

ADDENDUM NO. 1

TAYLOR ENGINEERING, INC.



ATLANTIC INTRACOASTAL WATERWAY
MAINTENANCE DREDGING;

NASSAU COUNTY, FLORIDA
JUNE 21, 2017



SUMMARY OF AMENDMENTS TO PROJECT SPECIFICATIONS

00 41 63A	Bid Schedule	Revised Specification included as part of this Addendum
01 29 00	Measurement and Payment	Revised Specification included as part of this Addendum
01 35 43	Environmental Protection	Revised Specification included as part of this Addendum
Appendix - A	Project Drawings	Revised Specification included as part of this Addendum

SUMMARY OF QUESTIONS AND RESPONSES

SURVEY DATA

- QUESTION:** Section 00 10 00 “Bid Solicitation” states that award of the above referenced contract shall be to the “responsive Bidder presenting the lowest Bid.” Will the Owner please clarify if “lowest bid” is in terms of totaling both the Base Bid Items and Alternative Bid Items together for a total bid, or awarding the “lowest bid” to the lowest base bid items?

RESPONSE: Section 00 21 13 Page 4 of 6 states “LOWEST BIDS WILL BE EVALUATED BASED ON THE **BASE BID ONLY**. THE ALTERNATE BID ITEMS WILL BE CONSIDERED AND EVALUATED SEPERATELY FROM THE BASE BID.” Non-response or unrealistic bids on the alternate bid items could deem your overall bid non-qualified, non-responsive or non-responsible. Although the intent is to award the alternate bid item, ultimately bid price will dictate whether the alternate bid item is awarded.

- QUESTION:** Section 00 41 63A “Bid Schedule” states, “ALL BID ITEMS SHALL INCLUDE ALL COSTS FOR FURNISHING TO THE OWNER ALL MATERIALS, EQUIPMENT, SUPPLIES, AND PERMITS INCURRED IN PROVIDING ALL WORK SHOWN ON THE INTRACOASTAL WATERWAY ST. LUCIE COUNTY REACH I MAINTENANCE DREDGING; ST. LUCIE COUNTY, FLORIDA PROJECT DRAWINGS AND OUTLINED IN THE CONTRACT SPECIFICATIONS FOR CONSTRUCTION.” Will the Owner please distribute a new Bid Schedule with the proper name of the contract as to avoid providing pricing for a separate contract?

RESPONSE: A revised bid schedule has been provided with this Addendum.

- QUESTION:** Section 01 35 43 “Environmental Protection” Paragraph 1.2 B. 1 states that “movement of a work barge or other associated vessels, shall not be performed after sunset, when the potential of spotting manatees is negligible”. Section 35 20 23 Paragraph B. states that a

Clamshell, Backhoe/Excavator, or Hydraulic Dredge is permitted to take place 24 hours per day throughout the year.

RESPONSE: Dredging is permitted 24 hours a day. The Contractor must abide by all the conditions stated on the USACE standard manatee conditions. Specifications have been revised.

SAFETY

4. **QUESTION:** USACE Permit SAJ-2016-00719 (RGP-SCW) allows the dredging prism of -12 feet below MLLW, with 125 foot base width, and 3:1 slopes. Sheets C-8 through C-11 of the Contract Drawings show cross sections of the desired dredge prism with a base width larger than 125 foot in every cross section. Will the Owner please clarify if the dredge prism within the Plans resembles a permitted design in accordance with the Contract Drawings?

RESPONSE: The dredging prism follows those depicted in the project drawings. Please follow the project drawings and the AutoCAD files provided.

5. **QUESTION:** Contract Drawings Sheets C-8 & C-9 display cross sections lacking hatched areas above design grade on the 3:1 slopes. Sheets C-10 & C-11 do show hatched areas above grade on the 3:1 slopes. This can be perceived as the slopes will not be paid for in the areas on Sheets C-8 & C-9. Will the Owner please clarify if the material above grade on the 3:1 slopes for areas shown on Sheets C-8 through C-11 will be paid for if removed?

RESPONSE: The lack of hatched area is due to lack of survey data. All the material above the 3:1 slope within the dredge template will be paid for if the material is removed. Contractors pre-dredge survey will be used for dredge volume calculations.

6. **QUESTION:** Contract Drawings Sheets C-6 & C-7 display the Fernandina Harbor Marina (FHM) dredge area and indicates that the Contractor is to dredge the marina to -7.8' MLLW (-8' MLW). Will there be an allowable over depth for this dredge area? If not, will material removed from below the design depth be deducted from payment?

RESPONSE: Currently the FHM permits do not address over depth. However, we expect the Marina to be dug to -8ft and will pay for all material removed to -8 ft, understanding there may be some over digging associated.

7. **QUESTION:** Sheets C-12 and C-13 of the Contract Drawings show pipeline corridors for the disposal areas. During the site visits on 6/15/17, it was explained that there are flanged outflow pipes that the Contractor is responsible for tying into with their own HDPE pipe. Will the Owner please provide the specifications for these flanged outflow pipes so the Contractor can plan accordingly?

RESPONSE: Yes, specifications for the flanged outflow pipes are included in this addendum.

8. **QUESTION:** For Alternative Bid Items 0005A and 0005B, there appears to be many unknowns from the Owner on how dredging shall be completed in this area. During the pre-bid meeting, it was explained by the Engineer to price these bid items as dredging the marina the way it is now for

item 0005A, and price bid item 0005B as if the docks have been removed. It was later explained that the Contractor is to submit with their bid the means and methods of completing this dredging event. There are no specifications or drawings to show the limits of dredging, nor is there any evidence of proper buffer zones of dredging near the restaurant to protect the stability of the structure. This puts a huge risk on the Contractor to determine these limits on their own, and in turn, will cause pricing to include these high risks.

- a. Will the Owner please remove Alternative Bid Items 0005A and 0005B from this solicitation and re-issue a RFP for the scope of work desired from the Fernandina Harbor Marina?

RESPONSE: There are two alternate bid items meant to reflect either of the conditions the marina may be in at the time of dredging. Sheet C6 shows the marina as is and sheet C7 shows the alternate layout of the marina. There are northing and easting limits of the dredge area on sheets C6 and C7. Sheet C-11 provides cross-sections. Sheets C6 and C7 identify the limits of dredging as the dark hatched area, there is no buffer zone around the restaurant since it is supported by deep piles. The objective of the dredging is to get as close as possible to the restaurant and other structures. The Contractor may box cut the dredging template or opt for a 3:1 side slope in these areas.

- b. If not, will the Owner please add an alternative bid item for Mobilization and Demobilization of equipment needed to dredge the marina based on the current specifications and drawings? This will allow fair pricing of the base bid schedule to not include additional costs of bringing in more equipment to dredge the marina.

RESPONSE: Line items for mobilization and demobilization have been added to each alternative bid item.

9. **QUESTION:** Is the Contractor permitted to bring material dredged from the Fernandina Harbor Marina to a Contractor furnished disposal area not provided in the contract drawings?

RESPONSE: Yes, however this will require engineer approval. The contractor will be responsible for furnishing all necessary permits and permits modifications and paying any required severance fees.

10. **QUESTION:** Is the Contractor permitted to dispose of material from the Fernandina Harbor Marina into DMMA NA-1 by means that are not hydraulic?

RESPONSE: Yes

11. **QUESTION:** Is the Contractor permitted to place material from Cut-27L through Cut-27G into the DMMA NA-1 disposal area as long as capacity specifications are met?

RESPONSE: Yes, however this will require Engineer approval.

12. **QUESTION:** What survey equipment is required for pre-dredge and post-dredge surveys. Single beam or Multi-beam, and what frequency?

RESPONSE: Surveyor may use single beam or multi beam as long as surveys are certified by a licensed Professional Surveyor in the State of Florida. Specific Survey lines will be made at approximately 50-foot intervals perpendicular to the centerline of the channel. Survey lines will also need to be run along the centerline and the toes of the channel. A pre-dredge survey will be performed a maximum of 15 days before commencement of dredging operations in each acceptance section. As soon as practicable after the completion of dredging of an acceptance section, but not more than 5 days afterward, a post-dredge survey will be performed, weather permitting. Measurement and Payment specs have been revised accordingly.

13. **QUESTION:** Who will remove piles in the marina?

RESPONSE: This task is being completed separately from the dredging. There is potential for interested dredging contractor(s) to propose a plan and cost to the Marina for consideration.

14. **QUESTION:** Why is there a hard turn near R-18?

RESPONSE: To provide the most navigable channel. In general, there is deep water in the area, the northern dredge template was created in consideration of existing bathymetry to provide for the most navigable channel. Channel markers will be repositioned by the local Coast Guard following construction.

15. **QUESTION:** How much more potential material over 170,000 cy?

RESPONSE: Final volume will be determined by contractor's pre-dredge survey.

16. **QUESTION:** Nearest fueling location?

RESPONSE: Port Consolidated. FHM is not available for fueling due to storm damaged facilities.

17. **QUESTION:** Is the alternate bid item required?

RESPONSE: Refer to response to Question 1.

18. **QUESTION:** What if the contractor is only interested in the marina portion?

RESPONSE: Encouraged to partner with another contractor and/or provide cost proposal directly to the Marina.

19. **QUESTION:** Have the funds for the project been approved?

RESPONSE: Funding for the base bid, per engineer's estimate (\$3 - 4.5 million), is available. Approval of funding for the alternate bid item (Marina) is subject to bid price.

20. **QUESTION:** What if the contractor wants to dredge the marina for free?

RESPONSE: Would be welcomed.

21. **QUESTION:** Over depth of marina?

RESPONSE: Refer to Response for Question 6.

22. **QUESTION:** Daily hours of operation?

RESPONSE: Approved for 24 hrs.

23. **QUESTION:** What about portion of specs that mentions sediment testing?

RESPONSE: No additional sediment testing is required. Revised specifications have been added to this addendum.

24. **QUESTION:** Option to bid on marina 2 different ways with and without docks?

RESPONSE: Refer to Response for Question 8.

25. **QUESTION:** Discussion on structure of alternate bid item and where to include mob/demob costs for marina.

RESPONSE: Refer to Response for Question 8.

26. **QUESTION:** Will DMMA pipeline corridor be flagged?

RESPONSE: Yes. Taylor Engineering will flag the corridor.

27. **QUESTION:** 01 29 00 / Pg. 3 of 7 / Sec. 1.6 / A 3 / If the actual Work requires a fifty percent (50%) or greater change in quantity than those quantities indicated, the Owner or Contractor may claim for a Contract Price adjustment for the item. The standard of the industry for the Variation of Estimated Quantity (VEQ) Clause FAR, 52.211-18 is plus or minus 15%. Percentages of variation from this value could have direct impacts on unit pricing both positive or negative in which a 50% threshold is considered to be excessive. Can this specification be revised to be consistent with the Standard of the Industry or otherwise pursuant to FAR, 52.211-18?

RESPONSE: This specification is set by FIND and will not be amended.

28. **QUESTION:** 01 29 00 / Pg. 5 of 7 / Sec. 1.7 / H, 1, c /This includes, but not limited to, all turbidity, water quality monitoring and testing, erosion control, sediment chemistry testing, and associated reporting of data. Can you please explain in detail what sediment chemistry testing will be involved on this contract?

RESPONSE: See Response to Question 23.

29. **QUESTION:** Please detail the approved staging areas to be used by the Contractors on the plan drawings for both dredging locations.

RESPONSE: Each DMMA is an approved staging area. As discussed at the pre-bid meeting, there may be an additional staging area available near the FHM. Arrangements will need to be made with the private land owner, Contact Information: David Cook, 904-753-1703 (cell).

30. **QUESTION:** Plan Drawings / C-7. You are showing docks currently in place which are in the dredge template, then you also show “proposed marina layout, alternative 2”. Are all the docks going to be removed for the dredging operations? If not, which docks will be in place during dredging? More information is needed regarding this area.

RESPONSE: Sheet C-7 the existing dock layout will be replaced with the ‘Proposed Marina Layout.

31. **QUESTION:** Plan Drawings / C-2 / Permits and Permit Conditions / Note: 3 /.....dredged material shall be deposited at the 19.6 acre, dredged material management area (DMMA NA-1) ...35 20 23 / Pg. 1 of 15 / Sec. 1.1 / B / Dredged material from the northern maintenance area shall be offloaded at the 35.5 acre dredged material management area (DMMA) NA-1. There appears to be some inaccuracy in the size of the NA-1 disposal site. Can you please let us know the correct size of the NA-1 Disposal site?

RESPONSE: The stated acreage refers to the entire property boundaries of the DMMA's. Please refer to sheet C12 and C13 for existing capacity of each disposal site. NA-1 available volume is 186,000 CY, DU-2 available volume is 154,000 CY.

32. **QUESTION:** Is the Fernandina Harbor Marina parking lot available to use as a staging area?

RESPONSE: Refer to Response for Question 29. To date, no discussions have occurred with the FHM regarding potential use of their parking lot for staging.

33. **QUESTION:** It was observed and discussed at the site visit about the potential of using the Northwestern gate on NA-1 to string the discharge pipe through to shorten the overall discharge line. Will the Contractor be allowed to string their pipeline through the Northwestern gate on NA-1?

RESPONSE: Yes, if conditions of DEP File No.: 45-0291060-003-EM (See Page 2 of 11, paragraph 2) are met.

34. **QUESTION:** It was mentioned at the site visit that the contractor would have to bring in their own pipeline to extend the outfall pipe coming from the weir box on NA-1. Does the contractor need to purchase some pipeline to extend the outfall pipe from NA-1? If so, how much liner feet would be required?

RESPONSE: Yes. It is the Contractors responsibility to return DMMA effluent to the waterway. Determine length based on project drawings.

35. **QUESTION:** What is the current cubic yard capacity of NA-1 when figuring in two feet of freeboard?

RESPONSE: The 2 ft. of freeboard is factored in to the volume stated on the Project Drawings (Sheet C-12). Available volume is 186,000 CY.

36. **QUESTION:** What is the current cubic yard capacity of DU-2 when figuring in two feet of freeboard?

RESPONSE: The 2 ft. of freeboard is factored in to the volume stated on the Project Drawings (Sheet C-13). Available volume is 154,000 CY.

37. **QUESTION:** Can you please give a better aerial image of the required dredging areas for Cut-B STA 0+00 to N-FHP-2 STA 1+93. The current plan sheet of C-5 is zoomed in too close to tell where these areas are located at.

RESPONSE: An additional map of the area as well as multi-beam data will be provided with the Addendum.

38. **QUESTION:** Pre-bid meeting / Bid Sheet. You stated in the pre-bid meeting (and show on the bid sheet) that there were two options for the Harbor Marina Dredging and the removal of docks, yet you do not detail any of this information in the specs. Please detail the option work for the Harbor marina and the information regarding the docks in the specs.

RESPONSE: Refer to Response for Question 8. All other project specifications apply to the marina dredging. Marina dredging permits are provided in Appendix B and C.

39. **QUESTION:** Please detail the distance that the Contractor needs to stay away from any fixed objects. Generally, a 10 to 15 foot distance is needed to keep from undermining any structures.

RESPONSE: Refer to Response for Question 8.