The Contractor shall take all precautions necessary to prevent any damage to the existing pavement by vehicles, equipment, materials, concrete barrier and work zone crash cushions, etc. If the Contractor's protections are deemed inadequate by the Resident, the Authority reserves the right to require additional protections at no cost to the Authority be implemented to safeguard the condition of the bridge and approach pavement.

14) Traffic Control (Special Provision Section 652):

- a. Refer to Special Provision 652, Specific Project Maintenance of Traffic Requirements, for lane closure requirements and restrictions.

15) Specific Contract Items

- a. Remove Rivet and Replace with High-Strength Bolt – Special Provision 504

- i. This Special Provision describes the procedures associated with the removal and replacement of existing deteriorated steel rivets with high-strength bolts.
 - ii. Deteriorated rivets deemed unacceptable by the criteria stated on the Contract drawings shall be identified by the Resident and replaced by the Contractor under the pay item of this Special Provision. Deteriorated rivets may only be subject to replacement if they are located within the footprint of the Contractor's scaffolding. It is not the intent of this Special Provision to replace all deteriorated rivets on the bridges, but rather to identify and replace unacceptably deteriorated rivets within the existing physical limits of work.
 - iii. Rivet removal shall be by mechanical methods in accordance with the requirements and outline provided in the specifications.
 - iv. Existing steel members shall not be damaged by the Contractor's method of rivet removal, and any damaged caused as part of rivet removal shall be repaired at no additional cost to the Authority.
- b. Painting of Structural Steel – Special Provision 506
- i. Painting of structural steel requires the use of Active High-Ratio Co-Polymerized Calcium Sulfonate coating system as outlined in the specifications.
 - ii. Painting contractor shall employ a full time a Quality Control Inspector whose sole responsibility is to inspect all aspects of the work and supervise required testing. The QCI shall be a full-time employee of the Contractor and shall not have any other duties other than quality control activities.
 - iii. Surface preparation for field-applied Active High-Ratio Co-Polymerized Calcium Sulfonate shall include a water cleaning using one of two methods: 1) A high-pressure water blast of no less than 5,000 psi HPWC (high-pressure water cleaning) at 180°F at five gallons per minute with a zero degree rotating tip; 2) A low-pressure water blast of approximately 150 psi wet abrasive water cleaning using garnet abrasive and potable water. The Contractor shall also use a soluble salt removing chemical, such as Chlor-Rid, to remove chlorides, nitrates and sulfates.
 - iv. The Contractor shall avoid the removal of tightly adhered paint materials to the extent practical.
- c. Scaffolding
- i. Scaffolding will not be paid separately but shall be incidental to Pay Item 506.9108 - Containment System and Pollution Control.
- d. Truck Mounded Attenuators
- i. Contractors shall note the Truck Mounted Attenuator (TMA) specification has changed. The item is now paid on a calendar basis for all days the TMA is used, and the TMA is paid at the fixed unit price noted in the proposal sheet. Altering of the unit price will be a non-curable bid defect.

16) Questions: