



Janet T. Mills

GOVERNOR

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

Bruce A. Van Note

COMMISSIONER

July 1, 2019
Subject: Fender System Modifications
State WINs: 023484.00 & 023823.00
Location: **Islesboro & Vinalhaven**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE pages 76 – 77, SPECIAL PROVISION – SECTION 107 – TIME, 2 pages, dated June 6, 2019, and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 107 – TIME, 2 pages, dated June 27, 2019.

In SPECIAL PROVISION – SECTION 501 – FOUNDATION PILES – (Timber Pile, Delivered) – (Timber Pile, In-Place) – (Pile Point), Section 501.043 Installation Procedures and Tolerances, **REMOVE** Note B., which begins “Pile hammer shall be...”, and **REPLACE** with “B. Pile hammer shall be air, steam, or diesel powered, and of an approved type with a capacity at least equal to the hammer manufacturer’s recommendation for the total weight of pile and character of subsurface material to be encountered. Driving shall be done with fixed leads or a driving frame, which will hold the pile firmly in position and alignment and in axial alignment with the hammer. A suitable cushion block shall be used to prevent undue damage of the pile butts. Timber piles shall be driven to practicable refusal. The Contractor shall complete and submit a WEAP analysis based on the actual pile driving equipment beforehand to verify that proposed equipment will not overstress the piles. Driving of piles shall be continuous without interruption until pile has been driven to final resistance or tip elevation. Note boring logs provided in the plan set for approximate elevation of bedrock. The tops of piles shall be cut off true and beveled at elevations shown on drawings. All broomed, crushed, or otherwise damaged materials at the head of the pile shall be removed before capping.” Make this change in pen and ink.

In SPECIAL PROVISION – SECTION 504 – STRUCTURAL STEEL – (Rock Anchors), Section 504.8 Lock off Procedures, **REMOVE** Note a., which begins “a. After acceptance of the tested anchors,...”, and **REPLACE** with “a. After acceptance of the tested anchors, install the pile reinforcing (if prescribed) and fill the piles with concrete to within 1/2” of the top of the pipe pile.” Make this change in pen and ink.

In SPECIAL PROVISION – SECTION 504 – STRUCTURAL STEEL – (Rock Anchors), Section 504.8 Lock off Procedures, **REMOVE** Note c., which begins “c. Final stressing of the rock anchors...”, and **REPLACE** with “c. Final stressing of the rock anchors (lock-off) shall be started only after installation

of rebar cages (if prescribed) and concreting the pipe piles and once the grout has obtained sufficient strength. Do not tension rock anchors until the concrete and dry pack grout in the pile has attained a minimum compressive strength of 4,000 psi, as shown by cube or cylinder samples taken during filling operations.” Make this change in pen and ink.

In SPECIAL PROVISION – SECTION 634 – HIGHWAY LIGHTING, Section 634.021 Materials, **ADD** the following paragraph:

EXISTING 15 kVA TRANSFORMER TO BE REPLACED:

Primary: 480 volts

Secondary: 120/240 volts

Phase: 1-phase

Type: Encapsulated

Make this change in pen and ink.

In SPECIAL PROVISION – SECTION 655 – ELECTRICAL WORK – (Cathodic Protection by Sacrificial Anodes), Section 655.06 Installation, **ADD** to the end of Note B., “The diver shall hand-tighten the double-nuts to prevent back-off. Do NOT use a wrench to torque the nuts.” Make this change in pen and ink.

In the Plan Sets:

On WIN 023823.00 and WIN 023484.00 SHEET G02, GENERAL NOTES AND DESIGN CRITERIA, under the Steel Pipe Piles Notes, **REMOVE** Note 5, which begins “5. Pipe piles were designed using...”. Make this change in pen and ink.

On WIN 023823.00 and WIN 023484.00 SHEET S03, DOLPHIN FOUNDATION PLAN, under the Pile and Rock Anchor Suggested Construction Sequence, **REMOVE** Note 11, which begins “11. Perform rock anchor proof...”, and **REPLACE** with “11. Perform rock anchor proof and performance tests to 133% of the max. pile tension load (See pile schedule). Release proof load and remove anchor plate.” Make this change in pen and ink.

On WIN 023823.00 and WIN 023484.00 SHEET S03, DOLPHIN FOUNDATION PLAN, under the Pile and Rock Anchor Suggested Construction Sequence, **REMOVE** Note 13, which begins “13. Lock off anchor at...”, and **REPLACE** with “13. Re-install anchor plate at top of anchor with hex nut and hardened washer. Apply 110% of the max. pile tension load (See pile schedule). Lock off rock anchor.” Make this change in pen and ink.

On WIN 023823.00 SHEET E01, ELECTRICAL PLAN, **REMOVE** the callout “Remove and Replace Existing Electric Power Panel”, and **REPLACE** with “Repaint Existing 45 kVA Transformer”. Make this change in pen and ink.

On WIN 023823.00 SHEET E01, ELECTRICAL PLAN, **REMOVE** the callout “Repaint Existing Electric Control Cabinet”, and **REPLACE** with “Replace Existing 15 kVA Transformer”, and **MOVE** the arrow leader head to point to the left-hand control panel. Make this change in pen and ink.

The following questions have been received:

Question: We feel that the Time Schedule is unreasonable and unattainable for the Vinalhaven portion of this project. Would MaineDOT entertain the completion dates for both sites by May 22, 2020?

Response: Please see the attached, revised SPECIAL PROVISION – SECTION 107 – TIME.

Question: Line Item 0110 501.903 Pile Tips – Rock Injector Point, are they for the Timber Piles? If not, what are they for?

Response: Item 501.903 Pile Tips – Rock Injector Point are the steel welded-plate points shown on Sheet S10 of the Islesboro plan set and Sheet S11 of the Vinalhaven plan set. The pile points are used for timber pile driving.

Question: Sheets S01 & G03 of the project plan set references as-built plans for the ferry terminals. Are these plans available?

Response: Prior contract plans have been added to the MaineDOT web site;
<https://www.maine.gov/mdot/contractors/>.

Question: Section 105, Environmental Requirements, of the special provisions references a mandatory shut down of pile driving operations if a marine mammal or sea turtle enters the "shutdown zone" during pile driving operations. How will this be enforced? Will marine observers be required during pile driving operations? If so, how will this activity be paid for?

Response: Marine mammal observers are not required for this project. The stop work requirement is based on incidental observations by the Resident on site and construction staff.

Question: Sheet G02 states that steel pipe piles shall be driven to a minimum nominal resistance of 1,280 kips. How will steel pipe pile capacity be verified? Will testing be required? If so, how will pile capacity verification testing be paid for?

Response: Note 5 on Sheet G02 of the WIN 023823.00 and WIN 023484.00 Plan sets shall be removed as noted by the above changes to the bid documents. A detailed summary of applied loads and capacities was developed directly on Sheet S03 in the plan set at the completion of the design phase. The installation procedures and requirements may be found in Special Provision 501. Please see above changes to PLAN SHEET G02, GENERAL NOTES AND DESIGN CRITERIA. Testing of the steel pipe piles is not required. Acceptance of the steel pipe piles will be based on achieving required embedment (socket) depth into bedrock. Note available boring logs and estimated pile lengths provided in the plans. Refer to Special Provision section 501.102, Installation and Excavation, for additional details.

Question: Sheet S10 states that timber piles shall have a driven capacity of 16 tons if the minimum embedment length of 20 feet cannot be obtained. How will timber pile capacity be verified? Will testing be required? If so, how will timber pile capacity verification testing be paid for?

Response: Timber piles shall be driven to practicable refusal. The Contractor shall complete and submit a WEAP analysis based on the actual pile driving equipment beforehand to verify that proposed equipment will not overstress the piles. Verification shall be incidental to the pile installation pay item. Please see above changes to SECTION 501 – FOUNDATION PILES – (Timber Pile, Delivered) – (Timber Pile, In-Place) – (Pile Point).

Question: The Geotechnical Report for the project references the possible need for a sheet pile wall or other containment wall during demolition of the existing stone-filled timber cribs to protect the pen-side of the timber cribs from losing stone ballast into the pen. Will retaining structures be required during demolition of the stone-filled timber cribs? If so, how will these retaining structures be paid for?

Response: The Contractor shall determine a suitable sequence, means, and methods they prefer to demolish the stone-filled timber cribs, but must ensure stone ballast or other debris does not migrate into the ferry pen as a result of the work, as specified in Special Provision section 105.11.2, Summary of Project Requirements.

Question: Much of the mooring dolphin concrete is located below high water. Section 502.10.A of the Maine Department of Transportation's Standard Specifications states that freshly placed concrete shall not come into contact with seawater for a minimum of 72 hours after placement. Will secondary containment around the mooring dolphins be required to ensure this specification is adhered to? If so, how will this containment or these cofferdams be paid for?

Response: Formwork may be constructed such that the seals are air tight and extend above MHHW to prevent infiltration of saltwater into the concrete or wet concrete into the ocean to meet the requirements of Standard Specification section 502.10.A. Special sealing methods of the formwork may be required, which shall be incidental to the concrete pay item.

Question: Regarding the work associated with the transformers, we find that the drawings do not offer any information. Could you please provide information such as the electrical specifications for the 15 KVA transformer that is to be replaced as well as the transformers current location.

Response: The locations of the existing transformers may be found in the As-builts and the transformer work is called out as “Remove and replace existing electric power panel” and “Repaint existing electric control cabinet” on WIN 023823.00 Sheet E01.

On WIN 023823.00 Sheet E01, the callouts “Remove and replace existing electric power panel” and “Repaint existing electric control cabinet” will be replaced with the more specific callouts, “Repaint existing 45 kVA transformer” and “Replace existing 15 kVA transformer,” respectively. Please see above changes to WIN 023823.00 PLAN SHEET E01, ELECTRICAL PLAN.

Additional information pertaining to the transformer replacement will be added to Special Provision section 634.021, Materials. Please see above changes to SPECIAL PROVISIONS – SECTION 634 – HIGHWAY LIGHTING.

Question: Is the lumber for the wave screens required to be dressed or rough sawn?

Response: The lumber for the wave screens may be either dressed or rough sawn lumber.

Question: Section 501.02 specifies the limits of the application of the fusion bonded epoxy coating for the pipe pile as the entire length of the pile. Do the 4x4x1/2 upper and lower angles (as shown on sheet S05) need to be coated as well?

Response: No, the sections of angles welded to the steel pipe pile to be cast within the dolphin do not need to be epoxy coated.

Question: Note 10 on sheet S01 of the Islesboro contract plans references removal and replacement of steel framed hoists in kind and states that this work shall be incidental to item 504.510 - Miscellaneous Fabrication - Remove. Section 504.66 of the special provisions references the same work being paid under item 504.510 - Miscellaneous Fabrication - Remove Miscellaneous Steel. However, I do not believe any details on the steel framed hoists have been provided in the plans. Additionally, no item is listed in the schedule of items with either of the names above. Can you please provide additional information on the scope of this work including specific design requirements for the for the steel framed hoists, any as-built information on the hoists, and clarify how this work will be paid for.

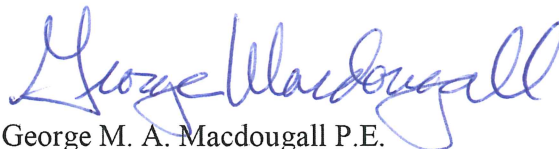
Response: There are existing hoists with a pulley on the ends that the ferry service installed at the facility. The Contractor is being asked to remove and reset these in new locations to be coordinated with the ferry service. The removal and resetting shall be considered incidental. Any new mounting hardware, anchors, etc. shall be included in item 504.510 – Miscellaneous Fabrication. The existing hoists can be seen at the facility.

Question: The plan documents and specifications call out 16" diameter steel and timber piles. Would the agency consider the use and substitution of FRP (Fiberglass reinforced polymer) composite piles in lieu of steel and timber?

Response: Contractors should bid the plans as designed and specified. If after award the Contractor wishes to propose substitutions the Department will review such proposals according to the contract specifications.

Consider these changes and information prior to submitting your bid on **July 10, 2019**.

Sincerely,



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

SPECIAL PROVISION
SECTION 107
TIME

107.1 Contract Time and Contract Completion Date

This Subsection is amended by the addition of the following:

The Contractor shall conduct his operation in such a manner that WIN 023823.00, the Vinalhaven ferry terminal project, shall be completed on or before **Tuesday, December 31, 2019** with Supplemental Liquidated Damages as noted and per Section 107.8 of the Standard Specifications.

If the new ferry, scheduled to be delivered the first week of January 2020, is delivered and the Department determines it is unable to put the new ferry into service, due to the status of the construction at the Vinalhaven terminal, the Contractor will be assessed Supplemental Liquidated Damages at the rate of one thousand dollars (\$1000) per each day for each day that WIN 023823.00 is not complete after **December 31, 2019 or the date the ferry is delivered**, whichever is later.

Assessment of Supplemental Liquidated Damages, as noted and in Section 107.8 of the Standard Specifications, will be in addition to liquidated damages specified in Section 107.7.2 of the Standard Specifications.

The Contractor shall conduct his operation in such a manner that WIN 023484.00, the Islesboro ferry terminal project, shall be completed on or before **Friday, May 22, 2020** with Liquidated Damages as per Section 107.7.2 of the Standard Specifications.

The specified Contract completion date is **May 22, 2020**.

107.3.2 Night Work

This Subsection is amended by the addition of the following:

The Contractor shall be aware of the close proximity of the local residences and the ability of noise to carry long distances over water. The Contractor shall conduct operations so as not to generate loud noises greater than 80 dB within 500 ft of any building used for residential purposes between the hours of 10:00pm and 7:00am unless otherwise approved. Local requirements concerning noise may impose additional restrictions and must be complied with by the Contractor.

107.4.7 Limitations of Operations

The Contractor shall note that the pen is routinely occupied by the passenger ferry vessel during the day according to the published vessel schedule. The pen is only accessible to the contractor on a limited basis during the day. Night time access is also limited due to the presence of the vessel after 5:00 PM through the following morning at 7:00 AM.

The cost of these limits of operations shall be considered incidental to the Contract and no additional compensation will be made.

107.9 Project Closeout

The following is in addition to the requirements of Section 107.9:

The Contractor shall maintain at the site a set of up-to-date “As-Built” Contract Plans and these Special Provisions, upon which shall be recorded accurately as the work progresses the actual dimensions and locations of all his work, indicating thereon all variations from the Contract Documents, including pile tip elevations. The record shall include the work of all Subcontractors. Record drawings shall be reviewed by the Resident, and the Contractor shall make all necessary changes according to the Resident’s review.

Prior to final acceptance of the Work, all recorded data shall be transferred by the Contractor, to a complete set of reproducible record specifications of the Contract Drawings showing “As-Built” conditions. The As-Built drawings shall be presented using neatly color-coded markups to identify changes, modifications, or deletions to the proposed work.

The additional project closeout requirements noted in this special provision shall be considered incidental to the contract and no separate payment will be made.