

## GENERAL

The existing Transient pier is to be removed and replaced with a new timber pier and floats. The southerly edge of the new pier and floats will be in the same location as the southerly edge of existing pier. The contractor will need to keep track of this location line by keeping certain piles in place from the existing pier or by using conventional surveying methods. The location method chosen and used must be approved by the engineer before any demolition. All building and installation shall be according to the accompanying plans. Any variation or change from the plans must be approved by the engineer and Town.

Before any demolition or construction begins, there must be an onsite meeting with the contractor, engineer, and town officials.

## REMOVE THE EXISTING STRUCTURE

The existing timber pier (with creosote piles) shall be removed and disposed of according to all applicable environmental laws and codes. The piles shall be pulled up such that no stump remains. Piles shall not be broken off at the mud line with the bottom left in place. If any part of a pile must be left in place it must be approved by the engineer.

The existing floats shall be stacked neatly in the parking lot so they may be trucked to a town storage area by others.

The Utilities Contractor is responsible for disconnecting and making safe the utilities on the Transient Yacht Dock before demolition. All utilities left in place shall be removed and disposed of by this contract after notification from Town.

## GREENHEART PILES

The support piles for the fixed timber portion of the new pier shall be driven with a vibratory hammer or a single or double acting hammer to the depths shown on the plans. Jetting piles will not be allowed. All greenheart piles shall have a stainless steel band at the top of the pile to prevent splitting. The tops of each piling shall be capped with an appropriate marine-grade epoxy white paint that extends down four inches. The piles shall be installed with a horizontal accuracy of  $\pm 3$  inches.

The guide piles for the concrete floats shall be driven with a vibratory hammer or a single or double acting hammer to the depths shown on the plans. Jetting piles will not be allowed. The guide piles must be installed at the same time and in conjunction with the concrete floats so that all the attachment hardware fits and works well and according to the manufacturer's specifications.

## THE FIXED PIER AND RAMPS

The fixed portion of the pier shall be built and installed according to the accompanying plans. The ramps, gangway and pier shall be ADA compliant.

The connection of the new pier to the northwest end of the “Dutcher Dock” and bulkhead will require some re-building of the northwest end of the “Dutcher Dock”. The detail of this transition/re-build must be approved by the engineer.

#### THE EXISTING TIE OFF PILES

The existing tie-off piles may be removed and replaced as necessary to allow the construction barge to be placed for construction. Any pile removed during construction must be replaced with the original pile that came out or a new pile. Any pile damaged during construction must be replaced with a new pile.

#### SAFTY AND BOARDING LADDERS

Ladders shall be made of Heavy-duty 1.5" anodized aluminum tubing in the configuration shown as “Ladder Detail” on Sheet 2 of 3, not wood as drawn. Ladders shall be provided and installed as shown on the plans. The exact location of the ladders may be altered at the time of construction to better line up with boat slips. The final locations must be approved by the engineer.

#### DREDGING

The dredging shown on the plans shall be done before the installation of any floats and outside the Time-Of-Year restrictions given in the permits. The dredging must be done mechanically and spoils shall be disposed of at the site shown on the plans.

#### CONCRETE FLOATS

The concrete floats and associated hardware (provided by the town) are to be installed to manufacture’s specifications.

#### ALUMINUM GANGWAY

Supply, install and connect a 30ft. aluminum gangway ramp as shown on the plans with the hinge system at the top and transfer plate and rollers at the bottom. The installation and work must be done to manufacture’s specifications and other applicable codes and laws. The final design and installation must be approved by the engineer.

#### RAILING AT EAST END OF FIXED RAMP

A pipe railing of 2” galvanized welded pipe shall be installed on the bulkhead as an extension to the landward end of the northerly railing on the fixed timber ramp. The railing is to guard the edge of the bulkhead between the new fixed ramp and the jetty rocks. The final design and installation must be approved by the engineer.

24 sq.ft. landing for ramp and stairs at parking lot and bulkhead cap. ADA compliant.

#### UTILITIES

Electric, water and communication services are to be installed by others under a separate contract, however all float installations and pier construction shall be done with consideration of future utility installation and in coordination with the Utility Contractor.