



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

September 19, 2006
Subject: **Rockland**
Project No. BH-6069(20) & 6069.40
Pin No. 6069.20 & 6069.40
Amendment No. 3

Dear Sir/Ms:

Please make the following changes to the Bid Documents:

In the Bid Book:

On the "Notice to Contractors" page, in the first paragraph, within the first sentence, change the Bid Opening Date from: **September 20, 2006 to September 27, 2006**, Make this change in pen and ink.

Add the attached "Special Provision, Required Participation by, Disadvantaged Business Enterprise" dated September 28, 2005 two pages total.

Add the attached DBE Form dated September 18, 2006 one page total.

Remove in its entirety: "Special Provision, Section 105, General Scope of Work, (Environmental Requirements) one page total, dated March 22, 2005.

In the "Special Provision-Technical" section, under "Section 501, Foundation Piles" four pages total. On page 501-4 under sub section 501.07 Pile Testing and Acceptance, ADD the following sentence to the end of this section: "The required minimum ultimate capacity of the piles shall be 2.25 times the Pile Design Load indicated on the drawings." Make this change in pen and ink.

In "Section 519, Rock Anchors" six pages total. On page 519-5 under sub section 519.05 Rock Anchors, in note (I) which begins: "The anchor shall be..." ADD the following sentence to the end of the paragraph: "Maintain the grout at this elevation until the grout sets". Make this change in pen and ink.



PRINTED ON RECYCLED PAPER

In “Section 531, Transfer Bridge, Hoist Machinery and Hoist Towers” eight pages total. On page 531-5 under sub section 531.05 Apron Hoist Assembly, within the first sentence, after the words “The Netec Model...” DELETE “X2258” and REPLACE with “X2256”. Make this change in pen and ink.

In “Section 532, Matinicus Transfer Bridge, Hoist Machinery and Hoist Tower” four pages total. On page 532-1 under sub section 532.03 Hoist Machinery, within the first sentence, after the words “wire rope winch with a...” DELETE the word “three” and REPLACE with the word “four”.

On page 532-1 under sub section 532.04 Electric Wire Rope Winch Assembly, within the first sentence, after the words “a single wire rope drum...” DELETE the words “with a manual operator”.

On page 532-2 under sub section System Components, DELETE in its entirety the first paragraph which begins: “1 Electric Motor – The electric motor shall be of speed...” and replace with the following statement: “1 Electric Motor – The electric motor shall be of speed and horsepower rated to lift a 42,000 lb. load measured at the bridge at a speed of 5 ft./min., 440 volts A-C, three phase, 60 Hz, single speed TENV with anti-condensation heater and “artic duty” rating per MDOT specifications, 10 H.P. minimum. The motor shall be a NEMA design “D” “.

On page 532-2 within note: “2. Motor Brake” in the last sentence which begins: “ The brake shall be rated...” DELETE “35,000 lbs. on the winch drum”, and REPLACE with “42,000 lbs. measured at the bridge”.

On page 532-3 within note: “4. Wire Rope Drum” in the first sentence which begins: “ The wire rope drum shall be...”, DELETE “7/8-inch” and REPLACE with “3/4-inch”.

On page 532-3 DELETE in its entirety note: “5. Manual Operator”.

On page 532-3 DELETE in its entirety note: “7. Operation Criteria” and REPLACE with the following note: “7. Operation Criteria: Lifting Load: 42,000 lb. total load, which is the result of the 39,000 lb. weight of the bridge plus a 3,000 lb load on the bridge. The total single line pull at the winch drum is 12,000 lb.

Operating Speed: 5 ft. /min. at the bridge hoist support beam for typical operating conditions (20 ft. /min. at the hoist drum)”.

On page 532-4 under sub section 532.05 Wire Ropes and Fittings, In the first sentence, after the words “All hoisting”, DELETE “and counterweight”. Make this change in pen and ink.

On page 532-4 under sub section 532.06 Sheaves and weight blocks, In the first sentence, after the words “All hoisting”, DELETE “and counterweight”. Make this change in pen and ink.

In the Plans:

On sheet S9/page sixteen of sixty-three titled: Matinicus Transfer Bridge Wharf Details” within the Section A drawing, in the upper most note, DELETE “35 Ton Electric Hoist” and REPLACE with “21 Ton Electric Hoist”.

In the second upper most note, after the word “(TYP)” INSERT the following: “For 3, See Detail 8”.

In the third upper most note, after the words “BEARING PLATE”, DELETE “1”x 20”x 20””.

Within the Section B drawing, in the upper most note, DELETE “35 Ton Hoist Minimum” and REPLACE with “21 Ton Hoist Minimum”.

In the note near the top of the Section B drawing that points to the cross beam and reads “(2) MC12 x 40”, DELETE “(2)” and REPLACE with “(3)”.

Under “NOTES”, at the lower right side of the sheet, after note number six add the following note: “7. For Hoist Reeving Diagram See Sheet S11.” Make these changes in pen and ink.

On Sheet S10/page seventeen of sixty-three titled: ” Matinicus Transfer Bridge Details – Part 1” DELETE the detail drawing entitled “MC 12 x 40 To Pipe Pile Connection Detail 8” and REPLACE with the new attached detail drawing SKETCH – 3 dated September 13, 2006.

In the RAMP PLANK PLAN at the upper left side of the sheet, DELETE the note on the left side of the plan that reads “1 ¾” Dia. Hole For ¾” Dia. Anchor Bolts (Typ)”and REPLACE with “1” Dia. Hole For ¾” Dia. Anchor Bolts (Typ)”.

In the RAMP HINGE DETAILS at the middle left side of the sheet, in the Front Elevation, the note that reads “¾” Diameter Cast-In-Place Bolt (2 Per Hinge Assembly), DELETE the words “Cast-In-Place”.

In the PRECAST DECK BEAM NOTES at the upper right side of the sheet, DELETE in its entirety Note No. 1 and REPLACE with: “1. The Concrete Ramp Shall Consist of a 10-Inch Precast Concrete Plank With a 2-Inch Cast-In-Place Concrete Topping.”

In the PRECAST DECK BEAM NOTES at the upper right side of the sheet, DELETE in its entirety Note No. 3 and REPLACE with: “3. Finished Topside Surface of the Concrete Ramp Shall Have a Broom Finish.” Make these changes in pen and ink.

On Sheet S11/page eighteen of sixty-three titled: ” Matinicus Transfer Bridge Details – Part 2” at the lower right side of the sheet INSERT the “Hoist Reeving Diagram” on the attached SKETCH – 2 drawing dated September 13, 2006.

On Sheet S12/page nineteen of sixty-three titled: ”Berth – Pile Plan”, in the BERTH 1 PILE PLAN, at Hoist Tower No. 1N, at the pile line designated as 36, DELETE “36” and REPLACE with “39”.

In PILE DESIGN LOADS, under the Rock Anchors heading, in the group of piles designated for a 30,000 pound design load, after pile 48B, INSERT “49A”. Make these changes in pen and ink.

The following questions have been received.

Question: There have been several questions with regards to the Special Provision 105 General Scope of Work (Environmental Requirements) which addressed in water work restrictions.

Response: See earlier change to Special Provision 105.

Question: The Matinicus Transfer Bridge drawing on sheet S9 shows a straight line pull from a 35 ton hoist to the upper hoist beam. The special provision Section 532.04 item number 7 seems to indicate reeving is necessary. There is also no mention of 35 ton capacity in the special provision. If reeving is necessary what is the design concept for this? Also could you confirm the operating load criteria and range of motion of the bridge?

Response: See earlier changes in this amendment to Section 532.

Question: Demolition Note # 10 on sheet D1 references “removed granite blocks” from the existing seawall. There is approximately one hundred and seventy pieces 2’x 4’x 6’-8” long. Should the bid price include: delivered in Rockland, delivered and dumped, or delivered, unloaded and stacked with a crane or excavator at the storage location. The note can be interpreted as the granite can be delivered to a site with the unloading, etc to be done by others. Do you have any further information on the storage location?

Response: The granite should be delivered, unloaded and stacked by the contractor at the Department’s maintenance yard located on Rte 17 in Washington, Maine. A department representative will provide access to the contractor when scheduled and identify the area on the ground within the facility where the granite can be stacked. The contractor will do all unloading and stacking with their own equipment.

Question: What is pile ultimate capacity?

Response: See earlier change in this amendment to Section 501.

Questions:

1. Is ground and polished case or through hardened 1045 shafts acceptable for these items?

2. Is a Sumitomo brand 450:1 helical gear reducer for the bridge lift winch acceptable instead of a Gered brand reducer?
3. Is a rolled and welded steel winch drum acceptable for the main bridge lift and apron winches?
4. The main winch system appears to require left and right lay wire ropes. Also, the moment about the winch base changes as the system pays in and out. Is having common right lay rope for both sides of the drum with rope paying out in the same direction (relative to center of the drum) acceptable?

Response: The bridge lift system should be bid as specified.

Question: The rock anchor specifications do not address how the department will handle the occurrence of fractured ledge or weathered rock. Is “consolidation grouting” to be done by the contractor as part of the base bid or as a change order to the contract?

Response: Consolidation grouting is not anticipated or required by the contract specifications. Also see earlier change in this amendment to Section 519.

Question: Regarding Section 545 of the Rockland Terminal Project. In sub section 545.3 the paragraph regarding “The deck shall be solid aluminum plate covered by non-skid carborundum treads with extruded bulb angle cleats.” We would like to substitute aluminum I-bar grating for the aluminum gangway deck, which will allow snow to fall through and prevent water and ice build up?

Response: Yes, aluminum I-bar grating is an acceptable product.

Question: The concrete classes listed on drawing S1 do not correlate with the table included in Special Provision 502 – Structural Conc., QA/QC and the Table does not correlate with Bid Items used on this project. Please provide a Table corresponding to this project’s bid items.

Response: All cast-in-place concrete is Class A. See change made earlier in Amendment No. 2.

Question: Ramp Hinge Detail (2) shows 10” Precast with ¼” rough top. Section ‘A’ shows the Precast as 12”. Note 3 says the top is to be broom finished.

Response: The ramp hinge detail shows a 10 inch precast plank with a 2-inch cast-in-place concrete topping. Section A shows the total thickness of the precast plus cast-in-place concrete which is 12 inches. The top of the precast plank should have a ¼” rough top. The top of the wearing surface should have a broom finish. See earlier changes in this amendment to plan sheet S10.

Question: Ramp Plank Plan calls for 1-3/4" diameter holes cast for 3/4" bolts. Ramp hinge Detail (2) shows 3/4" diameter bolt as cast in.

Response: The bolts should not be cast in. See earlier changes in this amendment to plan sheet S10.

Question: Is there a production time frame in which the pre-cast pre-stressed concrete units are to be fabricated?

Response: This question should be answered by the prime contractors who would bid the project. The Department does not make that determination.

Question: Hoist Tower #1N appears to have pile line 39 incorrectly labeled as pile line 36. Please confirm.

Response: Pile line 39 is incorrectly labeled. See changes to plan sheet S12 made earlier in this amendment.

Question: Hoist Tower #2N shows a rock anchor at 49A, but the rock anchor table does not list that location. Please clarify.

Response: Rock anchor 49A should be in the table. See changes to plan sheet S12 made earlier in this amendment.

Question: Drawing S1 reinforcement note 5, are Mechanical Couplers required anywhere? If so, where?

Response: Mechanical couplers are noted incase they are needed, but they are not specifically required anywhere.

Question: Has the engineer considered the wharf's ability to handle berthing loads without the overlay in place?

Response: No, the overlay should be in place.

Question: Often times the steel fender panels are painted with coal tar epoxy, 16 mils, due to their immersion at high tide. Wanted to confirm the three-coat paint system in Section 506 is for the fender panels.

Response: Yes, the three-coat paint system in Section 506 is for the fender panels.

Question: Is it acceptable to shop apply all three coats of paint with field touch-up of the top coat.

Response: Yes, it is acceptable to shop apply all three coats of paint with field touch-up.

Consider this information and changes prior to submitting your bid on September 27, 2006.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford". The signature is written in a cursive style with a large, sweeping initial "S".

Scott Bickford
Contracts & Specifications Engineer

SPECIAL PROVISION
Required Participation by
DISADVANTAGED BUSINESS ENTERPRISE

The goal of work to be performed by Disadvantaged Business Enterprises for this contract is found on the DBE Utilization Bid Proposal sheets immediately following the Schedule of Items. For the purpose of this Special Provision, Disadvantage Business Enterprises are those which are so certified by the Civil Rights Office prior to the performance of the DBE on this contract.

Compliance with this Special Provision may be fulfilled by Disadvantaged Business Enterprise as either:

- A sole prime contractor,
- A member of a joint venture, may count towards commitment only the percentage of the ownership and control of the DBE partner in the joint venture,
- An approved subcontractor,
- An owner-operator of construction equipment.
- A renter of construction equipment to a prime or subcontractor,
- A consultant,
- A regular dealer of materials and/or equipment but only 60 percent of expenditures to DBE suppliers may be counted toward the commitment unless the supplier is also the manufacturer,
- Any combination of the above.

In determining compliance with the Special Provision the total creditable dollars paid to the Disadvantaged Business Enterprise shall be subtracted from the amount stated in the DBE Utilization Bid Proposal. The Contractor shall maintain records of payment in a form acceptable to that Office before requesting retent from the Contracts Section.

Failure by the Contractor to achieve the stated DBE goal, or more of this Contract performed by Disadvantaged Business Enterprise will result in the reduction in Contract payments by the amount determined by subtracting the resulting dollar value of work actually creditable to Disadvantaged Business Enterprise unless MDOT, Civil Rights Office waives requirement because the Contractor has demonstrated a good faith effort to meet the contract goal in accordance with the following standards;

1. Whether the Contractor attended any pre-bid meetings that were scheduled by the MDOT to inform DBE's of subcontracting opportunities;
2. Whether the Contractor advertised in general circulation, trade association, and minority/women's focus media concerning the subcontracting opportunities;
3. Whether the Contractor provided written notice to a reasonable number of specific DBE's that their interest in the contract is being solicited:

4. Whether the Contractor followed up on initial solicitation of interest by directly contacting DBE's to determine with certainty whether the DBE's were interested;
5. Whether the Contractor selected portions of the work to be performed by DBE's in order to increase the likelihood of meeting the DBE goals;
6. Whether the Contractor provided interested DBE's with adequate information about the plans, specifications and requirements of the Contract;
7. Whether the Contractor negotiated in good faith with interested DBE's, not rejecting DBE's as unqualified without sound reasons based on a thorough investigation of their capabilities;
8. Whether the Contractor made efforts to assist interested DBE's in obtaining bonding or insurance, or made efforts to provide DBE's with other appropriate technical/financial assistance required by the MDOT or contractor;
9. Whether the Contractor effectively used the services of available minority/women's community organizations, minority/women's contractors' groups; local, state and federal minority/women's business assistance offices; and other organizations that provide assistance in the recruitment and placement of DBE's;
10. Quarterly reports of actual dollars paid to DBE's on this project will be submitted to the Civil Rights Office by the end of the first week of January, April, July and October for the period covering the preceding three months considered Federal Fiscal year quarters. The reports will be submitted directly on forms provided by that office. Failure to submit the form by the deadline may result in a withholding of approval of partial payment estimates by the Resident;
11. Any substitution of the named DBE firm(s) or the approved activity of the said firm(s) from that firm or activity and in the pre-contract signature compliance review form must be approved by Contract Modification which must be submitted by the Resident to the Civil Rights Office.

The following are acceptable reasons for approval of such a change order:

The DBE defaults or is over-extended:

The MDOT deletes portions of the work to be performed by the DBE.

It is not intended that the ability to negotiate a more advantageous contract with another sub-contractor be considered a valid basis for such a change in the DBE utilization once the pre-contract review has been passed. This Special Provision is in addition to all other Equal Employment Opportunity requirements of this contract. The Contractor must report the use of any bona-fide DBE.

DISADVANTAGE/WOMEN BUSINESS ENTERPRISE
UTILIZATION BID PROPOSAL

This bid assurance identifies the certified D/WBE firms which the bidder intends to use in meeting the D/WBE goal of this project.

Bidders who do not comply accordingly will find their bid rejected.

Provide in the space below the name and a brief description of the work or bid item(s) to be completed by the D/WBE. Bidders are reminded that the more detailed Pre-Signature Compliance Review form is required by close of business on bid opening day. It is to be presented to the Civil Rights Office, DOT Building. Completed DBE Proposed Utilization Forms may be faxed to 624-3431 ATTENTION, Civil Rights, but must be received prior to close of business.

D/WBE 5 % goal

Name of D/WBE

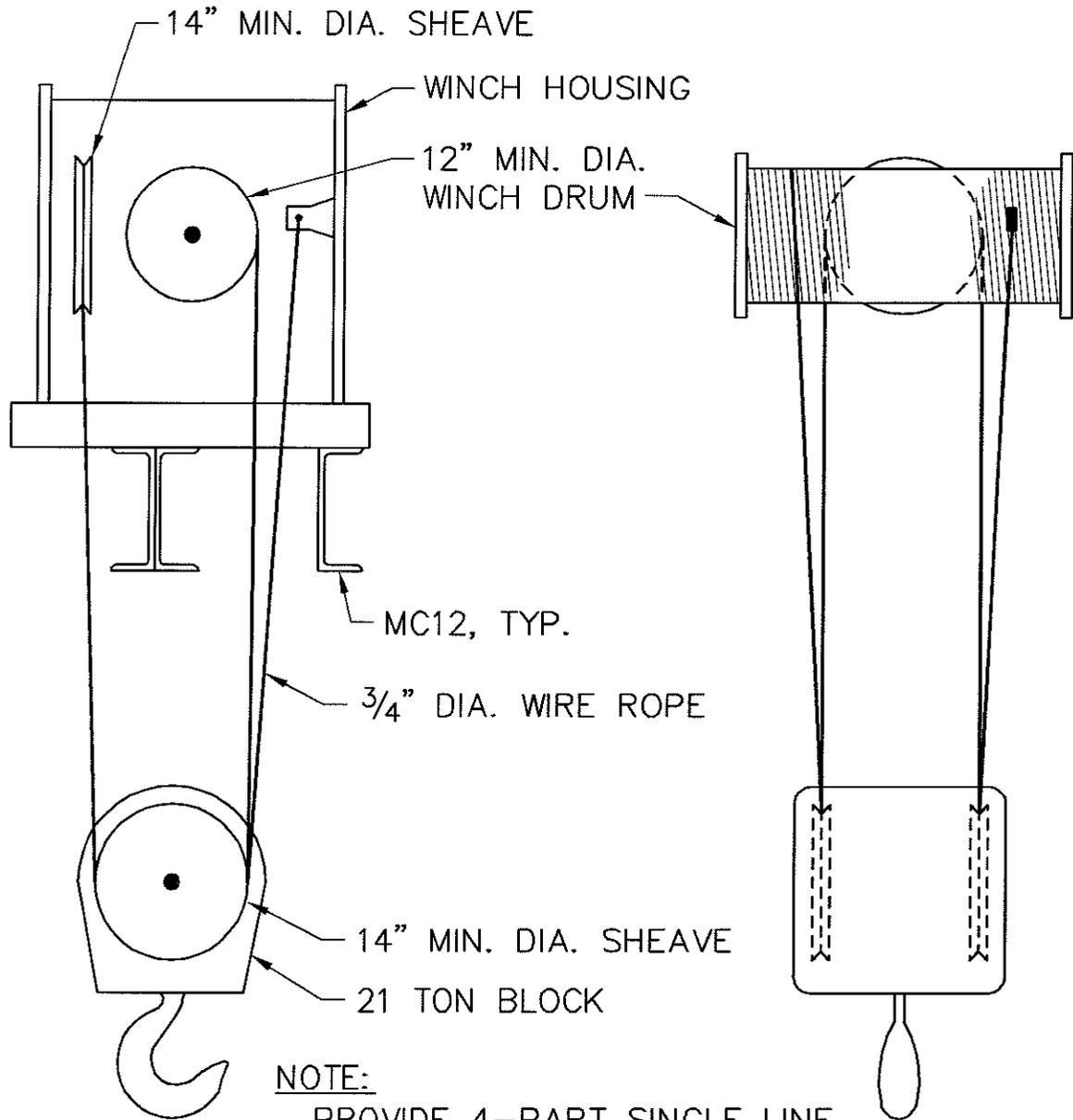
Description of participation

Projected Cost of the Above _____

*Signature _____ Date _____

*Signature indicates statement of intended utilization is accurate and reflects the bidder's good faith efforts.

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HOIST REEVING DIAGRAM

NOT TO SCALE

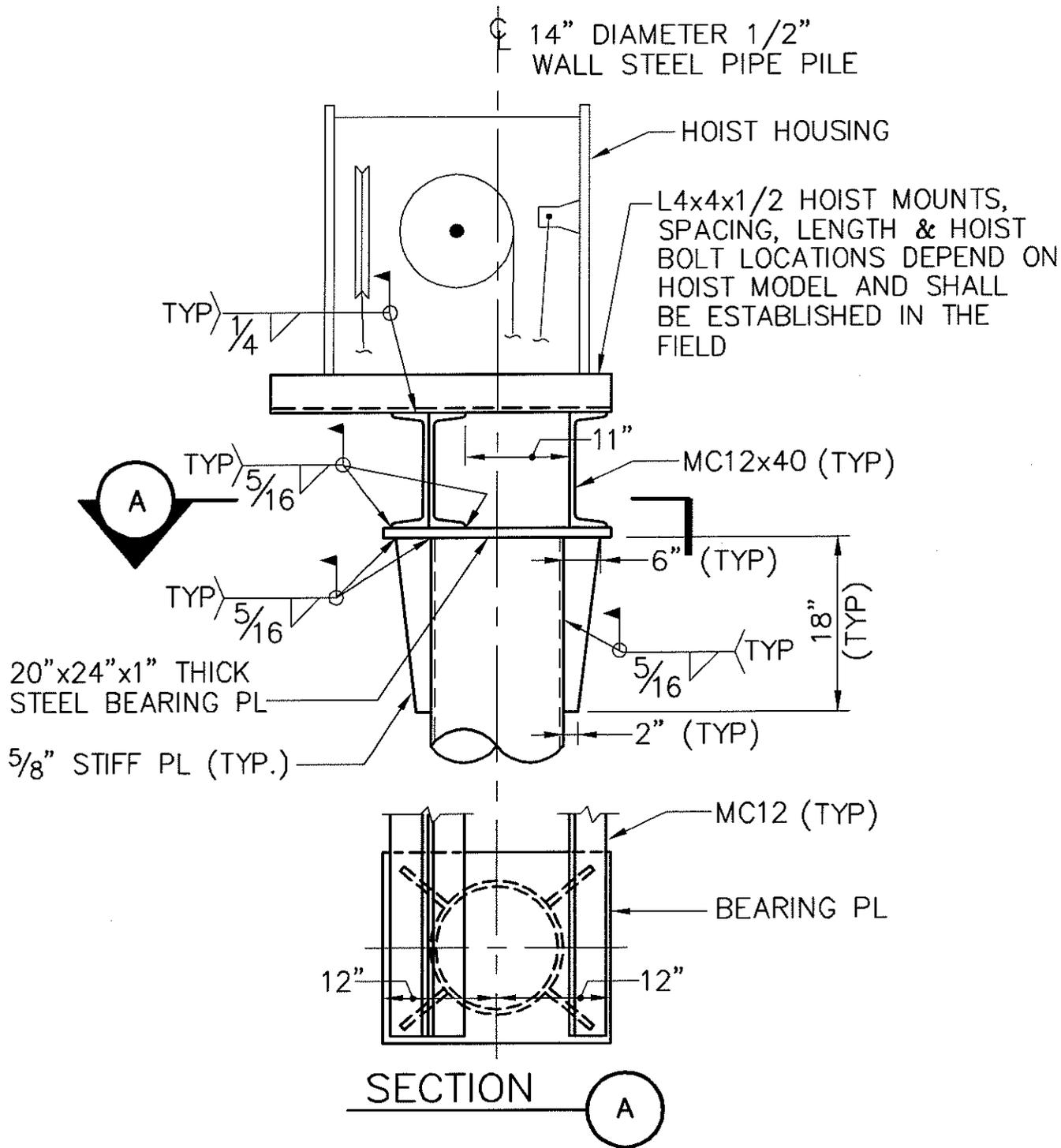
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
ROCKLAND FERRY TERMINAL
P.I.N. NO. 006069.20

SKETCH - 2

REFERENCE SHEET NO. S11
MATINICUS TRANSFER BRIDGE
DETAILS - PART 2

SEPTEMBER 13, 2006

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MC12x40 TO PIPE PILE CONNECTION DETAIL

SCALE: 3/4" = 1'-0"

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 ROCKLAND FERRY TERMINAL
 P.I.N. NO. 006069.20
 SKETCH - 3
 REFERENCE SHEET NO. S10
 MATINICUS TRANSFER BRIDGE
 DETAILS - PART 1
 SEPTEMBER 13, 2006