



**FLORIDA INLAND NAVIGATION DISTRICT
MANDATORY PRE-BID MEETING AGENDA
THURSDAY, JUNE 15, 2017 AT 1:00 PM**

**ATLANTIC INTRACOASTAL WATERWAY (AIW)
NASSAU REACH I MAINTENANCE DREDGING
NASSAU COUNTY, FLORIDA**

ITEMS:

1. OWNER REPRESENTATIVES

*Florida Inland Navigation District (FIND)
1314 Marcinski Road
Jupiter, FL 33477
(561)-627-3386*

Mark Crosley – Executive Director
Mark Tamblyn– Field Projects Coordinator

2. ENGINEER REPRESENTATIVES

*Taylor Engineering, Inc.
10151 Deerwood Park Blvd.
Building 300, Suite 300
Jacksonville, FL 32256
(904) 731-7040*

Bill Aley, P.G. (TE) – Project Manager
Jerry Scarborough. P.E. (TE) – Senior Advisor

3. PROJECT SCOPE

This project generally entails dredging approximately 170,000 cubic yards of material from two distinct areas of the Atlantic Intracoastal Waterway (AIW) in Nassau County, Florida. The northern AIW maintenance dredging area extends from the Fernandina Harbor Project (FHP) Cut-N-FHP-2 STA 2+00 (adjacent to Rayonier Performance Fibers, LLC) through AIW Cut-B STA 0+00. The southern dredging area extends from AIW Cut-27M STA 4+16 through AIW Cut-27G STA 7+87. This maintenance work will include excavation of the AIW channel to target elevations of -14 feet (ft) mean lower low water (MLLW) (project depth of -12 feet and 2-foot allowable overdredge). In accordance with permit conditions, material shall be dredged via the use of either a mechanical or hydraulic dredge to remove all material (inclusive of all in-channel debris) feasible from the dredge template. Dredged material from the northern maintenance area shall be offloaded at the ±35.5-acre dredged material management area (DMMA) NA-1 located on Crane Island in Fernandina Beach, Florida. Dredged material from the southern maintenance area shall be offloaded at the ±49.9-acre DMMA DU-2 located on Black Hammock Island in Jacksonville, Florida. This project also includes an Alternate Bid Item for potential maintenance dredging of approximately 45,000 CY of shoal material at the Fernandina Harbor Marina. The successful Bidder will have **180** calendar days from the Notice to Proceed to complete the entire project.

The major categories of work include, but are not limited to the following:

- Maintenance dredging
- Dredged material disposal, management, and dewatering
- Potential maintenance dredging of Fernandina Harbor Marina

Lynn: Stated that he was willing to work with contractors to complete the most efficient dredging of the marina.

The selected Contractor must perform all work in accordance with the construction drawings and specifications.

4. KEY PROJECT CHALLENGES

1. Hydraulic/mechanical dredging with relatively long pumping distance (~22,000')
2. Two distinctly different work areas
3. Local currents and boat traffic.

Contractor request for detailed bathymetric map of C-5, the area where the channel will be rerouted. Multi-beam data will be provided to the selected contractor.

5. RECEIPT AND OPENING OF BIDS

The FIND will receive sealed bids for the construction of the FIND ICWW maintenance dredging project at its offices at 1314 Marcinski Road, Jupiter, Florida 33477 until **1 PM, local time July 10, 2017**. Bids will be opened at a public meeting and read aloud. The project will be awarded to the most qualified, responsible, and responsive Bidder presenting the lowest Bid.

BIDS WILL BE EVALUATED BASED ON THE BASE BID PRICE ONLY. ALTERNATE BID ITEMS WILL BE CONSIDERED SEPERATELY.

6. BID DOCUMENT REQUIREMENTS

Each bidder must submit the following items to the FIND by 1:00 p.m. on July 10, 2017:

1. Bid Form (Section 00 41 63) – including recognition of all addendums related to this project
2. Bid Schedule (Section 00 41 63A)
3. Bid Bond (Section 00 43 00)
4. Public Entity Crime Statement (Section 00 45 01)
5. Affidavit for Surety Company (Section 00 45 02)

These forms, completed in their entirety, together with all other required documents including but not limited to copies of licenses, credentials, reference lists, and project descriptions constitute the "Bid," also called the "Bid Package."

CREDENTIALS OF BIDDERS TO BE SUBMITTED WITH BID

1. Copies of the Bidder's State or County (as applicable) Contracting licenses
2. References
3. Similar Projects
4. Bidder's Plan

- a. Equipment Listing
- b. General Construction Plan
- c. Quality Control plan

7. ANTICIPATED PROJECT SCHEDULE AND DURATION

1. Bid Documents Received and Opened on July 10, 2017
2. District Board Approval of the Qualified Bid on July 21, 2017
3. Notice of Award – No later than July 28, 2017
4. Notice to Proceed – expected by August 11, 2017*
5. Final Day of Construction – February 7, 2018. This 180 days will include the Alternate Bid Item, if awarded.

*Assumes timely submission and approval of project submittals.

9. CONSTRUCTION COORDINATION

The Contractor will coordinate all submittals and applications for payment through Taylor Engineering through the life of the contract.

10. INQUIRIES AND WRITTEN ADDENDA

Verbal interpretations of the meaning of the Project Drawings, Specifications, or other Contract Documents will not be valid. Every request for interpretations shall be in writing and addressed to Bill Aley, P.G. via e-mail at (baley@taylorengeering.com) or regular mail at Taylor Engineering, Inc. To be given consideration, inquiries must be received by 5:00 EST on Tuesday, **July 4, 2017**. The Engineer will record the responses to inquiries and any supplemental instructions in the form of written Addenda. Any and all such interpretations and any supplemental instructions will be in the form of written Addenda to the Specifications which, if issued, will be e-mailed to all parties to whom attended the mandatory Pre-Bid Meeting (at the respective e-mail addresses provided for such purposes) not later than 5:00 p.m. on Thursday, **July 6, 2017**.

11. BIDDER'S QUESTIONS

Taylor Engineering will address general questions at this time; however, all official answers will only be provided in response to written questions. The written questions and answers will be provided in an addendum, which will govern over any response given at this time.

--END OF AGENDA--

General Questions and Answers Discussed

1. Who will remove piles in the marina?
 - a. 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.
2. Why is there a hard turn near R-18?
 - a. 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.
3. How much more potential material over 170,000 cy?

- a. Up to 15% more, due to lack of side slope data for channel wideners and age of survey data (2014).
4. Nearest fueling location?
 - a. Port Consolidated. Fernandina Harbor Marina is not available for fueling due to storm damaged facilities.
5. Is the alternate bid item required?
 - a. As specs are currently written, No, although your bid may be considered incomplete or non-responsive. Addendum #001 to be published by 6/21 may change this. Please be sure to closely watch and read upcoming addenda.
6. What if the contractor is only interested in the marina portion?
 - a. Encouraged to partner with another contractor and/or provide cost proposal directly to the Marina.
7. Have the funds for the project been approved?
 - a. Yes; \$3-4.5 million for ICW; \$1-2 million for marina
8. What if the contractor wants to dredge the marina for free?
 - a. Would be welcomed.
9. Over depth of marina?
 - a. Authorized depth is -8' MLW. Permit does not specify authorized over depth at this time, however we would require -8' MLW with the understanding that some over digging would occur.
10. Daily hours of operation?
 - a. Approved for 24hrs
11. What about portion of specs that mentions sediment testing?
 - a. Will be addressed in the addendum. No additional sediment testing is required.
12. Option to bid on marina 2 different ways with and without docks?
 - a. Yes. Option on is with docks in current position, option 2 is with new configuration which would provide more space to work. We are unsure which situation the marina will be in at the time of dredging so we are asking to price each alternative.
13. Discussion on structure of alternate bid item and where to include mob/demob costs for marina.
 - a. Addendum 1 will likely add a mobilization/demobilization bid item to the alternate bid schedule.
14. Will DMMA pipeline corridor be flagged?
 - a. Yes. Taylor Engineering can flag the corridor.