

30 July 2003

MEMORANDUM FOR THE RECORD

SUBJECT: SITE VISIT/PRE-PROPOSAL CONFERENCE for Solicitation DACA17-03-R-0012, Key West Harbor Dredging, 34-Foot Project, Main Ship Channel, Cut-A, Cut-B, Cut-C, and Truman Harbor, Monroe County, Florida. Florida

1. In accordance with the subject RFP, Section 00100 (Instructions to Offerors), Paragraph "FAR 52.236-27 Site Visit (Construction) (Feb 1995) (Alternate I) (Feb 1995) (CESAJ Adaptation)", the pre-bid site visit was conducted on 23 July 2003, starting at 0900 hours at the Trumbo Point Annex Building C-2076 (6-story Visitor's Quarters with "Fly Navy" painted on penthouse structure).
2. Attached is a sign-in sheet of Companies and Government personnel who attended the meeting.
3. Introduction: George Cooper, Area Engineer, U.S. Army Corps of Engineers, South Florida Area Office.
4. Presentations were made by:
 - 4.a. John Bearce, Civil Engineer, U.S. Army Corps of Engineers, Jacksonville District. Mr. Bearce, project design engineer, gave an overview of design considerations for the project.
 - 4.b. Glenn Schuster, Biologist, U.S. Army Corps of Engineers, Jacksonville District. Mr. Schuster gave an overview of the environmental considerations for the project and stressed the importance of compliance with the requirements of the Permit and the contract plans & specs. He emphasized the critical nature of the resources within the project limits, which are part of the National Marine Sanctuary and are designated "Outstanding Florida Waters".
 - 4.c. Wanda I Cruz, Acting Chief, A-E and Construction Branch. Ms. Cruz explained all questions needed to be written on 3 X 5 cards and turned in after the break. She discussed the RFP process and Best Value Procurement. (Attached is an outline of her presentation.)
 - 4.d. Ron Demes, Business Manager, NAFKW. Mr. Demes explained that the purpose of the project was to deepen the channel to allow cruiser sized warships

to enter Key West Harbor in support of fleet operations relocated from Puerto Rico. Currently, the largest naval vessels that can enter are destroyers and fast frigates.

4.d. A site visit, guided by Mr. Ron Demes, NAFKW, was made by Navy bus to project areas on Fleming Key and off Truman Point. Sites visited were Pier D3, Truman Annex including Mole Pier, bridge to Fleming Island, preferred road crossing site of pipeline, Fleming Island D/A, Animal Import Center,

5. The attached questions, submitted on 3 X 5 cards at the meeting, will be answered in the upcoming amendment:

/s/

J. G. Cooper, P.E.
Area Engineer

7/23/2003

KEY WEST DREDGING

DACA 17-D3-R-0012

CONTRACTOR
NAME

PERSON
REPRESENTED

PHONE NO.

Richard R Ruzich

NASKW

305 293 2785

Ron DEMES

NASKW BUSINESS MANAGER

305 293 2488

Rick Smith

WEEK

985-875-2500

GERTJAN GRIEP

BEAN/STUYVESANT

ART BURGOYNE

BEAN/STUYVESANT (504) 587-8600

JEFF McWILLIAMS

BEAN STUYVESANT (504) 587-8600

Colin Henderson

TY Lin International/HIPROSS (305) 567-1888

SEANN PEREZ

GLDD

630 574 2914

SAM MORRISON

GREAT LAKES

(630) 574-2920

WANDA CRUZ

US A COE

(904) 232-2813

Gleam Schuster

USACOE

(904) 232-3691

Lauri MacLaughlin

FKNMS

(305) 852-7717 x27

Stan A. Kimmonth

US Corps of Engr

904-232-1113

Jacqueline Hand

USACE

904-232-3915

JOHN BEARCE

USACE

904 232 3525

DEIDRA W COX

USACE

904-232-1215

JEFFREY GUSS

SOUTHMANUFACTURING.COM

843 820 5613

GEORGE COOPER

USACE

561-626-5299

SITE VISIT/PREPROPOSAL CONFERENCE QUESTIONS RECEIVED FROM CONTRACTORS
DESCRIPTION OF PROJECT: KEY WEST HARBOR DREDGING, 34-FOOT PROJECT, MAIN SHIP
CHANNEL, CUT-A, CUT-B, CUT-C, AND TRUMAN HARBOR

QUESTION #1: Since this project is a U.S. Navy project and so critical for our national defense, why is the award of this contract so critical for FY-03?

ANSWER #1: Expiring funds.

QUESTION #2: What are the compelling reasons why the Corps did not submit a design of the levees, weir, and effluent discharge locations?

ANSWER #2: Upland disposal at Fleming Key was not introduced into the scope of this project until late June / early July time period. Therefore, the Corps (CESAJ) does not have enough time to develop a disposal area design.

QUESTION #3a: In Section 01110, "Commence Work" means "commence dredging. What if the 1st order of dredging will place material into upland disposal?

ANSWER #3a: Will be addressed by subsequent amendment.

QUESTION #3b: Time is needed to construct disposal site.

ANSWER #3b: Will be addressed by subsequent amendment.

QUESTION #4: Can a hopper dredge work outside the turtle window (Dec to March) on this project?

ANSWER #4: Yes.

QUESTION #5: Will Pier D-3 be available to the Contractor for offloading of material?

ANSWER #5: Refer to Section 02325, paragraph 3.2.1.

QUESTION #6: Are there any restrictions on size of trucks for trucking material to the upland disposal site?

ANSWER #6: Roads and bridge to Flemming Key are inadequate for use of large trucks.

QUESTION #7: What methods of material transportation (to upland disposal site) will NOT be permitted?

ANSWER #7: Will be addressed by subsequent amendment.

QUESTION #8: Do we need a separate permit for the disposal area?

ANSWER #8: No.

QUESTION #9a: Is the no anchor zone also the edge of protected resources?

ANSWER #9a: Will be answered by subsequent amendment.

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QUESTION #9b: Is turbidity measured at the edge of the no anchor zones?

ANSWER #9b: Will be answered by subsequent amendment.

QUESTION #10a: Are Contractor surveys to be single beam or multi-beam?

ANSWER #10a: Will be answered by subsequent amendment.

QUESTION #10b: If single beam, dual frequency or single?

ANSWER #10b: Will be answered by subsequent amendment.

QUESTION #10c: Narrow or standard beam?

ANSWER #10c: Will be answered by subsequent amendment.

QUESTION #11a: Who will perform surveys of the offshore DMMA?

ANSWER #11a.: ODMDS surveys are not required under this contract.

QUESTION #11b: What contractor performed the recent relocation survey?

ANSWER #11b: Continental Shelf Associates, as a subcontractor to Coastal Zone Management, Inc. under a Navy contract.

QUESTION #12: (Section 02325) In areas of no anchor zones, can the Contractor place a spud outside the channel to assist in clearing the channel for traffic?

ANSWER #12: Any spud or anchor placed in the FKNMS will be subject to the restrictions concerning damage to resources. If a spud can be placed without damaging corals or other resources and FKNMS concurs it is possible.

QUESTION #13: (Section 02325) If loading scows in areas of close proximity to resources does the scow have to be loaded over the channel or can it be loaded outside the limits of the channel?

ANSWER #13: Scows can be loaded outside of the channel but the contractor is not allowed to damage resources in any way during operations.

QUESTION #14: (Section 02325) In Cut A no restriction on anchor placement. Only requirement is midline floatation device. Does this mean we are unrestricted in this area otherwise?

ANSWER #14: NO. The contractor is responsible for avoiding damaging resources regardless of where they are. The no anchor zone map and the resource maps are guidelines and do not relieve the contractor on these responsibilities.

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QUESTION #15: Are there any unconfined compressive strength test results on the borings taken for this project?

ANSWER #15: No.

QUESTION #16: Payment talks about removal of utility cable. None identified. Is this the power lines?

ANSWER #16: Will be addressed by subsequent amendment.

QUESTION #17a: How are you going to measure rock?

ANSWER #17a: Refer to Section 01270, paragraph 1.2.

QUESTION #17b: Some areas have less than 1 foot of silt on to of rock it will be impossible to strip this material. Will the unstripped silts and sands be paid for at the rock price?

ANSWER #17b: Refer to Sectio 01270, paragraph 1.2.

QUESTION #18a: What if the material in Section 10-14 are dredged in one pass. How will the rock quantity be determined?

ANSWER #18a: Will be answered by subsequent amendment.

QUESTION #18b: Is it possible to make Item 0004 quantity of 180,820 CY a fixed number and increasing or decreasing Item 0003 based on Pre-Dredge survey?

ANSWER #18b: Will be answered by subsequent amendment.

QUESTION #19 Standard Form 1442 shows 30 days to commence work. Section 01110 shows 45 days to commence work. Please clarify.

ANSWER #19: Will be answered by subsequent amendment.

QUESTION #20: (Section 02325) Not allowed to dredge outside the toes of channel. Some tolerances needs to be allowed to make sure toe is cleared.

ANSWER #20: Will be answered by subsequent amendment.

QUESTION #21: (Section 01411) Even for testing at less than 1500M the 15 NTU goes to 0 after 1/2 hour; therefore, the project has a zero NTU turbidity tolerance?

ANSWER #21: Will be answered by subsequent amendment.

QUESTION #22a: Will the Contractor be allowed permanent, unrestricted access to the North half of Pier D3?

ANSWER #22a: Will be answered by subsequent amendment.

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QUESTION #22b: How much area will the Contractor be given on D3?

ANSWER #22b: Will be answered by subsequent amendment.

QUESTION #22C: We request a portion of the North facs of D3, min. 300 feet long by min 50 feet deep with min water depth of 20 feet.

ANSWER #22.c: Refer to Section 02325, paragraph 3.2.1.

QUESTION #23: Assuming the Contract can use fill from within disposal area limits, are there any concerns with ordinance?

ANSWER #23: NO.

QUESTION #24a: (Section 01411) Need a resource map to find out testing compliance sample at 1500 M or edge of nearest resource.

ANSWER #24a: Will be addressed by subsequent amendment.

QUESTION #24b: For compliance testing it is required for testing at dredge or disposal location, for each of the following types of equipment where is compliance testing required:

HOPPER - pumping upland and dumping offshore

HYDRAULIC - pumping upland and loading scows

BUCKED - loading scows and offloading scows

ANSWER #24b: Testing is required at the compliance point down current of any discharge into waters of the State. Practically this means from a cutterhead or bucket, overflow from hopper or scow and discharge from the upland disposal site. Technically the cutterhead or bucket is not a regulated discharge, however the Corps monitorings these points due to the States concerns that these could produce significant turbidity during operations.

QUESTION #24c: What about rock breaking:

ANSWER #24c: Rockbreaking would not normally be considered a discharge but in a case where rock is being broken and removed in the same operation it would apply.

QUESTION #25a: Do we need to address the item of turbidity monitoring in the RFP since it will be doe by a third party?

ANSWER #25a: Need to address how you will meet the water quality (turbidity) standards required by the contract.

QUESTION #25b: Will the third party turbidity monitoring company take turbidity samples at the ODMMA area?

ANSWER #25b: No.

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QUESTION #26: With the large amendment coming out and the unique nature of design and engineering required, all proposers would benefit from a minimum two week extension. Could this be accomplished by shortening the proposal review process?

ANSWER #26: Will be answered by subsequent amendment.

QUESTION #27: (Section 00100A) What is required for Utilization of Small Business Concerns in the proposal?

ANSWER #27: Subparagraph A-2.6, Packaging the Proposal specifies that Package 1 contain information related to utilization of small business concerns for both the past performance factor and the technical merit factor (when applicable) (Paragraphs A-2.1, A-2.2, A-2.3, A-2.4, and A-2.5). This solicitation contains these five paragraphs; therefore, for the Past Performance you can submit SF254s if you have them to submit for the 3 most recently completed federal contracts. If you don't, you have to use the form we've included in the solicitation for each of the 3. Subparagraph A-2.5 addresses your technical merit Subfactor titled "Utilization of Small Business Concerns" for what you intend for this proposal; however, instead of addressing this information in Package 3 where the other Subfactors listed in A-2.5 are packaged, you shall address this in Package 1. There is no form in the package for this information required in A-2.5..

KEY WEST HARBOR, FLORIDA

Photography - Views

[Channel Condition Reports and Surveys](#)

Studies being performed

[Key West Harbor Turbidity Study](#)

KEY WEST DREDGING 2003 - 2004

Resource Map, an aerial photo of Fleming Key, and a PDF version of the DA Permit

[Resource Map.pdf](#) [fleming key photo.jpg](#) [DA Permit.pdf](#)

are located at the following website:

<http://www.saj.usace.army.mil/nav/indexkeywest.htm>