



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

December 10, 2020
Subject: Constructions of Dolphins,
Walkways & Wave Fences
State WIN: 022202.00, 023476.00
& 023480.00
Location: **Frenchboro, Bass Harbor
& Swans Island
Amendment No. 2**

Dear Sir/Ms.:

For your information and review:

Additional reports and “As-built” plans are available for review by the Contractor. The following reports and “As-Built” plans have been posted to the MaineDOT web site.

- 6339-IR19
- 6340-IR20
- 6349-IR19
- BH-O&M+OPERATIONS+AND+MAINTENANCE+MANUAL
- FB-O&M+OPERATIONS+AND+MAINTENANCE+MANUAL
- SI-O&M+OPERATIONS+AND+MAINTENANCE+MANUAL
- Rockland Transfer Station Plans

Please make the following changes to the Bid Documents:

In the Plan Set:

On SHEET NUMBER G03 - EXISTING CONDITIONS, and SHEET NUMBER S01 – SITE PLANS, **CHANGE** the Eelgrass Offset Limit from “25-feet” to read “**50-feet**”. Make these changes in pen and ink.

The following questions have been received:

Question: Special Provisions Sections 105 (Frenchboro) discusses a 50’ Eelgrass exclusion zone as shown on drawings; the drawing shows a 25’ radius zone. This appears to be a discrepancy, i.e. the drawing allows anchoring/spud-in outside 25’ from the eelgrass. Please clarify.

Response: The permit requires a 50-foot exclusion zone around all Eelgrass, so Special Provision Section 105 is correct. On plan sheets G03 & S01 the Eelgrass Offset Limit has been changed from 25-feet to 50-feet.

Question: Special Provisions Sections 105 (Swans Island) discusses a 50' Eelgrass exclusion zone as shown on drawings; the drawing shows a 25' radius zone. This appears to be a discrepancy, i.e. the drawing allows anchoring/spud-in outside 25' from the eelgrass. Please clarify.

Response: The permit requires a 50-foot exclusion zone around all Eelgrass, so Special Provisions Section 105 is correct. On plan sheets G03 & S01 the Eelgrass Offset Limit has been changed from 25-feet to 50-feet.

Question: 0234800.00 Swans Island - Note 2 Sheet S01 references S06 for resetting chocks. Sheet S06 appears to be detailing chock installation for new concrete dolphin with embedded rebar at bottom of anchors and not detailing installation of old or new chocks in existing concrete. Are we to assume resetting of chocks involves removing 2' vertical of concrete and installation of rebar or is there detail(s) missing for chocks in existing concrete? Please clarify design intent of resetting chock(s), and installing new chock(s) in existing concrete on Frenchboro (sheet S01).

Response: On Sheet S06, the detail titled, "Existing Concrete Chock Detail," shall be used to reset the existing chocks into their new position. Note the drill and grout installation requirement.

Question: 202.11 "Remove, Store, and Resetting Chocks". Is there any schedule limitation to storage of these chocks; i.e. are these chocks needed for regular ferry service and/or overnight mooring or for any other purpose to maintain ferry access per special provisions?

Response: Per Special Provision 105, Summary of Project Requirements, the Contractor shall maintain the functionality of the pen and terminal at all times. As part of this requirement, and prior to the removal of the chocks, the Resident will verify with the vessel captains which chocks are used daily by the vessel's crew. Chocks used "daily" shall be removed and reinstalled within 48 hours (maximum) or within the timeframe deemed acceptable by the captain. The Contractor shall notify the Resident of the schedule of chock removals, and the Resident shall approve the schedule prior to the work being performed. Chocks not used daily shall be removed and reinstalled within one week. Special arrangements may be suggested by the Contractor during construction for consideration by the Resident and the vessel captain and crew.

Question: 023476.00 Bass Harbor - Special Provision 202.1292 "Remove Existing Structural Timber" appears to be for "Removal" of handrail which is shown on drawing sheet S01 in several locations. However Sheet S01 also shows modifying and resetting handrail. Where is modifying and resetting handrail paid for? Or have we mis-identified the 202.1292 item?

Response: For Bass Harbor, Pay Item 202.1292 is for removing the existing structural timber walkway, timber stairways, and timber handrails located between Dolphins D1 and D2. Work associated with steel handrails is identified by Special Provision 504.

Question: Are plans available that show the steel member sizes for the towers components, bridge that require paint for take off of surface area?

Response: Frenchboro plans from 1987 are available on the MaineDOT web site to download now. Bass Harbor and Swans Island plans are not available. However, Rockland Ferry Terminal plans are and are

nearly identical, though slight variations may exist. Also, the 2019 bridge inspection reports for each site are now available on the MaineDOT web site for download. These provide some of these details along with photos of the structures.

Question: What items would need to be protected from blast and paint but remain free for operation of the transfer bridge (from masking material or shielding)?

Response: The Contractor shall protect electrical wiring, mechanical motors and devices, lift cables, lights and other miscellaneous auxiliary items that are not intended to receive paint.

Question: Steel Pipe Pile note #3 says splices only allowed with EOR approval. Based on the length of piles, splicing will be necessary.

Response: Splicing is allowed. Contractor shall submit for review and approval the proposed pile lengths for each dolphin at each site prior to ordering material. Proposed pile splice locations shall be noted within the submittal for the EOR to review and approve.

Question: Given the challenges of concrete deliveries to the islands, will a horizontal construction joint in the concrete dolphins be permitted.

Response: Yes, horizontal construction joints are allowed. Contractor shall submit concrete placement plan for approval.

Question: Item number 0750 634.169 Bridge Lighting Lump Sum. Confirm there is no new lighting for the existing ramps or bridging, only new site lighting for the dolphins.

Response: Pay Item Number 634.169 Bridge Lighting is for new Tower Lighting for Bass Harbor and Swans Island as noted in the specifications. All other electrical 634 pay items identify electrical lighting work associated for the dolphins at Bass Harbor and Swans Island as shown on the respective site electrical drawings. There is no new lighting for the existing ramps or bridges.

Question: In the “General Permits for The State of Maine” page 404 of the Special Provisions it references a Tidal work window of Nov-Apr. Special Provision Sections 105 indicate in-water work window August 1 – March 14. We understand the special provision is correct and the In-Water Work Window is August 1-March 14, confirm our understanding.

Response: The Special Provision 105 specifying in-water work is correct. The General Permit as described is for general projects and provides standard conditions, however the permits NAE-2020-00315, NAE-2020-00491, and NAE-2019-01206 include special conditions which supersede the General Permit standards. The In-Water Work windows are as follows: August 1 – March 14 for Frenchboro and Bass Harbor, August 1 – April 9 for Swans Island.

Question: It is unclear if “In-Water” work includes items other than pile installation. Fenders will be partially in the water much if not all of the time depending on tide cycle; we assume fender installation and/or repair can be done outside the In-Water Work window because it does not disturb the soil. Confirm our understanding.

Response: Soil disturbance is not the only consideration for what is considered In-Water Work (we also consider the effects of noise and vibration produced by an activity to fish and other sensitive species).

However, for the purposes of installing and/or repairing fenders at these terminals, work that is out of the water during a tide cycle is not considered In-Water Work and may be completed at any time of the year.

Question: Special Provision 501 (Steel Pipe Pile) appears to disallows vibro and hammer installation (traditional pile installation methods), why is this? For this project and length of pile, the best method would be to vibro and/or hammer installation to rock and use a drilling installation method for the rock socket. We respectfully request you allow the use of traditional pile installation methods through overburden.

Response: Based on the overburden's material composition and variable depths at each site, and the hardness of the bedrock, the method of pile installation for this project will be drilling. This approach affords the opportunity to easily penetrate the overburden material; ensure the creation of a rock socket with prescribed designed depth; and utilize one method of pile installation. Drilling operations will also avoid the possibility of pile damage as the pile advances toward and engages the hard bedrock.

Question: Special Provision 504 (Adjust Lift Cables, Transfer Bridges) does not give any detail on how the cables are adjusted. We have not found any drawings detailing the cable tensioning in enough detail to understand the process, including in the existing plans. This item is paid full compensation for "...tests, temporary supports, and incidentals...". Based on the information provided we don't understand how we can accurately bid this item without more information. Missing information would seem to included confirmation of the tensioning mechanism, can it be adjusted under load or can it be locked off or is temp support required, is there a specific tension being achieved, are new materials expected and if so how do we quantify, etc.

Response: The bridges lock into place, so the Contractor could use that to support the bridge while adjusting the cables. There is a locking bar that is pinned from the tower to the ramp to hold the ramp in place.

You can adjust the cables with the turnbuckle on each side, but some of the turnbuckles are maxed out. The turnbuckles should be re-centered, and adjustment made from there to level the bridge side to side. You may have to re-spool the cable to complete the adjustment. The measurement from the tower to the ramp needs to be reasonably the same.

Rockland Ferry Terminal plans are available for download and are nearly identical, though slight variations may exist. Also, Maintenance and Operations Manuals and 2019 bridge inspection reports for each site are now available for download. These provide some of these details along with photos of the structures.

Consider these changes and information prior to submitting your bid on **December 16, 2020**.

Sincerely,



George M. A. Macdougall P.E.
Contracts & Specifications Engineer