



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

June 25, 2010
Subject: **Passenger Ferry Construction**
Federal Project No: STP-1745(500)S
State Pin No.017455.00
Amendment No. 2

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book, after page 3, **ADD** the attached “NOTICE” and “PROPOSED UTILIZATION FORM”, 2 pages total.

In the Bid Book (page 4), NOTICE TO SHIPBUILDERS, **CHANGE** the bid opening date in the first paragraph from June 30, 2010 to read **July 20, 2010**. Make this change in pen and ink.

The following questions have been received:

Question: We request a 2 week extension for the submittal of the bid.

Response: Bid opening will be extended 3 weeks and be opened on July 20, 2010. Please see the above pen and ink change.

Question: Reference Buy America, an SKF thrust bearing is specified for the propeller shaft. SKF products are not American made. Aquamet shafts in the length specified are not produced in America. Is foreign source acceptable or do we need to use shorter lengths with a coupling between them?

Response: The SKF bearing is of foreign manufacture and is not exempted from the Buy America clause. Bidders are to quote a similar and equal bearing and housing arrangement that is of complete US origin and manufacture. Concerning the “Buy America” content, Aquamet shafts are considered “Made in America” as per the Aquamet shafting supplier Marine Machining & Manufacturing, Clinton Township, MI making the shafting available in compliance with the “Buy America” provisions.

Question: Engine room supply fan, the material list and ventilation plan list the fan as 5 hp. The spec. (pg208) lists it as 3 hp. The electric one line lists the fan as 1 hp. To meet the required 1” static pressure requires 3 hp. Is the 3 hp fan correct? The fan is called out as a 2 speed fan, but Delta T uses variable speed controllers instead of the 2 speed.



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Response: The fan should be 5 HP. A variable speed controller may be acceptable to the Owner once the details of the proposed controller are supplied to the Owner under the substitution of equivalent materials spec section 1.9.

Question: The general arrangement plans say there are 140 seats on the 01 deck but the drawing indicates only 117 seats by count. The total seats in the spec (page 145) call for 265 between two decks. If there are more than 241 seats, where are they going?

Response: The statement in the question is incorrect. The drawing shows seats for 140 on the 01 deck.

Question: Firemain – The material list calls for welded joints 2” and above and threaded joints below 2”. Would you allow increasing the threaded pipe size up to 2”? This would reduce the amount of damaged galvanizing due to welded joints on pipe. Would you allow the use of plain finish schedule 80 pipe in lieu of galvanized schedule 40 pipe? The longevity of the pipe is generally at least as good as the thinner walled galvanized pipe. The increased weight is about 1.3 lb per foot.

Response: The change from welded 2” galvanized sch 40 firemain pipe to screwed 2” sch 80 pipe is acceptable as long as the shipyard provides calculations for review and acceptance by the owner to show that there is no increased system pressure drop due to the greater wall thickness nor any detrimental affect on weights and centers. It is believed that the pipe size may have to be increased.

Question: Thrust Bearing Information – Our SKF vendor (Motion Industries) has informed us that SKF will release information on the bearing only with the authority of the State of Maine DOT. They are telling us that it is a customized bearing developed for the State. To the best of our knowledge SKF is a foreign manufacturer – is this exempt from the Buy American prohibition against foreign bearings?

Response: The SKF bearing is of foreign manufacture and is not exempted from the Buy America clause. Bidders are to quote a similar and equal bearing and housing arrangement that is of complete US origin and manufacture.

Consider these changes and information prior to submitting your bid on **July 20**, 2010

Sincerely,



Scott Bickford
Contracts & Specifications Engineer

NOTICE

All bids for Federal Projects opened after December 1, 2008 **MUST** be accompanied by the DBE Proposed Utilization form. If you are submitting an electronic bid, the DBE Utilization Form may be faxed to 207-624-3431.

**MaineDOT CONTRACTOR'S DBE/SUBCONTRACTOR
PROPOSED UTILIZATION FORM**

All Bidders must furnish this form with their bid on Bid Opening day

Contractor: _____ Telephone: _____ Ext. _____

Contact Person: _____ Fax: _____

E-mail: _____

BID PRICE: \$ _____ BID DATE: ____/____/____

FEDERAL PROJECT PIN # _____ PROJECT LOCATION: _____

TOTAL DBE _____ % PARTICIPATION FOR THIS SUBMISSION

W B E•	D B E•	Non DBE	Firm Name	Unit/Item Cost	Unit #	Description of Work & Item Number	Actual \$ Value
Total >							

Contractors must make a good faith effort to include Certified DBE firms in all aspects of the project. If no DBE firms are to be part of this project, a detailed explanation is required. Attach supporting evidence to the maximum participation of DBEs on this project. This is a requirement. This evidence must include name of firm(s) contacted, date contacted, and outcome of solicitation.

Equal Opportunity Use:

Form received: ____/____/____ Verified by: _____

___ Accepted ___ Rejected _____

cc: Contracts Other _____

For a complete list of certified firms and company designation (WBE/DBE) go to <http://www.maine.gov/mdot>