



PORT OF REDWOOD CITY

Serving Silicon Valley

Port Commissioners
Chu Chang
Mike Claire
Dani Gasparini
Stan Maupin
Nancy C. Radcliffe

Addendum #1

Port of Redwood City

Maintenance Dredging 2024 Project

September 20, 2024

Bidder Questions and Responses

1a. Will the Port strongly consider allowing the Contractor to conduct dredging and disposal operations past November 30, 2024 provided any material disposed after November 30th goes to Cullinan or Montezuma?

Any dredging of material to be disposed at SF-11 or SF-DODS must be completed by November 30, 2024. Any dredging of material to be disposed for upland beneficial reuse at Montezuma Wetlands Restoration Project (MWRP) or Cullinan Ranch Restoration Project (CRRP) must be completed by December 31, 2024 and should be noted in the Dredge Operations Plan (DOP).

1b. Due to the aggressive schedule, what happens if the dredging is not completed by November 30, 2024?

See response to Question 1a.

1c. Would the Contractor be allowed to continue dredging and take material upland?

See response to Question 1a.

1d. Would liquidated damages be assessed until dredging is completed?

Yes.

1e. Can the Port identify any durations that can be reduced to allow the Contractor more time to complete the project?

We are discussing the possibility of having a Special Meeting of the Board of Port Commissioners before October 9, 2024 for the Notice of Award. Contractor could provide bonds and insurance in less than 10 days. Contractor could provide DOP, DMP and Pre-dredge Survey in less than 7 days.

2. If a larger percentage or greater quantity of material goes to a higher priced disposal area compared to what was submitted on the bid schedule, will the Contractor be compensated based on the actual quantity and disposal location of the material?

No. However, there may be an adjustment to the dredge quantities based on the pre-dredge survey. If so, those adjustments will need to comply with the 40/40/20 objectives in the original Proposal Forms.

3. Payment is based on pre-dredge and post-dredge surveys, but how will material be segregated or verified per each disposal line item? Will it be based on the estimated scow haul and then verified by survey, or something else?

Scow hauls will be used to estimate disposal site quantities. Payment will be based on difference between pre-dredge and post-dredge surveys.

4. Can the Contractor self-perform the pre-dredge and post-dredge surveys, or are they required to be conducted by a 3rd party?

The pre-dredge and post-dredge surveys will be performed by a licensed independent 3rd party hydrographic surveyor to be approved by the Engineer.

5. Can the Northing and Easting Coordinates be provided for the dredge footprint?

Yes, after Award of the Contract.

6. Please provide the report titled, "Results of Chemical, Physical and Biological Testing of Sediment from Wharves 1-4 at the Port of Redwood City.

Follows is a link to the report : <https://haleyaldrich.sharefile.com/d-sa1300e544e11499bafbc033901f82f02>

7a. Please provide the Dredge Material Management Office's Suitability Determination.

DMMO approved the Sampling & Results Report on September 18, 2024. The Suitability Determination letter is forthcoming and a copy will be provided as soon as it is received by the Port.

7b. Please confirm all material from Wharves 1, 2, 3, 4, the MAMF, and the Boatyard Approach Area are suitable for disposal at the Montezuma Wetlands Restoration Project as "cover" material.

All dredged material is suitable for disposal at MWRP and CCRP as cover material.

8a. Has the Multi-Agency Maritime Facility (MAMF) been previously dredged to -8'+1' MLLW or is it entirely new work?

An area around the MAMF was previously dredged to -2' MLLW in approximately 1985. Additionally, shoreline protection may have been put in place between Wharf 4 and Wharf 5 at this time. Please see revised Sheet C-103 which revises the scope of work, identifying an area which should not be dredged from the toe of slope shoreward. No dredging should occur in any area of riprap.

8b. If the MAMF has been previously dredged, can the Port provide a post-dredge survey of the area?

There is no post-dredge survey of the area from ca. 1985.

8c. If the MAMF is new work, is there geotechnical boring data available?

No.

8d. Has the Boatyard Approach Area been previously dredged to -20'+1' MLLW, or is it entirely new work?

See response to Question 8a.

8e. If the Boatyard Approach Area has been previously dredged, can the Port provide a post-dredge survey of the area?

See response to Questions 8b.

8f. If the Boatyard Approach Area is new work, is there geotechnical boring data available?

No.

9. Please provide the permit amendment for the MAMF and Boatyard Approach Area. If not available, when does the Port expect the amendment to be available?

We expect the amendments to be available by October 18, 2024.

10. Will the Port be responsible for ensuring all floating equipment is removed from the MAMF and Boatyard Approach Area to provide the contractor with unimpeded access to the dredge areas?

Yes.

11. Can the Port clarify the number of homeowners' boats, where they are currently located, who is responsible for notification, the process if more than 5 days of relocation is required?

There are no homeowners' boats at the MAMF or the Boatyard Approach Area.

12. What is the expected regulatory approval period of the Dredge Operations Plan?

Contractors should expect a 20-day regulatory approval period.

13. Can the Port provide an example of an expected berthing schedule?

Assume the following monthly ship calls:

Wharves 1 & 2 – 4 sand/aggregate ships at 1 day per call and 1 cement ship at 5 days per call.

Wharves 3 & 4 – 1 gypsum ship at 2 days per call and 1 scrap ship at 4 days per call.

The Port will provide a tentative vessel schedule upon contract award as well as weekly updates throughout the project timeline.

14. Please confirm whether other contractors and/or the Port's crew may be working adjacent to the site.

No other contractors or the Port's crew will be working adjacent to the site. However, bidders should be aware the U.S. Army Corps of Engineers is currently conducting maintenance dredging of the Redwood Creek Navigation Channel, portions of which are adjacent to the site.

15. Please confirm whether the Port will provide a lay-down area for Contractor's use during the course of work under this contract.

The Port will not provide a lay-down area. However, the Port will make available contractor parking and access to wharves or docks for crew changes.

16. Please confirm in the event of changes in laws or regulations taking effect after submission of Contractor's bid, Contractor shall be entitled to an equitable adjustment to the extent such change impacts Contractors' cost and/or time of performance.

Section 00210, Paragraph 7.01, Laws to be Observed, addresses changes in laws or regulations.

17. Please confirm and update the contract documents to reflect that in the event of delayed performance, liquidated damages will be assessed in lieu of actual/direct and consequential damages.

Liquidated damages are a waiver of consequential damages.

18. Please confirm whether this project is funded in whole or in part by the U.S. Government.

This project is not funded in whole or in part by the U.S. Government.

19. Please confirm Contractor is responsible only for hazardous materials brought to the Project site and/or generated by the Contractor and will not be responsible for any pre-existing materials containing substances classified as hazardous, potentially hazardous, infectious, toxic or dangerous under applicable law, which shall be disposed of in strict compliance with all regulations as directed by the Owner/Port. With respect to any such pre-existing materials, Owner/Port is the generator.

Section 00220, Paragraph 1.34 (Disposal of Material) addresses responsibilities for hazardous materials.

20. Please confirm that an equitable adjustment to the Contract Time, Price, or both will be granted in the event that the Port orders Contractor to suspend work for reasons not attributable to Contractor.

Section 00210, Paragraph 8.07.C addresses adjustments not attributable to the Contractor.
675 Seaport Boulevard, Redwood City, CA 94063 | 650-306-4150 | info@redwoodcityport.com

21. Please delete the language allowing the Port or its authorized representative to take possession of Contractor's materials, tools, and appliances from Section 8.09(B) of the General Conditions.

The Port's standard Section 8.09(B) of the General Conditions includes 'equipment', which has been deleted in the current contract documents.

22. Please confirm that Contractor is solely responsible for damage to known utilities and will not be responsible for damage to utilities not shown on the plans and specifications or identified by the local utility locator service.

Section 00210, Paragraph 10.02, Underground Obstructions, addresses unknown and unidentified utilities.

23. Unlike land-based construction, completed dredging activities are subject to natural forces that are entirely outside the control of the Contractor. To clarify the intent of the warranty, please include the following warranty provision: "The warranty provisions herein do not apply to the dredging portion(s) of the work. With respect to dredging, upon Contractor's advising Owner/Port that the dredging has been completed, Owner/Port shall inspect the Work and, if acceptable, shall advise Contractor of Owner's/Port's acceptance thereof. Contractor in no way represents, guarantees or warrants that any dredging or excavation will stay open, dredged or excavated for any period of time whatsoever."

The current contract documents contain the following warranty provisions: "Contractor does not in any way guarantee or warrant that any dredged or excavated area will remain at the dredged or excavated level for any period of time."

24. Please confirm that Contractor shall be entitled to an equitable adjustment to the Contract Time and/or Contract Price for delays caused by the negligent acts or omissions of the Owner/Port, other contractors employed by the Owner/Port, or anyone for whom the Owner/Port is responsible.

Section 00210, Paragraph 8.03, Delays, and Paragraph 8.04, Time Extensions, addresses adjustments to Contract Time and/or Contract Price due to delays.

25. Please confirm Contractor shall be entitled to an equitable adjustment in the Contract Time and/or Contract Price in the event Contractor encounters (a) subsurface or latent physical conditions at the site differing materially from those indicated in the Contract Documents or reference documents, or (b) unknown physical conditions of an unusual nature at the site differing materially from those ordinarily encountered and generally recognized as inherent in the work of the character provided for in the Contract.

Section 00210, Paragraph 4.05, Changed Conditions addresses differing materials.

26. Can you please provide the referenced prevailing rate of per diem wages, as stated in the solicitation would be made available to any interested party upon request?

Attached is the most current general prevailing wage rates for journeyman and apprentice.

27. “During the dredging, a steel grid “grizzly” with twelve-inch square maximum openings shall be placed over the hopper of the dump scow for material processing.” Please confirm if this is only for material that is being transported to SF-DODS or if this is a requirement for all dredge disposal sites.

A “grizzly” is required for all dredge disposal sites.

28. “Additionally, the Contractor shall be aware that under Section 2 of the CDFW Lake and Streambed Alteration Agreement (LSAA), a Biological Monitor shall be approved by CDFW and present during dredge operations.” Please confirm if the contractor is to supply the biological monitor.

Contractor is required to supply the biological monitor, if needed.

29. Please confirm if dredging can take place beyond November 30, 2024 if all material goes to CRRP with use of herring spawning observers.

See response to Question 1a. The Port is awaiting confirmation from CDFW as to whether herring spawning observers will be necessary for any dredging to take place beyond November 30, 2024

Attachments:

- a) Revised Sheet C-103
- b) Prevailing wage journeyman
- c) Prevailing wage apprentice