

MEMORANDUM



Date: 15 September 2015

To: Prospective Bidders

From: Christopher G. Creed., P.E.
Project Manager
c Creed@olsen-associates.com

Re: Town of Hilton Head Island, SC
2016 Beach Renourishment Project
IFB 2015-0023 – Addendum #4

Please incorporate the attached Addendum #4 into your Proposal documents. Addendum #4, and any other subsequent addendums, shall be required for acknowledgement in the Proposal and subsequent Agreement.

Attachment (6 pages and 2 plan sheets; Sheets 25 of 27 and 27 of 27)

NOTE: THIS TRANSMITTAL IS NOT PART OF ADDENDUM NO. 4.

ADDENDUM No. 4

**TOWN OF HILTON HEAD ISLAND, SC
2016 BEACH RENOURISHMENT PROJECT**

Date Issued: 15 September 2015
Bid Date (Time): 30 September 2015 (2:00 pm)
Engineer: Olsen Associates, Inc.
2618 Herschel Street
Jacksonville, FL 32204
(904) 387-6114
Fax: (904)-384-7368

THE BID DOCUMENTS ISSUED 19 AUGUST 2015 ARE HEREBY AMENDED AS FOLLOWS:

Revisions:

- R.1.)** All questions related to IFB 2015-0023 shall be submitted to the Engineer by close of business on September 18, 2015.
- R.2.)** Bidders are not required to bid on all three Bid Options. However, in order to be considered responsive for any given Option(s), the Bidder must submit a price for each Bid Item within the Option(s) on which they choose to bid.
- R.3.)** Pipeline booster(s) shall not be sited along any portion of the Hilton Head Island beach. Booster(s) shall be sited offshore of the island's beach in a location where the seafloor elevation is below -15 ft, NGVD29.
- R.4.)** **Construction Plans, Sheets 25 of 27 and 27 of 27:** Borrow Area Zones at the Barrett Shoals Borrow Area have been revised. Sheets 25 and 27 of the Construction Plans dated August 19, 2015 and revised on September 3, 2015 are hereby replaced in their entirety by the attached, updated Sheets 25 and 27, dated September 15, 2015.
- R.5.)** **Section A-1, Invitation for Bid, Page 3:** The first paragraph of the Section titled **Award of Contract** is hereby replaced in its entirety with the following,

The award of the Contract will be made by the Town of Hilton Head Island, SC. The Town will select from the bids offered for each Option. The lowest responsive, responsible bidder for each Option will be identified. The Town (Owner) intends to award the Contract to the lowest responsive, responsible bidder for the Option selected by the Town. Responsible bidder will be defined as one who furnishes satisfactory evidence that he has the requisite experience, capability, financial resources, facilities, and plant to enable him to prosecute the work successfully and within the time specified in the

Contract Documents. At a minimum, a responsible bidder shall have provided the required bid bond, have the capability of meeting the construction bonding and insurance requirements, and be in compliance with Federal, State, and local laws, regulations, and Permits applicable to the project.

R.6.) Section A-2, Instructions to Bidders, Page 6: Section 14.4 is hereby replaced in its entirety with the following,

Subsequent to bid opening, the apparent three lowest bidders, as identified by the Owner, shall also submit to the Owner within five (5) days the following information, if requested:

- a.) A certified copy of the most recent financial statement of the bidder.
- b.) Information regarding any and all pending civil or criminal litigation against the bidder including but not limited to: style of case; case number; name of court where pending; description of allegations in case and bidder's position in case.

R.7.) Section A-2, Instructions to Bidders, Page 7: The first paragraph of Section 19.0 [Award of Contract] is hereby replaced in its entirety with the following,

The award of any Contract by the Owner will be to the lowest most responsible, responsive bidder. The Owner reserves the right to consider 1) the bidder's methods for mobilization, construction and demobilization, 2) the bidder's personnel and equipment committed to the project, and 3) the bidder's qualifications and experience.

R.8.) Section B-2, Agreement, Page 4: The first paragraph of Article VI – Liquidated Damages is hereby replaced in its entirety with the following,

The Town and Contractor recognize that time is of the essence in this Agreement and that Town will suffer financial loss if the work is not completed and finally accepted within the time specified. They also recognize delays and difficulties involved in proving in a legal or arbitration preceding the actual loss suffered by the Town if the work is not substantially completed on time. Accordingly, instead of requiring any such proof, Town and Contractor agree that as liquidated damages (but not as a penalty) Contractor shall pay to the Town Ten Thousand Dollars (\$10,000.00) per day should construction of all project elements not be finally accepted before _____ (date will depend on Option selected by Town).

Responses to Questions Posed by Attendees at the Pre-Bid Conference:

Q.1.) How will Bids be evaluated?

- See Revisions **R.5** and **R.7**, above.

Q.2.) Please clarify if Contractor is required to bid on all three Bid Options (A, B and C).

- See Revision **R.2**, above

Q.3.) Can the bid date be pushed back?

- The bid date has been revised to be September 30, 2015. All questions from bidding contractors shall be submitted to the Engineer by 5:00pm (EDT) on September 18, 2015.
- It is noted that the Town will aim for, but not guarantee, presenting a recommendation of award to Town Council on October 20th.

Q.4.) Please provide clarification on the Liquidated Damages for the project.

- See Revision **R.8**, above.

Q.5.) What is the volume of material that is to be moved and placed mechanically along the Fish Haul/Spa project reach?

- Of the estimated 58,000 cy of sand that is to be placed along the Fish Haul/Spa shoreline, approximately 10,000 cy will be placed mechanically. Of the estimated 10,000 cy, approximately 3,500 cy will be placed south of the small pier seaward of The Spa property. It is noted that these volumes may be different at the time of construction due to continuing changes to the project beach.

Q.6.) Can the Town provide pictures of the pier that is located within the Fish Haul/Spa project reach?

- Yes. Pictures of the pier have been uploaded to the Olsen Associates, Inc. website for download by planholders. <http://olsen-associates.com/public/hiltonhead/>

Q.7.) Are the Contract Documents, Volume I available in PDF format?

- Yes. A courtesy copy of Volume I in PDF format has been uploaded to the Olsen Associates, Inc. website for download by planholders. <http://olsen-associates.com/public/hiltonhead/>

Q.8.) Can you please post the Powerpoint presentation from the Pre-Bid?

- Yes. A PDF copy of the pre-bid presentation has been uploaded to the Olsen Associates, Inc. website for download by planholders. <http://olsen-associates.com/public/hiltonhead/>

Q.9.) What may be allowed in regard to temporary modifications to the pier to allow access for earth moving equipment?

- In the description of work to be provided with the bid, the Contractor shall describe work and/or equipment which may be required to temporarily modify the pier. The Town will work with the upland owner of the pier to accommodate the needs of the Contractor. Any portion of the pier that is disturbed or temporarily modified to accommodate access shall be restored to a condition equivalent to that which existed prior to the disturbance or modification.

Q.10.) Can all required tilling occur at the end of the project, or must each segment/section be tilled as it is completed?

- All areas constructed prior to May 1, 2016 must be tilled by the Contractor before May 1, 2016. These areas may be tilled as work progresses or at one time.

- Areas of the project constructed after May 1, 2016 may not be tilled until after October 31, 2016. Should the Contractor complete filling activities between May and October 31, 2016, he may elect to transfer any remaining tilling requirements and responsibilities to the Town. In that event, the Contract price of the transferred portion of the work shall be deleted from the Contract.

Q.11.) Can the size of the Acceptance Sections be reduced?

- The size of the Acceptance Sections noted in the Plans will not be revised.

Q.12.) What is the budget for the project?

- The Town has a budget of \$20 million in FY 16 for this project. The budget is required to cover all costs associated with this project, including (1) construction, (2) planning, engineering, design, and construction oversight, and (3) physical and biological monitoring.

Responses to Questions Received in Writing:

Q.13.) Borrow Zone completion criteria: Page TP-2 of the Technical Provisions states that *“Each borrow area is sub-divided into zones. The Contractor shall excavate each borrow area by zone in the sequential order noted on the drawings. Each zone shall be dredged in a manner that maximizes removal of sand from that area. The Contractor shall not proceed to a subsequent zone until a zone has been dredged in a manner that maximizes sand removal. The intent of this requirement is to conserve sand resources for future use.”* Please define the criteria that will be used to determine when the Contractor has maximized sand removal from a borrow area zone and may proceed to the next subsequent zone.

- Excavation of a borrow area zone will be considered complete following removal of at least 85 percent of the material available above the design excavation depth as verified by comparison of pre- and post-dredge hydrographic surveys of the borrow area zone. The surveys are to be performed by the Contractor and provided to the Engineer.

Q.14.) Allowable over-dredge: Sheet 27 of the project plans show a design excavation depth of -20.0 feet and -30.0 feet, NGVD29 for the Barrett Shoals and Bay Point Shoals borrow areas, respectively; however, no design allowable over-dredge depth is shown on this sheet. Conversely, Page 19 (of 21) of the OCRM permit illustrates 2.0 feet of design allowable over-dredge depth for both borrow areas. Per the OCRM permit, can the Engineer please confirm that the Contractor will be granted 2.0 feet of design allowable over-dredge depth to account for inaccuracies in the dredging process?

- Maximum allowable dredging depth is the design excavation depth shown in the Plans. That is, -20 ft NGVD29 at Barrett Shoals and -30 ft NGVD29 at Bay Point Shoals. The Contractor shall view this maximum allowable dredge depth as the absolute lower limit of excavation. The design excavation depth shown in the plans represents the elevation below which no sediments shall be disturbed by the dredging process. No allowable over-dredge depth is provided. It is

acknowledged that the final surveyed depths in the borrow areas may be shallower than the design excavation depth as a result of this requirement.

Q.15.) Warranty/Guarantee: Reference General Conditions, 4.6 Final Guarantee. “4.6.1 All work shall be guaranteed by Contractor for a period of one year from and after the date of Final Acceptance of the work by owner.” The Contractor cannot be responsible for erosion of the beach that may occur after acceptance of beach fill sections. Please clarify that the on year guarantee does not include the guarantee of erosion of the beach that may occur during this period.

- The Final Guarantee does not apply to anticipated erosion of the beach subsequent to Final Acceptance. The Final Guarantee does, however, apply to items such as, but not limited to, the required recovery of lost grade stakes, removal of non-beach compatible materials and items placed by the Contractor that become exposed due to construction, etc.

Q.16.) Basis of Fill Volume: Reference drawing sheet 3 of 27. Approximate fill volumes are indicated on the drawing. Are the indicated volumes based on the supplied beach survey or do they take into account anticipated erosion that may occur between the survey date and start of beach fill?

- Fill Volumes indicated in Bid Documents account for erosion that is anticipated to occur between the survey date and the start of beach fill construction.

Q.17.) With virtually no water access offshore to barge equipment in, a much wider and taller access at Mitchelville Park will be needed. In its current condition, I don’t see the access as being able to accommodate off-road dump trucks, excavators, and dozers that will be required for the hydraulic beach fill area as well as for all the equipment needed for the Mechanical Fill to the South. Not only will trees need to be taken down in the front of the access, but a 15-20 ft. wide path to the beach will be needed to get the equipment through.

- The Town will work with the Contractor to provide sufficient one-way access to the beach for equipment required to construct the project. Any Contractor who intends to seek special permits for oversized vehicles from SCDOT shall identify that intent in their work plan. This shall include identification of the type of equipment that will require the special permit(s).

Q.18.) Can Islanders Park and Singleton Beach accesses be widened?

- No. Clearing of minor limbs and brush may be allowed. The removal of trees will not be allowed.

Q.19.) Currently, is there any way to walk dozers, excavators, etc. between Port Royal and Fish Haul /Spa, or has the beach eroded in this area?

- No. Fish Haul Creek separates the two fill segments. Access along the beach or along the intertidal flat between the Port Royal and Fish Haul reaches is not allowed.

Q.20.) Have previous contractors been able to bring in Trucked Shore Pipe (40-ft lengths) and Dozers through the Lot #1 access that is not shown on the plans? Can more detail be provided for this access?

- This access has not been used in the past for the delivery of shore-pipe. It has, however, been used for the delivery of small dozers, excavators and large off-road trucks for work on a rock groin to the north of the access point. There also is an open area, approximately 200'x75' at this area that can be used for pipe delivery and temporary storage prior to movement of pipe to the beach. This area has been used previously for armor rock delivery and storage and associated equipment.
- In addition to crew and light truck access at Lot#1, the Contractor will be allowed to deliver up to 30 loads of shore-pipe through the Lot #1 access. The Contractor will also be allowed to deliver through the Lot #1 access area dozers and other equipment necessary to construct the South Beach project segment. It is noted that the Contractor will not have exclusive use of this access during the project.

Q.21.) Given that different contractors could be low for each option, there may not be an apparent low bidder at bid opening. Please provide a “not later than date” that you will provide an Intent to Award.

- See answer to Question Q.3, above.

Q.22.) Will permit violations for exceeding the borrow depths be determined from After Dredging Surveys, or data from Cutter Depth XYZ recordings?

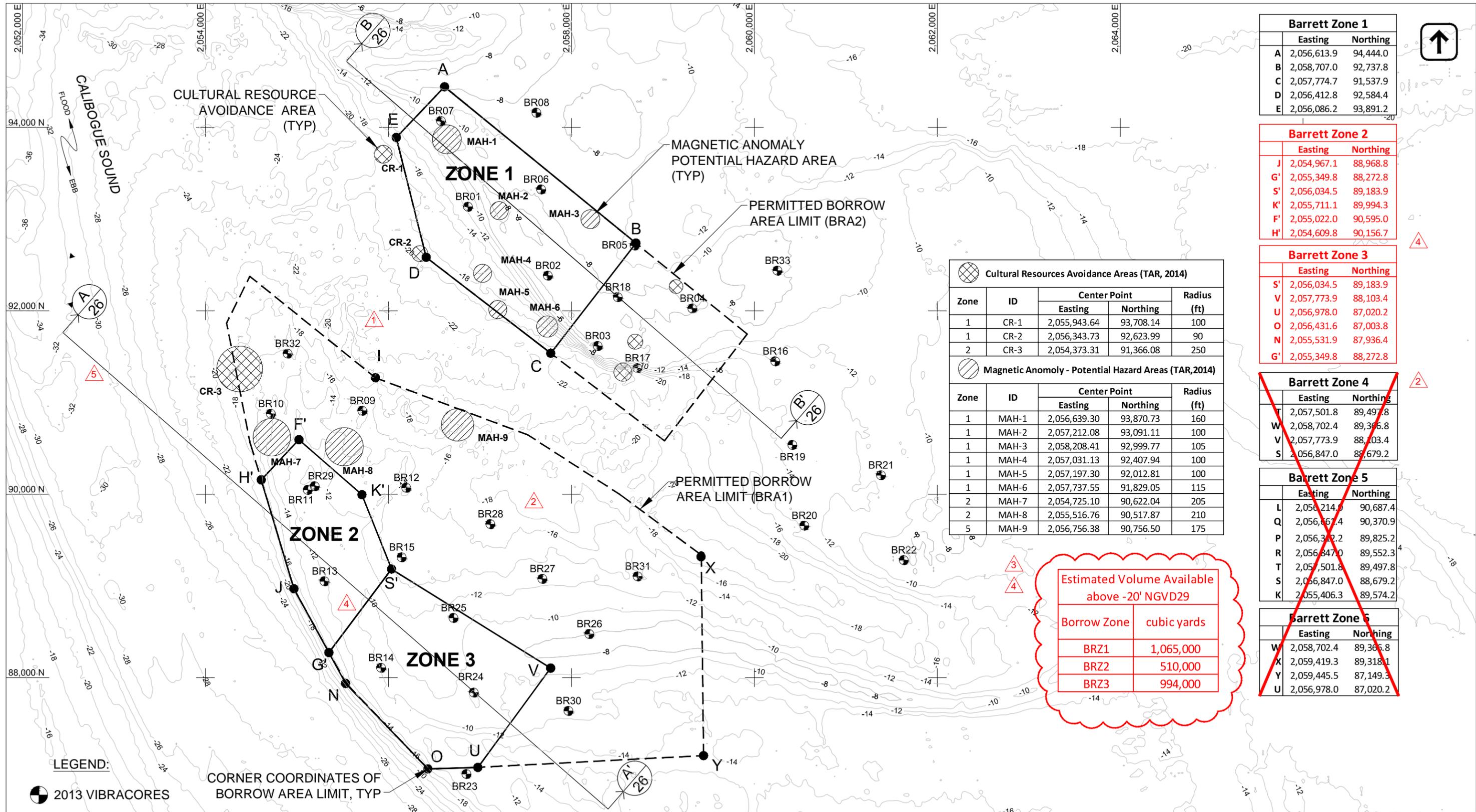
- The lowest position of the cutterhead will be used to evaluate compliance with Permit and Contract requirements. It is noted that the design elevations within the borrow area have been established to avoid non-beach compatible material known to exist below the noted maximum dredging elevations. The Contractor will be responsible for the removal and or/ remediation of non-beach compatible materials placed along the island's beaches.

Q.23.) Will occasional cutter depth exceedances result in permit violations and/or penalties? Swell conditions, situations in which the cutter is temporarily anchored on the sea floor, and random sensor inaccuracies result in perceived depth exceedances when reviewing cutter data. To completely avoid all instances of these occurrences, a significant amount of sand must be left in the borrow area if it is not clearly understood by all parties that occasional exceedances will occur.

- No. However, the Contractor is reminded that project Permits specifically prohibit the creation of isolated depressions within the borrow area. Further, the Contractor shall be responsible for the removal and or remediation of non-beach compatible materials which may be placed along the island's beaches.

Additional Environmental Protection Condition. At least fourteen (14) days prior to the start of dredging, the Contractor shall submit to the Engineer a dredge lighting plan that will be implemented during the project. The plan must include a description of each light source that will be visible from the beach and the measures implemented to minimize this lighting.

----- End of Addendum -----



Barrett Zone 1		
	Easting	Northing
A	2,056,613.9	94,444.0
B	2,058,707.0	92,737.8
C	2,057,774.7	91,537.9
D	2,056,412.8	92,584.4
E	2,056,086.2	93,891.2

Barrett Zone 2		
	Easting	Northing
J	2,054,967.1	88,968.8
G'	2,055,349.8	88,272.8
S'	2,056,034.5	89,183.9
K'	2,055,711.1	89,994.3
F'	2,055,022.0	90,595.0
H'	2,054,609.8	90,156.7

Barrett Zone 3		
	Easting	Northing
S'	2,056,034.5	89,183.9
V	2,057,773.9	88,103.4
U	2,056,978.0	87,020.2
O	2,056,431.6	87,003.8
N	2,055,531.9	87,936.4
G'	2,055,349.8	88,272.8

Barrett Zone 4		
	Easting	Northing
T	2,057,501.8	89,497.8
W	2,058,702.4	89,366.8
V	2,057,773.9	88,103.4
S	2,056,847.0	88,679.2

Barrett Zone 5		
	Easting	Northing
L	2,056,214.0	90,687.4
Q	2,056,467.4	90,370.9
P	2,056,312.2	89,825.2
R	2,056,847.0	89,552.3
T	2,057,501.8	89,497.8
S	2,056,847.0	88,679.2
K	2,055,406.3	89,574.2

Barrett Zone 6		
	Easting	Northing
W	2,058,702.4	89,366.8
X	2,059,419.3	89,318.1
Y	2,059,445.5	87,149.3
U	2,056,978.0	87,020.2

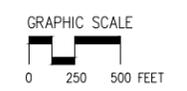
Cultural Resources Avoidance Areas (TAR, 2014)				
Zone	ID	Center Point		Radius (ft)
		Easting	Northing	
1	CR-1	2,055,943.64	93,708.14	100
1	CR-2	2,056,343.73	92,623.99	90
2	CR-3	2,054,373.31	91,366.08	250

Magnetic Anomaly - Potential Hazard Areas (TAR, 2014)				
Zone	ID	Center Point		Radius (ft)
		Easting	Northing	
1	MAH-1	2,056,639.30	93,870.73	160
1	MAH-2	2,057,212.08	93,091.11	100
1	MAH-3	2,058,208.41	92,999.77	105
1	MAH-4	2,057,031.13	92,407.94	100
1	MAH-5	2,057,197.30	92,012.81	100
1	MAH-6	2,057,737.55	91,829.05	115
2	MAH-7	2,054,725.10	90,622.04	205
2	MAH-8	2,055,516.76	90,517.87	210
5	MAH-9	2,056,756.38	90,756.50	175

Estimated Volume Available above -20' NGVD29	
Borrow Zone	cubic yards
BR1	1,065,000
BR2	510,000
BR3	994,000

LEGEND:
 2013 VIBRACORES
 CORNER COORDINATES OF BORROW AREA LIMIT, TYP

- Notes:**
- Elevations in FEET relative to NGVD29.
 - Horizontal positions in SC State Plane (NAD83, Int'l FEET)
 - Hydrographic survey was conducted in Dec 2013 by ARC Surveying & Mapping, Inc.



CHRISTOPHER G. CREED, P.E.
 SC 23064

REVISIONS				
LTR	DESCRIPTION	BY	DATE	APPRVD
1	CORRECTED CONTOURS TO NGVD29	PS	9/3/15	CGC
2	REVISED BORROW AREA	PS	9/3/15	CGC
3	REVISED ESTIMATED VOLUMES IN ZONES 1, 2, & 3	PS	9/3/15	CGC
4	REVISED BORROW AREAS TO AVOID CR AND MAH AREAS	PS	9/15/15	CGC
5	REVISED LOCATION OF SECTION A-A'	PS	9/15/15	CGC



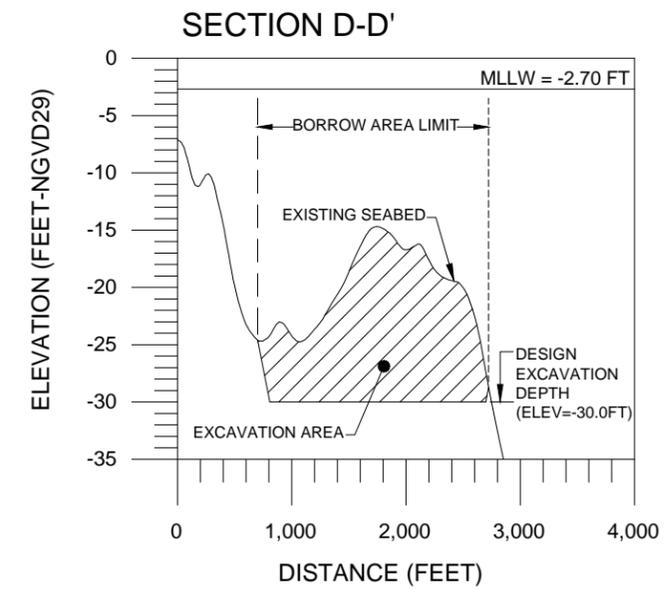
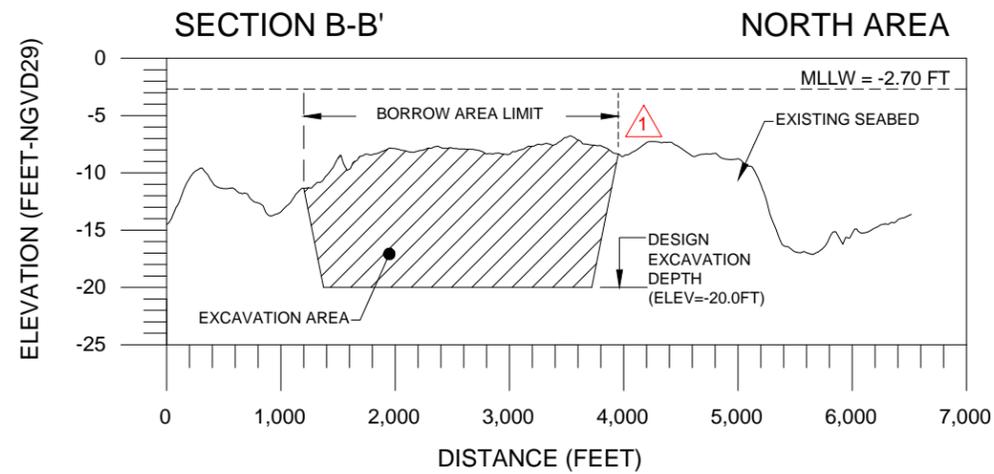
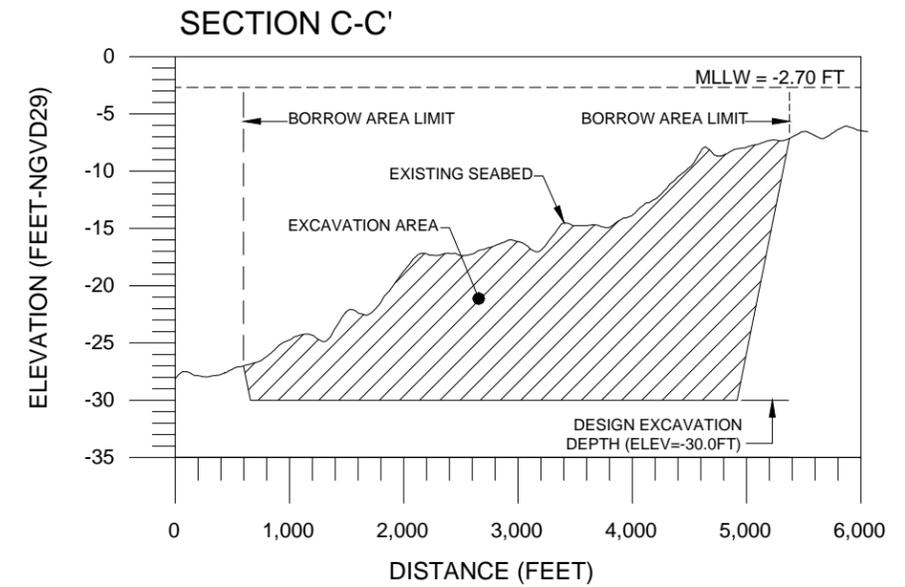
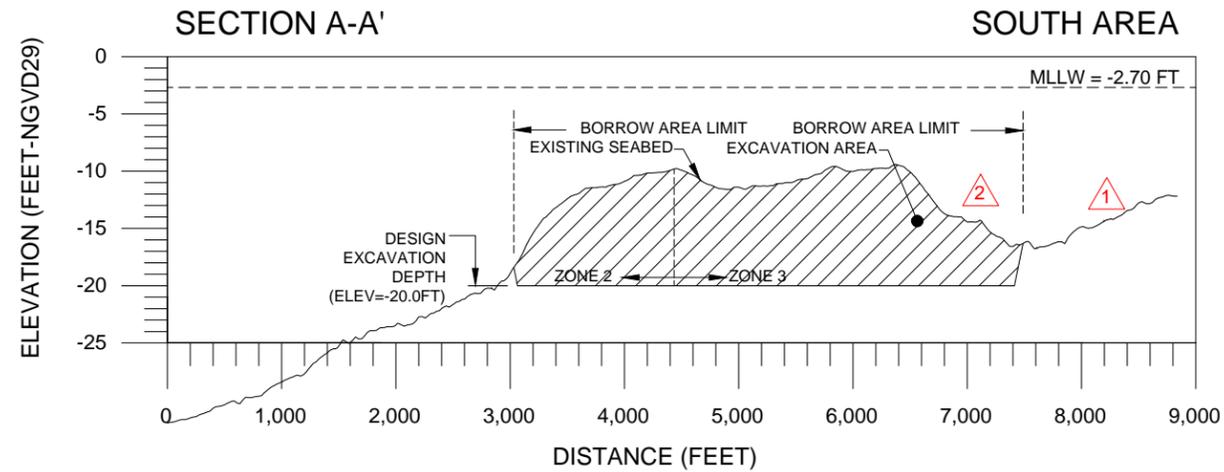
TOWN OF HILTON HEAD ISLAND
 2016 BEACH RENOURISHMENT PROJECT
BARRETT SHOALS BORROW AREA PLAN

DRAWN BY: ML DATE: 08/19/15
 CHECKED BY: PS DATE: 08/19/15
 REVISED BY: PS DATE: 09/14/15

SHEET
25
 of 27

TYPICAL CROSS SECTIONS BARRETT SHOALS BORROW AREA

TYPICAL CROSS SECTIONS BAY POINT SHOALS BORROW AREA



General Notes:
 1.) All elevations are in FEET relative to NGVD 1929.
 2.) Hydrographic survey was conducted in December 2013 (Barrett Shoals) and June 2015 (Bay Point Shoals) by ARC Surveying & Mapping, Inc.

CHRISTOPHER G. CREED, P.E.
 SC 23064

REVISIONS				
LTR	DESCRIPTION	BY	DATE	APPRVD
1	CORRECTED CONTOURS TO NGVD29	PS	9/3/15	CGC
2	REVISED LOCATION OF SECTION A-A'	PS	9/15/15	CGC



TOWN OF HILTON HEAD ISLAND 2016 BEACH RENOURISHMENT PROJECT BORROW AREA SECTIONS	
DRAWN BY: ML	DATE: 08/19/15
CHECKED BY: PS	DATE: 08/19/15
REVISED BY: PS	DATE: 09/14/15

SHEET
27
 of 27