



INVITATION FOR BIDS

TOWN OF CHILMARK

PROJECT: 2016-07

Menemsha Phase 3

Temporary Tie-Up Concrete
FLOATING DOCK SYSTEM

DUE DATE: August 4, 2016
4:30 PM

KEY DATES

July 20:	Published in Goods & Services
July 14:	Published in MV Times
July 20:	Bid packages available at Chilmark Town Hall.
July 28 @ 11:00 am:	Pre-bid meeting, review at Chilmark Town Hall. Site walk to follow the meeting.
July 29 @ 5:00 pm:	Deadline for receiving questions in writing at Selectmen’s Office.
August 4 @ 4:30 pm:	Deadline for receiving sealed bids at Chilmark Town Hall. Bids will be publically opened and read aloud.
August 16:	Selectmen meet to Award job.
September 1 or earlier:	Sign contract within 10 days of award.
October 15 or earlier	Delivery of Floats
<i>January 15 – May 15</i>	<i>Time Of Year restriction – No in-water work allowed.</i>

The Town of Chilmark is seeking sealed bids for the construction and delivery of 80 feet concrete floating dock system with deck hardware and other necessary components for use as a Temporary Tie-Up Dock and public landing. The site is located in the Town of Chilmark on Menemsha Channel, off of Boathouse Road.

MEETING

Attending a pre-bid meeting and site walk is strongly encouraged. This meeting will take place on Thursday July 28 @ 11:00 am at the Chilmark Town Hall. All bidders are encouraged to visit the site before submitting a bid. Submission of a bid constitutes an acknowledgment that the bidder has examined the site and is familiar with existing conditions.

RULE FOR AWARD

The contract will be awarded to the responsive and responsible bidder offering the lowest price for the services specified in this Invitation for Bids (IFB).

The Town will consider only responsive bids from responsible bidders for a contract award. A responsive bid is one which complies fully with all submission requirements stated in this IFB. Any bid which does not comply with all submission requirements may be rejected as non-responsive. A responsible bidder is one who demonstrably possesses the skill, ability, and integrity necessary to faithfully perform the work called for in this procurement and meets the requirements of Massachusetts law.

All bidders will:

1. Identify the proposed project manager and on-site supervisor, along with their qualifications to work on this project.
2. List the bidder's prior experience on projects similar to this.
3. State the financial ability of the firm to perform the work in this IFB.
4. Submit their bid on the attached Bid Pricing Sheet.
5. Bidders must submit a non-collusion form.
6. Bidders must submit a tax compliance certification.
7. Each bidder must submit with its bid a bid deposit equal to five percent of the amount of the bid. The bid deposit may be in the form of a certified, treasurer's, or cashier's check payable to the awarding authority from a responsible bank or trust company; cash; or a bid bond from a surety licensed by the Massachusetts Division of Insurance.

On M.G.L. c. 30, §39M projects, the town reviews the qualifications of the apparent low bidder after the bids are opened. The town may request any information from the bidder needed to determine if the bidder is responsible.

This is a Prevailing Wage project and the wage sheet is enclosed with this IFB.

The contractor must furnish a payment bond in the amount of 100 percent of the contract price. The contractor has 10 days from the date of notification of contract award to obtain the payment and performance bonds.

A bidder may correct, modify, or withdraw a sealed bid by written notice received in the office designated herein for bid submission prior to the time set for the opening of bids. After the opening, a bidder may not change any provision of the bid in a manner prejudicial to the interest of the Town, or to fair competition. The Town shall waive minor informalities or allow the bidder to correct them. If

a mistake and the intended offer are clearly evident on the face of the document, the Town shall correct the mistake to reflect the intended correct offer and so notify the bidder in writing, and the bidder may not withdraw the offer. The Town may permit a bidder to withdraw an offer if a mistake is clearly evident on the face of the document but the intended correct offer is not similarly evident.

The Town shall award a contract by written notice to the selected bidder by no later than September 4, 2016. This deadline may be extended an additional 30 days with the mutual consent of the Town and the Bidder.

All bid prices submitted in response to this IFB must remain firm for sixty (60) days following the bid opening.

The award of a contract will be conditioned on the selected bidder signing the Town's contract and providing the 100% payment bond within ten (10) days from the date of notification of award.

TIME IS OF THE ESSENCE as the town is under a Time-Of-Year restriction prohibiting in-water work after January 15.

Notwithstanding any provision contained herein to the contrary, the Town reserves the right to cancel this procurement at any time before a contract is executed by the Town, in which event the Town will reject all bids received in response to this IFB. The Town reserves the right to reject any or all bids when it is in the public interest to do so.

QUESTIONS: Deadline is July 29 at 5:00 PM to submit written questions to the Executive Secretary, Chilmark Town Hall; 401 Middle Road; P.O. Box 119; Chilmark, MA. 02535. PH: 508-645-2101; FAX: 508-645-2110 or email at tcarroll@chilmarkma.gov

REFERENCES: Bidders must submit a complete list of all current customers for which the bidder has installed utilities and previous customers for in the past three (3) years of projects of similar scope, with contact names and telephone numbers. A bid may be rejected on the basis of one or more references reporting poor past performance by the bidder. Bidders must have competed at least three (3) utility installations of similar scope for prior customers.

SEALED BIDS DUE: Sealed-Bids will be accepted until Thursday August 4, 2016 @ 4:30 PM at the Selectmen's Office; Chilmark Town Hall; 401 Middle Road; P.O. Box 119; Chilmark, MA. 02535-0119. Bids must be marked on their face with "**Menemsha Phase 3 Temporary Tie-Up Concrete Floating Dock System**". All bids will be opened at that time and read aloud. The bids must remain firm for sixty (60) days. **LATE BIDS WILL NOT BE ACCEPTED.**

PROJECT

This contract will work in coordination with the installation contractor hired to install the concrete floating dock system, and to supply and install the pilings, gangway, hardware, and timber platform.

The Floating Docks will serve as the Temporary Tie-up Dock and public landing.

There will mounting and conduit provisions made for the installation (by others) of two (2) utility pedestals (Eaton "Admiral" or better) along the shore side and one Eaton "Firehouse Marina" stations installed along the shore side of the floating dock.

The floats shall include all hardware to attach them to at least eight (8) piles for anchoring. The floats shall be designed to accept the future attachment of a 40 x 3 foot concrete float at the South

end of the 80 foot concrete floating dock system. The floats shall be designed to accept the weight and wear of a gangway at the North end.

The entire design of the floating dock and the placement of utilities shall be approved by the Town and its engineer.

1. The Floating Docks must meet all specifications as outlined in the referenced or attached documents.
 - a. Float Specs 10-12-12A
 - b. LICENSE PLAN 14039
 - c. Eaton LIGHTHOUSE SS
 - d. Bid Pricing Sheet.
2. Floats shall be delivered no later than October 15, 2016 so that they can be installed by others before the Time-Of-Year Restriction deadline of January 15, 2013.

BID PRICING SHEET

(submit to awarding authority)

Company NAME

Gentlemen:

We the undersigned propose to furnish the Town of Chilmark an eighty foot by 9 foot concrete floating dock system and associated equipment and improvements (all labor and materials required for this project) per the attached specifications for the price stated below:

TOTAL PRICE OF THE CONTRACT

Per Chilmark Specifications \$ _____

In Written Words _____

Did you deviate from the specifications in any way? (If yes, you must submit a detailed description of all deviations.) YES _____ NO _____

This bid includes addenda numbered: _____

The Project Manager will be: _____

Attach statement of financial ability to perform the work in this IFB.

I acknowledge that I have examined the site and I am familiar with the existing conditions.

BY: _____
AUTHORIZED SIGNATURE PRINT NAME

COMPANY NAME TELEPHONE & Cell # NUMBER

ADDRESS EMAIL ADDRESS AND FAX #

CITY, STATE, ZIP CODE DATE

REFERENCE FORM

Bidder: _____

Bidder must provide references for: all contracts performed within the past three (3) years of similar scope, and provide a list with contact information for ALL current contracts.

Reference: _____
Address: _____
Contact: _____
Phone: _____
Fax/Email: _____

Description and date(s) of services provided:

Reference: _____
Address: _____
Contact: _____
Phone: _____
Fax/Email: _____

Description and date(s) of services provided:

Reference: _____
Address: _____
Contact: _____
Phone: _____
Fax/Email: _____

Description and date(s) of services provided:

(Attach additional reference sheets if necessary)

CERTIFICATE OF NON-COLLUSION

The undersigned certifies under penalties of perjury that this bid or proposal has been made and submitted in good faith and without collusion or fraud with any other person. As used in this certification, the word "person" shall mean any natural person, business, partnership, corporation, union, committee, club, or other organization, entity, or group of individuals.

Signature of individual submitting bid or proposal

Name of business

TAX COMPLIANCE CERTIFICATION

Pursuant to M.G.L. c. 62C, §49A, I certify under the penalties of perjury that, to the best of my knowledge and belief, I am in compliance with all laws of the Commonwealth relating to taxes, reporting of employees and contractors, and withholding and remitting child support.

Signature of person submitting bid or proposal

Name of business

**SUBMIT in SEALED ENVELOPE Marked on its face:
“Menemsha Phase 3 Temporary Tie-Up Concrete FLOATING DOCK SYSTEM”**

TECHNICAL SPECIFICATIONS

CONCRETE FLOATING DOCK SYSTEM

1. GENERAL

1.1 THE SCOPE

The Contractor shall furnish all tools, equipment, materials, and supplies and shall perform all labor, supervision, fabrication, assembly, and delivery of a complete concrete float system.

1.2 CONTRACTOR SITE INSPECTION

The Contractor shall examine the jobsite before preparing his shop drawings to verify all physical conditions and surroundings. Contractor shall coordinate with Vineyard Land Surveying and the engineer.

1.3 TECHNICAL

The town owns approximately 300 feet of Unifloat® design concrete floating docks manufactured by Bellingham Marine, Inc., and would like to purchase additional floats of similar design and construction. An approved equal is acceptable to the Town. Alternate dock designs should be submitted to the Town prior to bidding for review by our engineer. Alternate manufacturers should include documentation of “equal or better” design and construction for Town review.

The dock system shall consist of modular sections designed in such a manner that concrete modules may be replaced with standard or similar modules in case of repairs. Finger floats shall be made of single piece modules up to 50 ft (12m) in length.

Float modules shall be structurally connected by a treated timber or other approved waler system that will allow replacement without affecting the float modules or the structural integrity of the system. Concrete module connection methods that cause structural failure of the float module when over stressed will not be allowed.

Sufficient flotation shall be provided to support a live load of fifty (50) pounds per square foot of deck area, with a minimum freeboard of not less than eight (8) inches.

Contractor should exercise caution to insure that all dead loads are accurately determined and included in buoyancy calculations. These loads should include appropriate safety factors if used and any specific manufacturing considerations that will affect the final freeboard. Should freeboard adjustments be necessary after installation they shall be accomplished with

the use of supplemental flotation approved by the engineer of record. Supplemental flotation shall be installed such that it will not affect the performance or the longevity of the dock system.

Dead loads shall consist of the floats, framing, waler system, attachment steel, miscellaneous connection devices, and all other permanently attached equipment such as utilities, boxes, fire protection equipment, etc. The weight of lumber for buoyancy calculations shall be assumed at no less than forty (40) pounds per cubic foot.

Special floats must be designed within reason to support the additional concentrated loads as imposed by gangways, transformers, or other equipment. Floats with special loadings shall have the same freeboard as floats with no such loading, so that there will be little or no residual stresses or tilting when such floats are interconnected.

Walking surface of concrete floats shall be level and flush with respect to the adjacent floats.

Floats shall be designed to float level under dead load only. The decks of the floats shall be within the followings tolerances of being level:

- Maximum transverse slope for main floats: one (1) inch per ten (10) feet of width
- Maximum longitudinal slope: one (1) inch per ten (10) feet of length

Flotation units shall be located within the structure so as to be capable of supporting a 300 pound point load moving in any area on a float without excessive rolling or tilting on the dock. When a 400 pound load is applied one foot from the end of the finger, that finger will loose no more than four inches of freeboard. When a 300 pound load is applied to one outer corner of the finger there should be no more than 2 inches in freeboard differential per three feet of width between the outer corners of the finger. These measurements should be taken after the dock system is totally connected and in its final intended condition.

Float and anchorage systems shall be designed for the following load cases as a minimum:

- Wind pressure of 15 PSF (77 MPH fastest mile wind at 33 feet standard elevation, Exposure C, per ASCE 7-93) acting on the projected area of all docks and moored vessels assuming full occupancy of the marina. In areas frequented by named storms the project engineer will specify an appropriate wind pressure.
- Minimum current pressure of .6 PSF (1 foot per second current velocity) acting on the projected area of all docks and moored vessels assuming full occupancy of the marina. In areas that experience floods along with higher current loads the project engineer will specify the current velocity and an occupancy level that would reflect that expected during an event that presents the increased current loads.

- Vertical wave loads from a 1' high 1.5 second period wave. In less sheltered areas the project engineer will specify the appropriate wave profile that can potentially impact the dock system.
- Lateral wave loads for waves having a significant wave heights exceeding one foot if they are expected to occur at the specific site.
- Load cases should be combined based upon the probability of simultaneous occurrence of the events.

1.4 STANDARDS

All docks, structures and components must be designed per one of the following codes or authorities, depending upon the application:

UBC (Uniform Building Code)
 SBC (Standard Building Code)
 MBMA (Metal Building Mfg. Assoc.)
 BOCA (Building Official Congress of America)
 City/State/County Building Code
 Army Corps Manual SR-2
 ASTM Standards
 AISI (American Iron and Steel Institute)
 AISC (American Institute of Steel Construction)
 AWWA (American Wood Preservers Assoc.)
 PCI (Prestressed Concrete Institute)
 CRSI (Concrete Reinforcing Steel Institute)

1.5 PARAMETERS

- Wind load calculations shall be based on an average vessel profile height equal to 15% of the slip length. Slip length is 45 feet.
- Current load calculations shall be based on the average vessel draft determined by the intended vessel types. Assume average draft is 3 feet yachts.
- Calculations are to be performed for wind and current loads both parallel to and perpendicular to the slips.
- Full wind and current loads shall be applied to all exposed vessels. To account for sheltering effects, 15% of the full load shall be applied to all vessels sheltered by the exposed vessel.
- Calculations shall assume that any given slip may be exposed to the loads created by a design event.
- Allowable material stresses shall be based on the latest edition of the Uniform Building Code.
- Minimum evaluation of the design wave environment shall include identifying the Significant Wave Height, Peak Spectral Wave Length, Wave Period and Wave Approach Angle.

1.6 CALCULATIONS

All design calculations shall assume that all slips are occupied and all reasonable dead loads have been incorporated into the system.

Once the loads are determined by the applicable codes listed above, the design and calculations shall be prepared in accordance with AISI and AISC specifications and guidelines.

All engineering and calculations shall be done in accordance with these guidelines using the appropriate allowable capacities and safety factors. Calculations are to be stamped by a registered professional coastal engineer, maintaining professional liability insurance with a minimum policy limit of \$1,000,000.

In addition to sizing all members for these codes and specifications, the following calculations shall be submitted as a minimum for the dock system:

- Anchorage attachment points to insure reactions shall be appropriately and rationally distributed throughout the system.
- Finger lateral loads from current and wind in the shielded and unshielded condition for each finger length. Calculations will provide transfer assumptions for both cantilever and non-cantilever type fingers, including finger-to-walk connections.
- Overall system loads under full occupancy with consideration for shielding factors and deflections of the system and its effects on anchor loading.
- Vertical loading due to wave action and live load requirements including both walkways and fingers.

1.7 DRAWINGS

Prior to fabrication or construction, the Contractor shall furnish sufficient information to describe his floating dock system, and shall submit complete shop drawings and calculations for approval by the Owner. Dock and anchorage drawings and calculations shall be affixed with the appropriate stamps and signatures of a registered professional coastal engineer, maintaining professional liability insurance with a minimum policy limit of \$1,000,000.

Shop drawings shall show the layout of the dock system, layout of complete mooring/anchoring system, details of all connections, waler sizing and splice pattern, anchorage connections, utility routings and all other details necessary and pertinent to the construction of the floating dock system.

1.8 QUALITY ASSURANCE

The manufacturer must have an ongoing quality management system. This quality system must be regularly assessed and currently certified as meeting the ISO 9001 Standard. The scope of this certification must be for the design and manufacture of floating docks and pertain to the company or portion of the company providing the products and services for the project.

2. MATERIALS

2.1 GENERAL

The Contractor shall submit for approval by the Owner, all items he intends on using for the construction of this project, as well as any alternate materials.

The Owner will be allowed access to all sites where materials pertaining to this contract are manufactured or constructed for purposes of inspection.

Materials delivered and stored at either the manufacturing facility, staging area, or job site shall be properly stored on dunnage or by other appropriate means to prevent direct contact with the ground and unnecessary damage.

3. CONCRETE FLOAT MODULES

3.1 Manufacturing

The float manufacturer shall have a minimum of ten (10) years experience in the design and manufacturing of concrete floats for use in areas susceptible to freeze-thaw conditions.

The manufacturing facility shall be designed to provide the proper environment and physical conditions necessary for float casting. The facility shall provide adequate work space, equipment, level casting surfaces, and protection from direct sunlight, wind, moisture and freezing. Floats shall be cast in an all weather environment that includes an enclosed casting building with heated casting beds for use when ambient temperatures are below 60 degrees.

Float modules shall be cast monolithically in a single pour. There shall be no cold joints of any type.

Float modules shall consist of 6 sides of concrete with a minimum deck thickness of 2 inches, minimum side wall, end wall thickness of 1.5 inches, and a minimum bottom thickness of 1.25 inches.

3.2 Forms

Floats shall be cast in steel forms, with a smooth, true surface. Forms shall be designed in such a way to prevent unsightly finished surfaces or definite lines that could result in crack planes. Any rough edges, form marks, or defects shall be cleaned, ground smooth, or patched.

Float forms shall have a tolerance of not more than 1/8 inch from the dimensions shown on the shop drawings. Floats cast from forms more than 3/4" out of square (when measured diagonally) shall be rejected.

Concrete shall be vibrated internally and/or externally to assure a smooth dense finish. The placement will be such that the concrete float module is monolithic with no cold joints in any part of the finished module.

3.3 Concrete Mix Design

Prior to the manufacturing of any flotation units, the concrete mix design shall be approved by the Owner's Engineer.

The concrete mix shall contain Type I or Type II modified, low alkali Portland Cement.

Concrete for the top surface of the flotation units shall contain polypropylene fibrous reinforcement at a rate recommended by its supplier.

Concrete shall have a minimum twenty-eight (28) day compressive strength of 4000 PSI, per ASTM C-94. Floats made of concrete with less than specified strength may be rejected by the Owner.

The theoretical concrete unit weight shall not be more than 120 pounds per cubic foot.

Coarse and fine aggregates shall conform to ASTM C-33-86, ASTM C-330 lightweight aggregates for structural concrete.

All concrete shall be air-entrained from five (5) to eight (8) percent and shall be tested in accordance with ASTM C-138, C-173, or C-231.

Water/cement ratio shall not exceed 0.45.

Slump range shall be three (3) inches to seven (7) inches when tested in accordance with ASTM C-143-78.

3.4 Concrete Testing

The manufacturer will maintain an ongoing daily concrete testing program and its associated records. All concrete testing shall be done under the direct supervision of ACI (American Concrete Institute) certified testing technicians.

All concrete testing shall be done in accordance with the respective ASTM specifications.

A minimum of three (3) compressive test cylinders shall be taken daily per mix design being used that day. The cylinders will be cured in a temperature controlled water bath and tested by either an independent testing laboratory or by an on-site, Owner approved, certified testing facility. Test results will be submitted on one (1) each, seven (7) day; one (1) each, twenty-eight (28) day; and one (1) hold cylinder. Hold cylinders will be maintained at the casting facility for a period of five years.

Unit weight, slump and entrained air tests will be taken daily from the same material sample used for the compressive test cylinders.

All concrete testing shall be done at the Contractor's expense.

3.5 Concrete Reinforcement

Galvanized welded wire fabrication used as concrete reinforcement shall be a minimum size of 2" X 2" - 14/14. Welded wire fabric is required in the deck and the bottom sections with a minimum of a two (2) inch return to the sides and ends. Where splicing occurs, the overlap will be a minimum of four (4) inches. Galvanized wire mesh shall meet ASTM A-185.

Reinforcing steel bars (rebar) shall be grade 40 or 60, conform to ASTM 615, and shall be epoxy coated in accordance with ASTM A775 or galvanized in accordance with ASTM A 767.

Concrete decks shall contain fiber as a secondary reinforcement in accordance with the manufacturer's recommendations. Fiber shall be alkali proof and fully fire rated.

3.6 Expanded Polystyrene Core (EPS)

The closed cell expanded polystyrene core used inside the concrete unit shall conform to ASTM Standard Specification C-578. The EPS shall be Type I as listed in the ASTM Standard.

- Density weight minimum of 0.95 and a maximum of 1.10 pounds per cubic foot.
- Compressive strength minimum of 10 psi.
- Flexural strength minimum of 25 psi.
- Water absorption maximum of three (3) percent by volume as tested by ASTM Method C-272.

The EPS foam core may not have more than ten (10) percent reground EPS foam material. Reground foam pieces shall not exceed ½" in diameter.

The foam core shall be held in a true position during the casting operation with an allowable variation of 1/8 inch from the dimensions shown on the shop drawings.

3.7 Utility Raceways

Each walkway shall have utility sleeves embedded in the concrete float modules as required for electrical and mechanical systems with appropriate access boxes embedded in the decks of the concrete modules.

Access boxes, where required, shall be Newbasis Type 1730, or approved equal, unless otherwise specified by the owner or required by specific state or local codes.

Access boxes shall be flush with the walking surface and shall have a one (1) inch nominal concrete bottom with a smooth or light brushed, slip-resistant finish. All bolts for lids on access boxes shall be stainless steel.

Utility sleeves shall remain above the water surface under dead load conditions and shall be designed to facilitate installation, removal, and servicing of the utilities. Access openings shall be provided at convenient locations if required for special access.

3.8 Thru-Rod Connections

The minimum dimension for all thru-rods for structural attachment is 3/4 inch rolled thread diameter. All thru-rods shall be placed within PVC sleeves cast in the float units. The maximum inside diameter of PVC shall not exceed 7/8 inch for 3/4 inch thru rods.

Walers shall be securely fastened to the concrete floats using galvanized thru-rods, plate washers, split washers, and hex nuts. Thru-rods shall be placed through each float unit within six (6) inches of each end of that unit, and within six (6) inches of each lumber splice.

No connecting device shall protrude beyond the fascia into the berth area. Any connecting device protruding above the surface of the deck shall have a low, rounded profile. Any connecting device cast into the concrete modules shall be stainless steel.

A hot dipped galvanized coating shall be required on all thru-rods, bolts, miscellaneous hardware, cleats, steel plates, angles, and shapes in accordance with either ASTM A-123 or ASTM A-153 as the process applies to the specific material.

3.9 Deck Finish

The float deck surface shall be trowel finished with a steel trowel and a slip-resistant finish applied transversely to the walking surface. Manufacturer

shall establish finishing methods and procedures to insure an even and consistent broom or screed finish on all deck surfaces. All top edges shall have a 3/8 inch tooled radius with a minimum 1-1/2 inch wide smooth hard steel finished face. Outside top edges and corners shall be filed smooth. All work shall be performed by persons experienced and skilled in their trade.

3.10 Curing, Handling, and Storage

Except as otherwise approved, floats shall be cured for a minimum of seven (7) days or until the concrete has reached 70% of its design strength before transporting or assembling.

The Manufacturer shall select his own method of curing and be responsible for the result, except that all curing shall include the application of a curing compound as soon as practical after finishing and that the concrete modules be placed under cover with complete protection from direct sunlight, wind, and freezing for a period of three (3) days.

Manufacturer shall take care in establishing handling methods to avoid damage to float modules during form removal, storage, assembly, and installation. Storage of float modules shall be on level surfaces, and it shall be the responsibility of the Manufacturer to determine how high to stack modules to avoid damage. Care shall be taken to avoid damage caused by over-stacking.

Float modules shall be protected against damage from any cause. Any units damaged sufficiently to cause structural failure of the float module may be rejected by the Town and removed from the job at the Contractor's expense.

3.11 Cracks

It is typical for precast concrete to develop cracks. The structural nature of concrete is that the concrete must crack in order to mobilize the steel reinforcing.

Cracks that are determined to be structural in nature by the float system design engineer and not located in the deck of the module shall be V-cut out and patched with a non-shrink patching compound approved by the Owner. Cracks that are determined to be structural in nature by the design engineer which are located in the deck of the float module shall be patched in accordance with methods and materials approved by the owner and the float system design engineer on a case by case basis.

The float system design engineer shall determine if excessive cracking in a single flotation unit shall be cause for rejecting that unit.

Rock pockets exceeding one (1) inch in diameter and/or 1/2 inch in depth and/or honeycombing, shall be patched with an approved non-shrink grout of

a color similar to the cured concrete. Any pockets which expose mesh or rebar shall be chipped out, cleaned, and filled with an approved epoxy patching compound.

3.12 Float Module Weight

The weight of the complete flotation units shall not vary from the theoretical weight or mean weight of all similar units by more than six (6) percent. As a part of their Quality Control program the Manufacturer shall weigh each float module and compare its actual weight with its design weight and take any necessary actions should the weights vary by more than six percent.

3.13 Float Identification

All floats are to be clearly identified on one side and one end between the bottom of the waler and the waterline with the date of manufacture, specific float type, and job number.

4. TIMBER

All timber walers and structural lumber shall meet one of the following standards:

- Coast Region Douglas Fir; "No. 1" or better per West Coast Lumber Inspection Bureau (WCLB) grading rules no. 16, paragraph 123 or paragraph 124 as applicable.
- Southern Yellow Pine; "No. 1" or better in accordance with either the Southern Pine Inspection Bureau or the Timber Products Inspection Bureau grading rules.

All lumber shall be pressure preservative treated with CCA, ACQ or ACZA to .6 pound per cubic foot retention.

Lumber shall be fabricated accurately to provide uniform gaps and butt joint connections.

Tie bands used for delivery must have plates between the bands and the wood to prevent crushing. Bundle identification shall be done so as not to stain lumber surfaces.

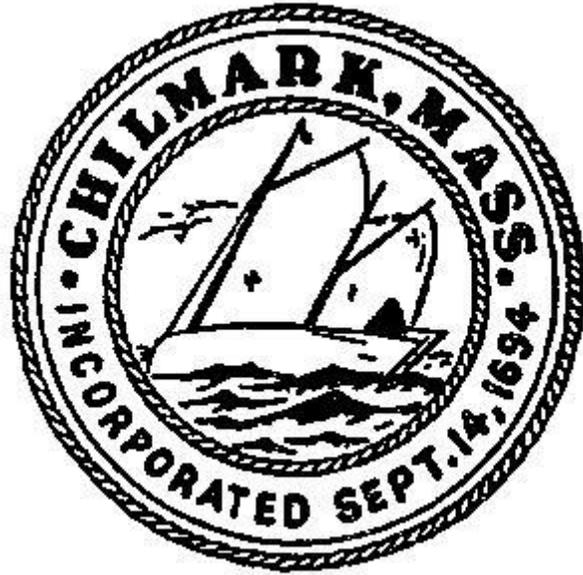
5. STEEL

All structural steel channels, angles, and plates shall be fabricated from mild steel conforming to ASTM A-36, and shall be hot dipped galvanized after fabrication.

6. COVERS PANELS

Triangle frame and other cover panels which provide continuous walking surfaces with the concrete deck shall be provided as required. All cover panels shall be installed flush with adjacent surfaces. Covers shall be installed with flat head stainless steel screws on a minimum of ten inch centers. On triangle frame cover panels exposed to wave action that will hit the bottom of the panel a minimum of two carriage bolts will be installed on each side securing the panel to the steel frame. Cover panels shall be fabricated from high density polyethylene (HDPE) specially formulated to provide toughness and durability in a marine environment.

Panels shall be Starboard AS brand or equal, and shall contain UV stabilization for optimum performance in direct sunlight and weigh a minimum of .0342 lbs/cubic inch. Panels shall be fabricated with a skid resistant surface molded in the panels, be Dolphin Gray in color and be a minimum of 5/8" thick.



INVITATION FOR BIDS

TOWN OF CHILMARK

PROJECT: 2016-08

Menemsha Phase 3

Temporary Tie-up
FLOATING DOCK

DUE DATE: August 4, 2016
4:30 PM

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5. Bidders must submit a non-collusion form.
6. Bidders must submit a tax compliance certification.
7. Each bidder must submit with its bid a bid deposit equal to five percent of the amount of the bid. The bid deposit may be in the form of a certified, treasurer's, or cashier's check payable to the awarding authority from a responsible bank or trust company; cash; or a bid bond from a surety licensed by the Massachusetts Division of Insurance.

On M.G.L. c. 30, §39M projects, the town reviews the qualifications of the apparent low bidder after the bids are opened. The town may request any information from the bidder needed to determine if the bidder is responsible.

This is a Prevailing Wage project and the wage sheet is enclosed with this IFB.

The contractor must furnish a payment bond in the amount of 100 percent of the contract price. The contractor has 10 days from the date of notification of contract award to obtain the payment and performance bonds.

A bidder may correct, modify, or withdraw a sealed bid by written notice received in the office designated herein for bid submission prior to the time set for the opening of bids. After the opening, a bidder may not change any provision of the bid in a manner prejudicial to the interest of the Town, or to fair competition. The Town shall waive minor informalities or allow the bidder to correct them. If a mistake and the intended offer are clearly evident on the face of the document, the Town shall

correct the mistake to reflect the intended correct offer and so notify the bidder in writing, and the bidder may not withdraw the offer. The Town may permit a bidder to withdraw an offer if a mistake is clearly evident on the face of the document but the intended correct offer is not similarly evident.

The Town shall award a contract by written notice to the selected bidder by no later than September 4, 2016. This deadline may be extended an additional 30 days with the mutual consent of the Town and the Bidder.

All bid prices submitted in response to this IFB must remain firm for sixty (60) days following the bid opening.

The award of a contract will be conditioned on the selected bidder signing the Town's contract and providing the 100% payment bond within ten (10) days from the date of notification of award.

TIME IS OF THE ESSENCE as the town is under a Time-Of-Year restriction prohibiting in-water work after January 15.

Notwithstanding any provision contained herein to the contrary, the Town reserves the right to cancel this procurement at any time before a contract is executed by the Town, in which event the Town will reject all bids received in response to this IFB. The Town reserves the right to reject any or all bids when it is in the public interest to do so.

QUESTIONS: Deadline is July 29th 2016 at 5:00 PM to submit written questions to the Executive Secretary, Chilmark Town Hall; 401 Middle Road; P.O. Box 119; Chilmark, MA. 02535. PH: 508-645-2101; FAX: 508-645-2110 or email at tcarroll@chilmarkma.gov

REFERENCES: Bidders must submit a complete list of all current customers for which the bidder has installed utilities and previous customers for in the past three (3) years of projects of similar scope, with contact names and telephone numbers. A bid may be rejected on the basis of one or more references reporting poor past performance by the bidder. Bidders must have competed at least three (3) utility installations of similar scope for prior customers.

SEALED BIDS DUE: Sealed-Bids will be accepted until Thursday August 4, 2016 @ 4:30 PM at the Selectmen's Office; Chilmark Town Hall; 401 Middle Road; P.O. Box 119; Chilmark, MA. 02535-0119. Bids must be marked on their face with "**Menemsha Phase 3 Temporary Tie-up Floating Dock**". All bids will be opened at that time and read aloud. The bids must remain firm for sixty (60) days. **LATE BIDS WILL NOT BE ACCEPTED.**

PROJECT

This contract will work in coordination with the contractor supplying the concrete floating dock system, the town engineer, and the Harbor Master.

The Floating Docks will serve as the Temporary Tie-up Dock and public landing.

The floats shall include 12 hot dipped galvanized 10" deck cleats installed on the floating dock. Cleats to be installed at the direction of the Harbor Master.

The entire design of the floating dock and the placement of the timber platform, pilings and gangway shall be approved by the Town and its engineer.

Pilings shall be Greenheart. They shall have a minimum penetration of 25 feet below the mudline. The top elevation of the pilings will be +12 feet MHW, similar to the steel pilings at the adjacent dock.

The gang way shall be ADA compliant and designed, at the minimum, to carry the load of one full bait (olive) barrel on a hand truck.

1. The Floating Docks must meet all specifications as outlined in the referenced or attached documents.
 - a. Float Specs 10-12-12A
 - b. License Plan 14039
 - c. Bid Pricing Sheet.
2. All in water work shall be completed before the Time-Of-Year Restriction deadline of January 15, 2013.

BID PRICING SHEET

(submit to awarding authority)

Company NAME

Gentlemen:

We the undersigned propose to furnish the Town of Chilmark installation and improvements (all labor and materials required for this project) per the attached specifications for the price stated below:

TOTAL PRICE OF THE CONTRACT

Per Chilmark Specifications \$ _____

In Written Words _____

Additional Pilings price each installed: _____

Hourly rate for additional stone removal: _____

Hourly rate for additional construction: _____

Did you deviate from the specifications in any way? (If yes, you must submit a detailed description of all deviations.) YES _____ NO _____

This bid includes addenda numbered: _____

The Project Manager will be: _____

The On-Site Supervisor will be: _____

The qualifications of the Project Manager and On-Site Supervisor are attached hereto.

Attach statement of financial ability to perform the work in this IFB.

I acknowledge that I have examined the site and I am familiar with the existing conditions.

BY: _____

AUTHORIZED SIGNATURE

PRINT NAME

COMPANY NAME

TELEPHONE & Cell # NUMBER

ADDRESS

EMAIL ADDRESS AND FAX #

CITY, STATE, ZIP CODE

DATE

REFERENCE FORM

Bidder: _____

Bidder must provide references for: all contracts performed within the past three (3) years of similar scope, and provide a list with contact information for ALL current contracts.

Reference: _____
Address: _____
Contact: _____
Phone: _____
Fax/Email: _____

Description and date(s) of services provided:

Reference: _____
Address: _____
Contact: _____
Phone: _____
Fax/Email: _____

Description and date(s) of services provided:

Reference: _____
Address: _____
Contact: _____
Phone: _____
Fax/Email: _____

Description and date(s) of services provided:

(Attach additional reference sheets if necessary)

CERTIFICATE OF NON-COLLUSION

The undersigned certifies under penalties of perjury that this bid or proposal has been made and submitted in good faith and without collusion or fraud with any other person. As used in this certification, the word "person" shall mean any natural person, business, partnership, corporation, union, committee, club, or other organization, entity, or group of individuals.

Signature of individual submitting bid or proposal

Name of business

TAX COMPLIANCE CERTIFICATION

Pursuant to M.G.L. c. 62C, §49A, I certify under the penalties of perjury that, to the best of my knowledge and belief, I am in compliance with all laws of the Commonwealth relating to taxes, reporting of employees and contractors, and withholding and remitting child support.

Signature of person submitting bid or proposal

Name of business

**SUBMIT in SEALED ENVELOPE Marked on its face:
“Menemsha Phase 3 Temporary Tie-up Floating Dock”**

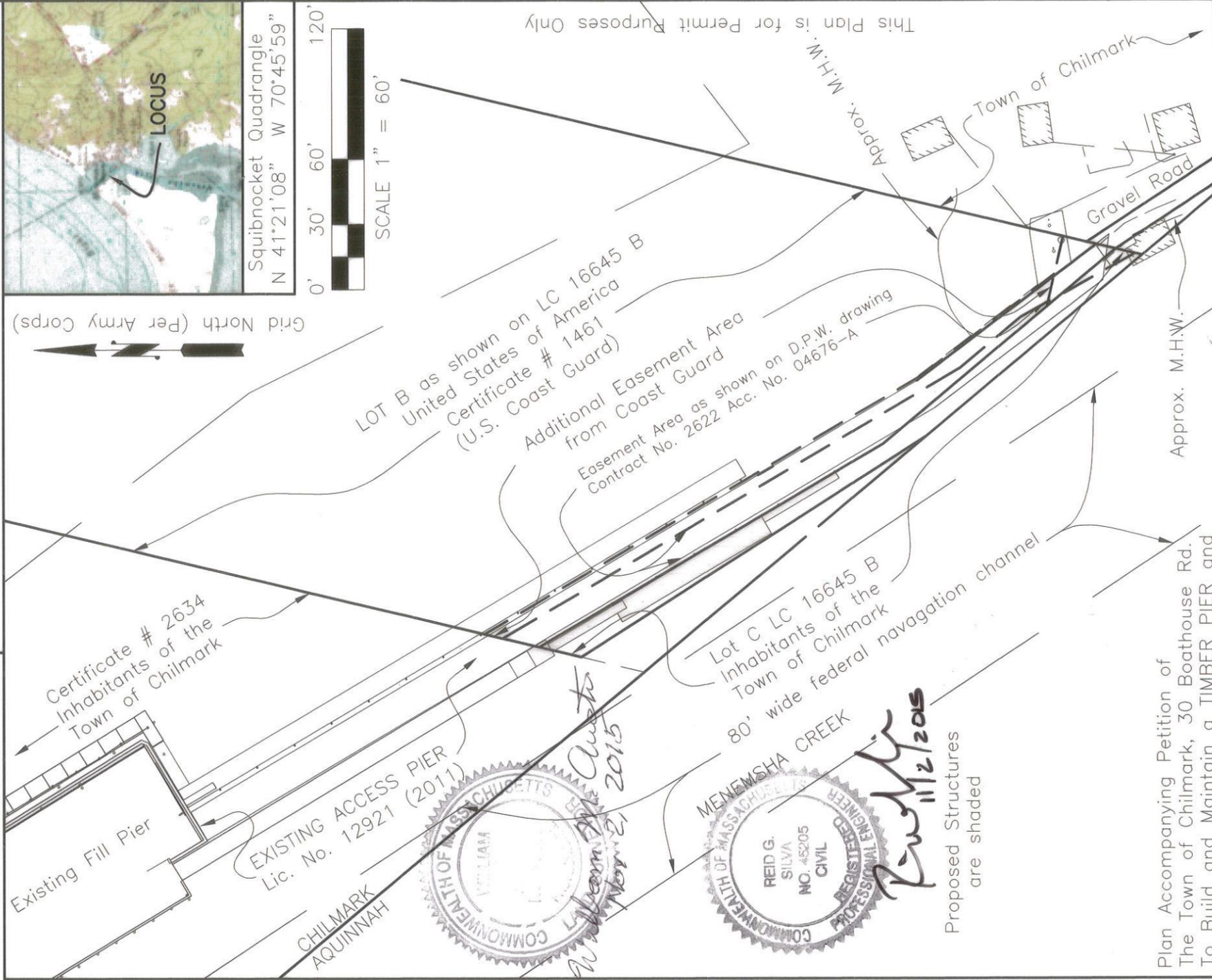
I certify that this survey and plan were prepared in accordance with the Procedural and Technical Standards for the Practice of Land Surveying in the Commonwealth of Massachusetts.

I certify that this plan has been prepared in conformity with the rules and regulations of the Registers of Deeds of the Commonwealth of Massachusetts.

I hereby certify that the property lines shown on this plan are the lines dividing existing ownerships, and the lines of the streets and ways shown are those of public or private streets or ways already established, and that no new lines for the division of existing ownership or for new ways are shown.

Date: **NOV 2, 2015**

William M. Austin
Professional Land Surveyor



Reid G. Silva
11/2/2015

Proposed Structures are shaded

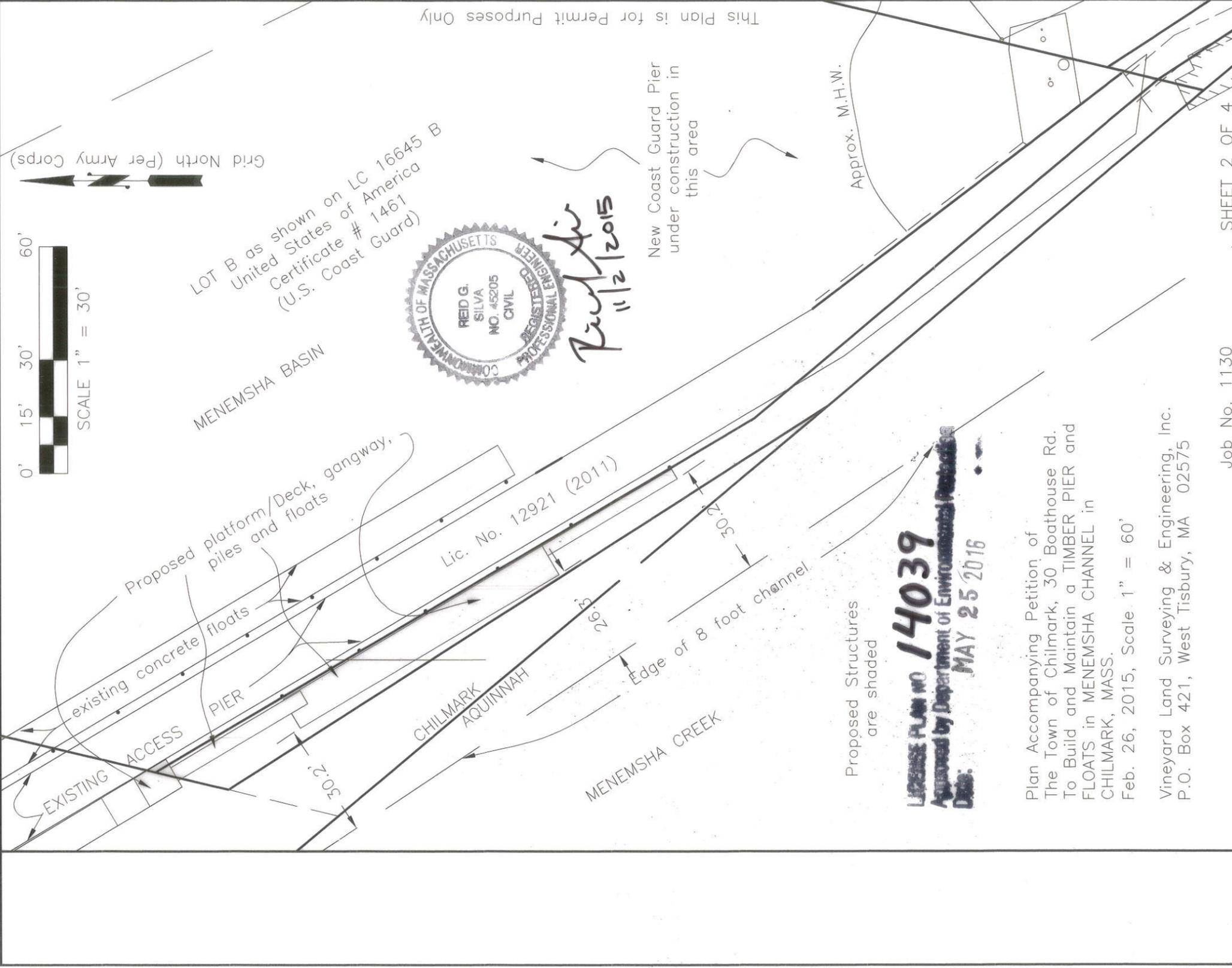
Plan Accompanying Petition of The Town of Chilmark, 30 Boathouse Rd. To Build and Maintain a TIMBER PIER and FLOATS in MENEMSHA CHANNEL in CHILMARK, MASS.

Feb. 26, 2015, Scale 1" = 60'

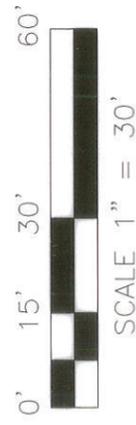
Vineyard Land Surveying & Engineering, Inc.
P.O. Box 421, West Tisbury, MA 02575

LICENSE PLAN NO. 14039
Approved by Department of Environmental Protection of Massachusetts
David E. Hill
MAY 25 2016
William M. Austin

W15-426



Grid North (Per Army Corps)



LOT B as shown on LC 16645 B
United States of America
Certificate # 1461
(U.S. Coast Guard)



Reid G. Silva
11/2/2015

New Coast Guard Pier
under construction in
this area

Approx. M.H.W.

Proposed platform/Deck, gangway,
piles and floats

Lic. No. 12921 (2011)

existing concrete floats

PIER

EXISTING ACCESS

CHILMARK
AQUINNAH

MENEMSHA CREEK

Edge of 8 foot channel

Proposed Structures
are shaded

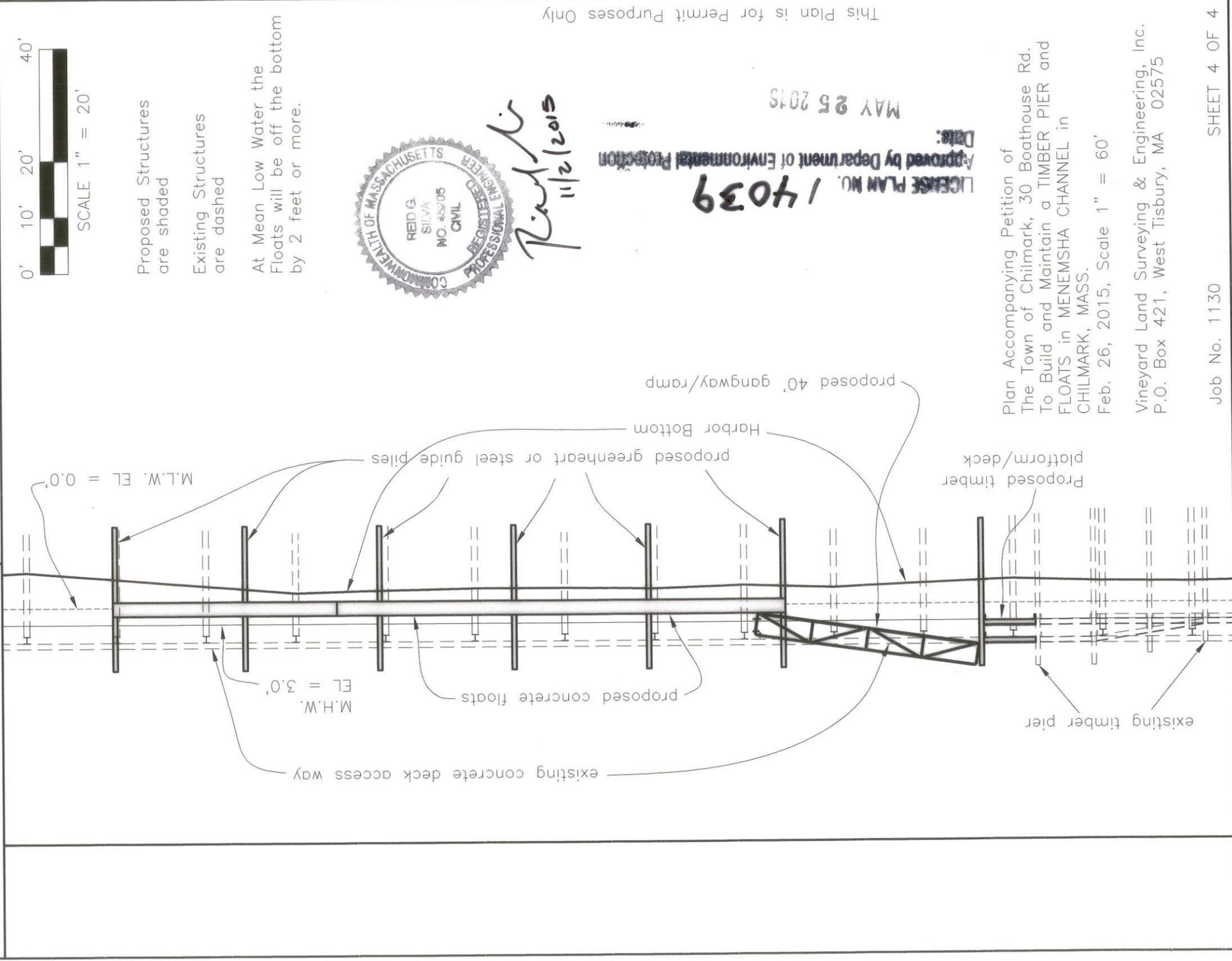
LICENSE PLAN NO 14039
Approved by Department of Environmental Protection
Date: **MAY 25 2016**

Plan Accompanying Petition of
The Town of Chilmark, 30 Boathouse Rd.
To Build and Maintain a TIMBER PIER and
FLOATS in MENEMSHA CHANNEL in
CHILMARK, MASS.

Feb. 26, 2015, Scale 1" = 60'

Vineyard Land Surveying & Engineering, Inc.
P.O. Box 421, West Tisbury, MA 02575

This Plan is for Permit Purposes Only



Proposed Structures are shaded

Existing Structures are dashed

At Mean Low Water the Floats will be off the bottom by 2 feet or more.



Reid G. Silva
11/2/2015

This Plan is for Permit Purposes Only

Approved by Department of Environmental Protection

LICENSE PLAN NO. 14039

MAY 25 2015

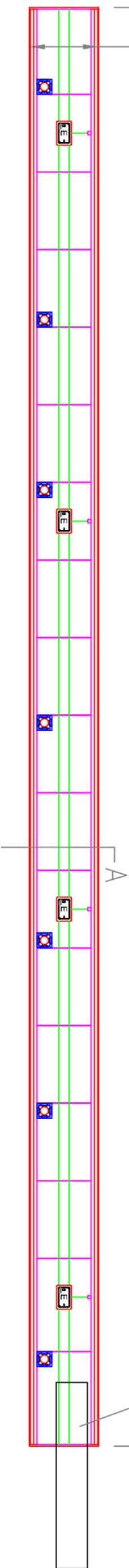
Date:

Plan Accompanying Petition of
The Town of Chilmark, 30 Boathouse Rd.
To Build and Maintain a TIMBER PIER and
FLOATS in MENEMSHA CHANNEL in
CHILMARK, MASS.
Feb. 26, 2015, Scale 1" = 60'

Vineyard Land Surveying & Engineering, Inc.
P.O. Box 421, West Tisbury, MA 02575

8'-10 1/2" TYP.

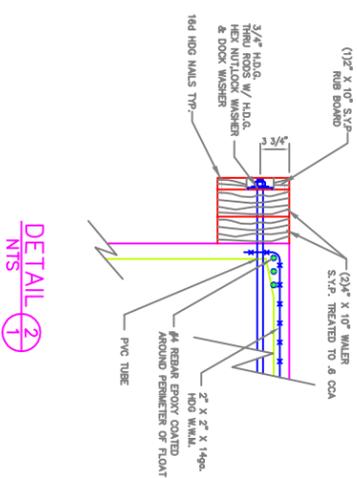
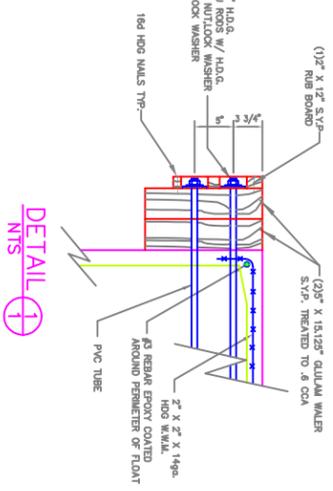
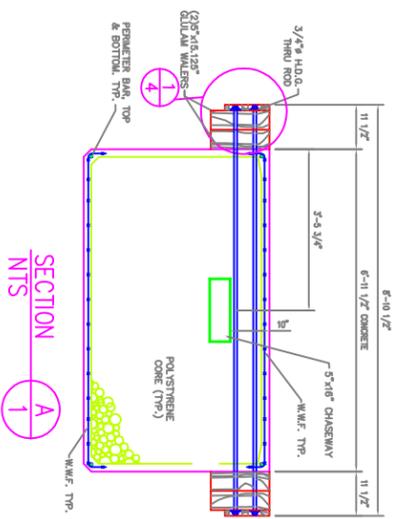
185'-4 1/2"



4' x 24' ALUMINUM GANGWAY TYP.



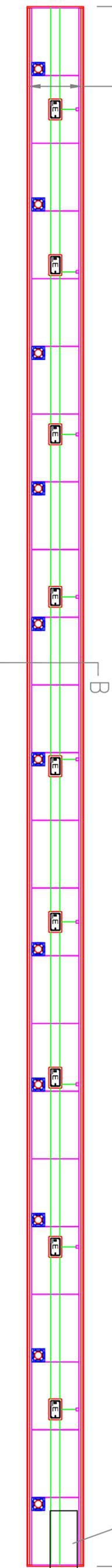
TEMPORARY DOCK



230'-4 1/2"

4' x 28' ALUMINUM GANGWAY TYP.

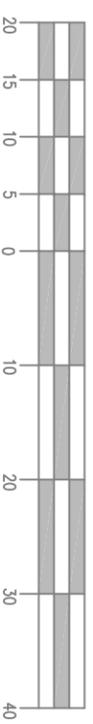
8'-4 1/2" TYP.



TRANSIENT DOCK

PILE RETAINERS SHOWN FOR ESTIMATING PURPOSES ONLY. BELLINGHAM MARINE HAS NOT PERFORMED ANY PILE DESIGN ENGINEERING SERVICES.

NOTE: PVC SLEEVES CAST INTO FLOAT MODULES ARE NOT CONTINUOUS THRU THE ASSEMBLED DOCK. THERE IS A 3 1/2" APPROXIMATE GAP BETWEEN FLOAT MODULES. THIS SYSTEM IS DESIGNED TO PROVIDE ONLY A SLEEVE FOR WHATEVER WIRING/CONDUIT SYSTEM IS REQUIRED BY THE ELECTRICAL SYSTEM DESIGNER AND LOCAL CODE AUTHORITY.



SCALE: 1/16" = 1'-0"

TOWN OF CHILMARK MENEMSHA, MA

CONCRETE FLOATING DOCK PRELIMINARY LAYOUT

Revisions:

Drawn by: SG
Date: 3/27/12
Scale: 1/16" = 1'-0"
Project No.:

PRELIM

Sheet 1 of 1

Bellingham
MARINE
Innovative harbor and waterfront solutions
Concrete Floation Systems
225 Hanover Road 17404
York, Pennsylvania
TEL: (717) 793-8520
FAX: (717) 793-8521

UNIFLOAT
Precision engineered floatation systems

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