



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration  
DIVISION OF PURCHASES  
One Capitol Hill  
Providence, RI 02908-5855

Tel: (401) 574-8100  
Fax: (401) 574-8387  
Website: [www.purchasing.ri.gov](http://www.purchasing.ri.gov)

September 25, 2013

**ADDENDUM NUMBER ONE**

**RFQ # 7498364**

**TITLE: Galilee Boat Ramp Improvements - DEM**

**Closing Date and Time: 10/3/13 at 1:45 PM**

**Per the issuance of this ADDENDUM #1  
(4 pages, including this cover sheet)**

**Specification Change /Addition / Clarifications**

**NOTICE OF ADDENDUM NUMBER ONE (1)**

TO

State of Rhode Island  
DEM-Planning and Development Contract No. 10-12  
Bid Number 7498364  
Galilee Boat Ramp Improvements  
Narragansett, Rhode Island

**DATE of ADDENDUM:** September 24, 2013

**The contract documents are hereby modified to include this document as if fully attached thereto.**

**ITEM A)** Section 01050 – Field Engineering, part 1.1, section A add No. 3 “Provide written confirmation validating the elevation of the established Benchmark (nail in utility pole) relative to the elevation of Mean Low Water by a licensed professional land surveyor prior to the start of work. The surveyor shall reference the elevation to a NOAA National Ocean Service tide station and also record the elevation of a high tide and a low tide in the field and reference the recorded elevation to the predicted elevation as published by NOAA.”

Response to Questions:

*Q1) Specification Section 06010 – are fixed leads required, irrespective of the type of hammer used?*

The contractor is expected to locate the proposed pilings as shown in the plans to the tolerances established in the specifications. The contractor may choose to use leads or templates to ensure correct placement of the piles; however, fixed leads will not be required. Piles driven excessively out of alignment shall be removed and redriven as determined by the engineer.

*Q2) Specification Section 10342 – what is the size (diameter) of the Hoop Piles Holders?*

The floating docks shall be anchored to the piles with 18” hoop pile holders with rollers.

*Q3) Plan Sheet C1 calls for removal of the existing Boat Ramps – should bidders assume that there is no supporting structure under the ramps that requires removal.*

The existing boat ramps are constructed of concrete planks anchored together with bolted steel connections and lay over a 12” bed of crushed stone.

*Q4) Please provide the Survey Control for the new structure – is the location (stationing and offset) to be determined solely from the existing pier?*

To ensure that the alignment of the boat ramp remains parallel to the existing pier, the only survey control given are the two points along the fixed pier with respective stationing and offset, and the elevation of the benchmark.

Q5) *The Timber Sheet Pile Cap (Sheet C3) is to be Contractor designed – is the only design criteria the differential loading creating by backfilling?*

The permanent steel sheeting to be placed between the existing fixed pier and the floating docks shall be designed to withstand all applicable load combinations determined by the contractor's engineer.

Q6) *The Timber Sheet Pile Cap Steel Sheeting (Sheet C3) is to be coated – is there a Specification for this coating, and is it to be coated full height?*

The permanent steel sheeting shall be coated above the mud line with an approved coal tar epoxy coating and primed with an approved zinc primer. The coating shall be applied per manufacturer's specification.

Q7) *The Timber Sheet Pile Cap (Sheet C3) is to be bolted to the Steel Sheeting – please provide spacing.*

The timber sheet pile cap should be bolted to the steel sheeting at each sheet section. Spacing will vary depending on the type and dimensions of the section chosen by the contractor.

Q8) *With reference to the Fixed Pier Framing Plan (Sheet C5), is it the intent to remove the first 30' of the existing pier in its entirety (including piles), and replace with the new Fixed Pier (including new piles)*

As stated in drawing detail 1-C1 "Piles shall be completely extracted, cutting pile at the mud line will not be allowed." New piles shall be installed to the correct elevations to account for the rise in the elevation of the new pier walkway.

Q9) *Is the Steel Guideway (Sheet C8) galvanized?*

The steel guideway system does not need to be galvanized

Q10) *Does the State or DEM have an anticipated Notice to Proceed Date? Does the ramp need to be complete this year?*

It is the intent of the DEM to have the ramp completed for the 2014 boating season. The selected contractor shall be prepared to submit all the necessary paperwork as soon as possible following the receipt of the tentative letter of award in order to expedite the Notice to Proceed. Attention is called to the CRMC and WQC permits which state that all in water work shall be performed during the dredge window (October 15 – January 31). This requires that the installation of the sheet pile cofferdam and all dredging outside of the cofferdam be completed before January 31. Subsequent work performed inside the cofferdam is not restricted by the dredge window.

Q11) *Is the contractor responsible for casting the boat ramp slabs?*

Yes, the contractor will be responsible for the fabrication of the boat ramp slabs in accordance with the specifications outlined in Sheet C7 of the drawings and Section 3400 of the specifications.

Q12) *Is the contractor required to provide 10% minority business participation?*

Yes, as stated in the Invitation of Bid this project is subject to the terms, conditions, and provisions of Chapter 2, 12,13 and 14.1 of Title 37, Rhode Island General Laws of 1956, as amended et seq., and regulations promulgated thereunder, which require that ten percent (10%) of the dollar value of work performed on the project be performed by minority business enterprises, and prevailing wage rates to be paid under the Contract for this project must be in accordance with those prevailing wages on file in the Rhode Island Department of Labor Office of the Director.

Q13) *Where should the dredged material be disposed?*

As stated in Sheet C3 of the drawings, "Upon adequate dewatering, all dredged material shall be disposed at Scarborough State Beach for beach nourishment above the high tide line. The material shall be raked and leveled over the existing beach sand as directed by RIDEM." Given the unpredictability of beach erosion, the exact location was not determined ahead of time but will be limited to the beach at Scarborough. RIDEM will instruct the contractor at the time of disposal on the exact location for the beach nourishment.

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**END OF ADDENDUM NUMBER 1**

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