



NOAA MOC-P DREDGING

DATE: 10/10/2018
RE: NOAA MOC-P Wharf Maintenance Dredging 2018
TO: Port of Newport Board of Commissioners
ISSUED BY: Jim Durkee – NOAA Facilities Manager

BACKGROUND

In order to fulfill the Port's obligation to maintain depth at the NOAA facility, port staff put together an RFQ to perform maintenance dredging in the 2018-19 in water work period. Copies were sent to previous bidders and advertisements placed locally and in industry publications. Five contractors attended mandatory walk-throughs of the job and three bids were received.

PURPOSE, SCOPE AND DETAIL

Per the NOAA lease the Port is required to maintain a depth of -24 feet alongside the NOAA MOC-P pier. The Port has a permit to dredge the area along berths 2, 3, and 4 to a depth of -28 feet and along berth 1, 5, and 6 to a depth of -25 feet.

BUDGET IMPLICATIONS

The Commission approved \$490,000 in the current budget for the NOAA maintenance dredging. With the selection of Bergerson's bid of \$439,350.00 and including costs of surveying and permitting the project will be under budget.

RECOMMENDATION

After review of the bid proposals the Port received from Advanced American Construction, Bergerson Construction, and Billeter Marine Port staff is recommending that that the Port Commission award the NOAA MOC-P Wharf Maintenance Dredging 2018 contract to Bergerson Construction.

Both Billeter Marine and Advanced American Construction would perform the dredging using a Toyo pump suspended from a barge mounted crane as the dredging has been performed previously. Looking back through the post-dredge bathymetries, although required NOAA contract depth was attained the allowed dredge depth was not. The effectiveness of this type of dredge was questioned by prior bidders.

Bergerson Construction is proposing to perform the dredging with a barge mounted excavator with a dredge attachment. This dredge has a cutter-head on it that may provide us with a better result. This dredge should be able to reach under the camel system and between the fender pilings where a crane mounted dredge cannot. Bergerson's bid was \$27,900.00 higher than Billeter Marine, but should still keep us well within the budget.

The Port has had good working relationships in the past with both Bergerson Construction and Billeter Marine. The recommendation to go with Bergerson Construction is based primarily on the desire to see if the cutter-head dredge can improve results and possibly increase time between maintenance dredging.

Staff therefore recommends that a Commissioner make a motion to:

AUTHORIZE THE GENERAL MANAGER TO ENTER INTO A CONTRACT FOR MAINTENANCE DREDGING SERVICES WITH BERGERSON CONSTRUCTION IN THE AMOUNT OF \$439,350.00 FOR THE NOAA MOC-P WHARF MAINTENANCE DREDGING 2018.

Best Value Analysis:

Company	Advanced American	Bergerson Const.	Billete Marine LLC
Contact	Jon Koller	Gregory Morrill	Pete Billete
Phone	503-445-9000	503-325-7130	541-269-8600
Email	jkoller@advancedameric	gmorrill@bergersonconst	mikep@billetemarine.com
Criteria			
Total Price (possible 10)	5	8	9
Responsiveness of Contractor (possible 10)	10	10	6
Timeliness and Scheduling (possible 10)	8	7	6
Work Methods (possible 15)	10	15	10
Qualifications and Experience (possible 10)	10	10	10
	<u>43</u>	<u>50</u>	<u>41</u>
Notes			

Dresler

Best Value Analysis:

Company	Advanced American	Bergerson Const.	Billster Marine LLC
Contact	Jon Koller	Gregory Morrill	Pete Billster
Phone	503-445-9000	503-325-7130	541-265-8600
Email	jkoller@advancedameric	gmorrill@bergersonconst	mikep@billstermarine.com

Criteria

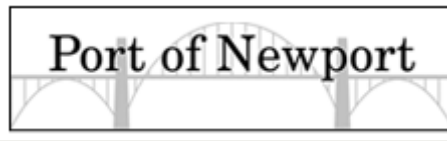
Total Price (possible 10)	58	60	9
Responsiveness of Contractor (possible 10)	6	15	10
Timeliness and Scheduling (possible 10)	10	8	8
Work Methods (possible 15)	37	47	42
Qualifications and Experience (possible 10)			
Notes	- Looking for an option to clean - Skill bucket - Costs high	- using need dredge equip. looks to be more effective w/ do neck	clean skip bucket, not beyond method.

under pier & hopefully reduce need in future years.

Best Value Analysis:

Company	Advanced American	Bergerson Const.	Billeter Marine LLC		
Contact	Jon Koller	Gregory Morrill	Pete Billeter		
Phone	503-445-9000	503-325-7130	541-269-8600		
Email	jkoller@advancedamerican.com	gmorrill@bergersonconst.com	mikep@billetermarine.com		

Criteria						
Total Price (possible 10)	3	9	10			
Responsiveness of Contractor (possible 10)	8	8	8			
Timeliness and Scheduling (possible 10)	5	4	3			
Work Methods (possible 15)	9	12	9			
Qualifications and Experience (possible 10)	10	10	10			
Total	35	43	40			
Notes: All three bidders are well qualified to do this job. I have worked with both Bergerson and Billeter in the past and find their work to be acceptable.	In the past, based on bathymetric data, use of a Toyo pump dredge has not achieved the full depth allowed by the permit. Crane system does not allow for under pier dredging.	This dredge has a cutter head on it and since it is mounted on an excavator can reach under the camel system and between the fender piles.	In the past, based on bathymetric data, use of a Toyo pump dredge has not achieved the full depth allowed by the permit. Crane system does not allow for under pier dredging.			



REQUEST FOR QUOTATION (RFQ)

PROJECT: NOAA MOC-P Wharf Maintenance Dredging 2018
LOCATION: 2002 Marine Science Dr. Newport, OR

**MANDATORY
SITE VISIT:** Documented site meeting by September 7, 2018

BID DUE: October 1, 2018

Proposals on this project will be accepted by Hand Delivery, Mail, Fax, PDF via email.

SUBMIT TO: Port of Newport C/O General Manager Phone: (541) 265-7758
600 SE Bay Boulevard Fax: (541) 265-4235
Newport, OR 97365 Email: jim@portofnewport.com

QUESTIONS TO: Jim Durkee 541-270-0545

LINK TO DREDGE PRISM IMAGE: https://www.dropbox.com/s/d9ye0d37bz4rrpp/180813-NOAA-MOC_Pacific%20Condition%20Survey.pdf?dl=0

TERMS AND CONDITIONS:

- Schedule for Work:** Start: Permit issuance In-water: 11/01/2018 In water Completion: 2/15/2019
Time is of the essence. All attempts at improving the schedule will be made by the contractor
- General Description:** The Port of Newport is requesting competitive quotations for hydraulic dredging at the NOAA Marine Operations Center – Pacific Facility. The scope of work includes maintenance dredging maximum of 22,900 cubic yards to the design depths specified in attached Joint Permit Application (JPA). The dredging will encompass the north side of the facility wharf from 50' west of the wharf including berths #1 through berth #4. The approximate area is 50' wide x 800' long. Total estimated yardage to be removed is 22,900yds of loose sandy/silt material. The contractor shall provide a per cubic yard quote for dredging to design depths and costs associated with delivering and offloading dredge spoils to the upland disposal area. This RFQ includes the preparation and maintenance of the upland dredge disposal site.
- Scope of Work:** Provide all labor, material, tools, lift equipment, supervision (min one company employed, full time foreman), submittals, manuals and incidentals necessary to complete all work implied by the attached scope of work you are quoting. Any deviations taken by bidder to the terms, conditions, plans, specifications, codes, etc of this RFQ shall be clearly stated and included as an attachment to the Bid Form.
- Bid Breakdown:** Please use attached Bid Form. Your proposal cannot be considered unless the Bid Form has been completed in its entirety. Lump sum bids shall be inclusive of all taxes, freight, insurance, overhead, permits, fees, and profit.
- Proposal Selection:** The Port Manager or appointed contact will evaluate each submitted proposal and report to the Port Commission with a recommendation if required. If required, the Port Commission shall make the final selection and reserves the right to reject any proposal not in compliance with all prescribed public bidding

procedures and requirements, and may reject for good cause any or all proposals upon finding that it is in the public interest to do so. The Port will analyze information provided by all Proposers. The successful Proposer will be selected on the basis of the following:

- a. Approach and evaluation of the past experience of the individuals who would be performing the work for the Port.
 - b. The results of reference checks including the ability to meet permit requirements.
 - c. Responsiveness to proposal specifications and required information.
 - d. Fee for services performed.
6. **Drawings and Specifications:** If applicable, bidder is provided with documents, which are thought to be necessary in preparing a proposal. Bidder is responsible for requesting any other documents/drawings from references in the scope of work that would be necessary to prepare a complete proposal.
7. **Temporary facilities:** If applicable, field office, telephone, office equipment, and storage are to be provided by the contractor. Contractor is responsible for receiving and storing materials and for clean-up and removal of any waste generated by this scope of work on a daily basis. Restrictions for parking will apply.
8. **Safety:** Successful bidder will comply with all OR-OSHA & OSHA safety requirements at all times while on Port property. Contractor will be responsible for all employee safety training, safety meetings, record keeping and safety compliance.
9. **Insurance:** Upon acceptance, contractor will provide proof of proper business licensing and registration in Lincoln County, Oregon, and will maintain all required licensing and permits required by Local, State or Federal jurisdictions to perform the services of this agreement. Contractor will provide proof of business liability insurance with a minimum of \$2,000,000 liability coverage and maintain required liability insurance at all times for services and their responsible employees while on Port owned property. Contractor will be fully responsible to maintain all employee workmen's compensation insurance as mandated by Local, State and Federal requirements. Contractor shall name the Port of Newport as an Additional Insured and provide a Certificate of Insurance confirming Liability and Workers Compensation with a 30 day Notice of Cancellation, prior to starting any work. Contractor shall pay any and all payroll and withholding taxes and any other sums that is required by Local, State or Federal agencies.
10. **Prevailing Wages:** The Contractor may be required to pay prevailing wage rates, depending upon the final total price of the project, in conformance to ORS 279C.800 thru 279C.870. A current copy of Prevailing Wage Rates for Public Works contracts in Oregon is available from the State of Oregon, Bureau of Labor and Industries.
11. **Boli Fee:** The Port, if required, will pay a fee to the Bureau of Labor and Industries pursuant to the provisions of ORS 279C.825. The fee is one-tenth of one percent of the price of this contract, but not less than \$100.00 nor more than \$5,000.00, regardless of the contract price.
12. **Nondiscrimination & Affirmative Action:** The Port of Newport is an equal opportunity employer and provider and requires all Proposers to comply with policies and regulations concerning equal opportunity. The Proposer, in the performance of this Agreement, agrees not to discriminate in its employment because of an employee's or applicant's race, religion, national origin, ancestry, sex, age, or physical handicap.
13. **Environmental And Natural Resources Laws To Be Observed:** In compliance with ORS 279C.525, the following is a list of federal, state and local agencies, of which the Port has knowledge, that have enacted ordinances or regulations relating to environmental pollution and the preservation of natural resources that may affect the performance of the Contract:

FEDERAL AGENCIES:

Department of Agriculture, Forest Service, Soil Conservation Service, Department of Defense, Army Corps of Engineers, Department of Energy, Federal Energy Regulatory Commission, Environmental Protection Agency, Health and Human Services, Department of Housing & Urban Development, Department of Interior, Bureau of Land Management

STATE AGENCIES:

Department of Agriculture, Soil and Water Conservation Commission, Department of Energy, Department of Environmental Quality, Department of Fish and Wildlife, Department of Forestry, Division of State Lands, Water Resources Department

LOCAL AGENCIES:

Bureau of Reclamation, Geological Survey, U.S. Fish and Wildlife Service, Department of Labor Occupation Safety and Health Administration, Water Resources Council, City Councils, Board of County Commissioners.

14. **Public Safety During Construction:** Public & Marine safety and traffic control shall be provided for by Contractor in accordance with the latest agency rules.
15. **Street/Sidewalks Closure requirements:** Street and sidewalk closures shall be kept to a minimum during construction. Access to local businesses shall be maintained at all times to pedestrian traffic. Any disruptions to pedestrian traffic to local businesses shall be coordinated between the Contractor and business owner to their mutual satisfaction. Contractor shall notify City Engineer and Emergency Services before closing any streets.
16. **Compliance:** Selected contractor is required to use “Best Management Practices” including all conditions and requirements set forth in the US Army Corps of Engineers (USACE) joint permit application and the Department of State Lands (DSL) authorization. All work must comply and be executed in all “requirements” in accordance with USACE, DSL, ODFW and DEQ conditions as directed in agency permit documents. Contractors must be familiar with and have copy of permit documents on site at all times during and while engaged in permit specified work tasks. Contractor will be liable for all fines or penalties related to non-compliant work or schedule.

**SCOPE OF WORK
WHARF MAINTENANCE DREDGING
NOAA MOC-P FACILITY – NEWPORT, OR**

PART 1 - SCOPE

To provide all labor, supervision, equipment, materials, expendables, submittals, applicable taxes, freight to jobsite, and incidentals necessary to complete all work implied as follows:

1.1 SUMMARY

- a. Hydraulic methods shall be used for dredging of soil to accomplish depths as shown on the plans included in the Joint Permit Application (JPA) or as directed by the Engineer in conformity with the required lines, grades, and sections. It is anticipated that the dredged material will be transported via submerged pipeline to the dredge disposal site indicated on the plans.
- b. This Section includes the following:
 - i. Hydraulically dredge the areas shown on the project drawings.
 - ii. Disposal of dredged material.
 - iii. Construction and maintenance of dredge material disposal site.

1.2 DEFINITIONS

- a. Hard material is defined as material requiring the use of special equipment for economical removal, and includes boulders or fragments too large to be removed in one piece by the dredge.

1.3 SUBMITTALS

- a. The Contractor shall provide a plan layout of the dredge and the dredge cut/fill description plan with illustrated sketches at least thirty (30) days before start of actual dredging operations. The plan shall include the proposed method of transporting the dredged material to the disposal site and, if appropriate, the proposed routing of the discharge pipe.
- b. Erosion Control Plan: Detailed Erosion Control Plan to correspond with construction per the current 1200C permit shall be submitted at least thirty (30) days before start of actual dredging operations.
- c. Dredge Disposal Plan: Detailed dredge disposal plan to correspond with construction per the current 120C permit including water quality control measures for the dredge disposal area discharge water.
- d. Water Quality Monitoring Plan: A water quality monitoring plan shall be submitted at least thirty (30) days before start of actual dredging operations. The plan shall include the methods and procedures for monitoring the water quality that conform with the Section 401 Water Quality Certifications for the discharge water from the disposal site.

1.4 TIMING

- a. Contractor must perform work within the ODFW in-water work window of November 1 to February 15 and more specifically within the following time line:

Permit issuance –	Mobilization, disposal site preparation
November 5, 2018 –	In-water work and dredging operations
February 15, 2019 –	Completion all in-water operations
February 24, 2019 –	Demobilization

Work hours between 7:00am – 7:00pm. Nighttime work with lights allowed by pre-approved permission only.

1.5 CHARACTER OF MATERIALS

- a. The area of maintenance dredging within this scope was originally dredged during the construction of the NOAA facility in November 2010 and subsequent maintenance dredge in 2014 and 2016. The maintenance dredging prism is assumed to be composed of loose sand and silt, medium to fine grained infill.
- b. A Sampling and Analysis Plan Report prepared by Advanced Remediation Technologies, Inc completed June 15, 2016 to support the characterization of the dredge materials is included in the Joint Permit Application.

1.6 MATERIAL TO BE MOVED

- a. 22,900 cubic yards of loose sand and silt materials has been estimated for removal to the specified depths with a one (1) foot over-dredge and 3:1 side slope calculation within the attached dredge prism and is to be considered a “Not to Exceed” amount.
- b. Hard Material: The removal of hard material is not included. Should the project Engineer or owners representative direct in writing that hard material be removed, the work shall be performed and an adjustment in the contract price or time for completion, or both, will be made by adjusting the Contract Sum according to unit prices included in the Contract Documents. If hard material is to be removed, blasting will not be permitted.

1.7 ARTIFICIAL OBSTRUCTIONS

- a. The Owner has NO knowledge of debris such as, but not limited to, metal bands, pallets, pieces of broken cable, rope, fire hose, and broken piles. The Owner has NO knowledge of existing wrecks, wreckage, or other material of such size or character as to require the use of or special or additional plant for its economical removal. Any debris encountered in the proposed dredged area shall be removed from the water. Disposal shall be the responsibility of the Contractor and disposal shall be offsite in accordance with all applicable regulations. In case the actual conditions differ from those stated or shown, or both, an adjustment in contract price or time of completion, or both, will be made in accordance with differing site conditions.

1.8 NOTIFICATIONS

U.S. Coast Guard (USCG)

- a. The Contractor shall coordinate all in water activities with the USCG.
- b. The Contractor shall notify the USCG at least seven (7) days prior to beginning all dredging activities. The information shall include:
 - i. Name of the permittee.
 - ii. U.S. Army Corps of Engineers permit number.
 - iii. Name and identification of vessels(s) employed in the dredging operation.
 - iv. The location of the submerged discharge pipeline
 - v. Additional information required by the U.S. Army Corps of Engineers permit.

1.9 PERMITS

- a. The Contractor shall comply with conditions and requirements of the Corps of Engineers Permit and other State or Federal permits. The Owners Representative will secure the permit for dredging and disposal of material. Contractor will post and display permits as required.

1.10 CHARGES

- a. The Contractor will pay charges imposed for disposal of material outside the project area.

1.11 ENVIRONMENTAL PROTECTION REQUIREMENTS

- a. The Contractor shall provide and maintain, during the life of the contract, environmental protective measures. Also, provide environmental protective measures required to correct conditions, such as oil spills or debris that occur during the dredging operations. Comply with Federal, State, and local regulations pertaining to water, air, and noise pollution.
- b. Contractor is responsible for meeting all water quality standards on the discharge of any water from the dredge disposal site to receiving waters.
- c. Contractor shall protect existing eelgrass and eelgrass mitigation area as shown in JPA-Figure 4. Ensure dredging only occurs within the areas shown on the project drawings.

PART 2 - PRODUCTS

- a. None this section

PART 3 - EXECUTION

3.1 INSPECTION

- a. Inspection of the work will be performed by the Owners representative. The Contractor will ensure that the gauges, targets, ranges, and other markers are in place and usable for the intended purpose, but the presence of the inspector shall not relieve the Contractor of the responsibility for the proper execution of the work in accordance with the drawings and specifications.
- b. Contractor shall furnish, at the request of the inspector, boats, boatmen, laborers, and materials necessary for inspecting, supervising, and surveying the work. When required, provide transportation for the Engineer and inspectors to and from the disposal area and between the dredging plant and adjacent points on shore.

3.2 CONDUCT OF DREDGING WORK

- a. Daily project meeting: Contractor to conduct daily site meetings to review upcoming work operations and coordinate work with Port of Newport and NOAA operations.
- b. Order of Work: The Owner's Representative will direct the Contractor on the order of work. The Owner's Representative reserves the right to change the order of work at any time.
- c. Project schedule: Contractor to provide proposed project schedule 30 days prior to start of work. The schedule will be maintained and updated daily throughout the project.

- d.** It is anticipated that at least two (2) NOAA ships will be docked within the proposed dredge area. Dredging activities will be designed and scheduled to allow NOAA research vessels the ability to dock and move if required in order to accommodate dredging operations.
- e.** Pre-dredging bathymetric survey: The Owner has provided a detailed pre- dredging bathymetric survey to verify the existing bay bottom elevations (Solmar Hydro 08/13/2018).
- f.** Interference with Navigation: Minimize interference with the use of channels and passages. The Owner's Representative will direct the shifting or moving of dredges or the interruption of dredging operations to accommodate the movement of vessels and floating equipment, if necessary.
- g.** Lights: Each night during dredge, between sunset and sunrise and during periods of restricted visibility, provide lights for floating plants, pipelines, ranges, and markers. Also, provide lights for buoys that could endanger or obstruct navigation.
- h.** Ranges, Gauges, and Lines: Furnish, set, and maintain ranges, buoys, and markers needed to define the work and to facilitate inspection. Establish and maintain gauges in locations observable from each part of the work so that the depth may be determined. Suspend dredging when the gauges or ranges cannot be seen or followed.
- i.** Plant: Maintain the plant, scows, coamings, barges, pipelines, and associated equipment to meet the requirements of the work. Promptly repair leaks or breaks along pipelines. Remove dredged material placed due to leaks and breaks.
- j.** Dredge within the indicated dredge areas to the lines and grades indicated on the project drawings. Dredging underneath the pier is NOT allowed. A 3:1 slope has been anticipated for material sloughing as shown in JPA Figure 5A. Dredging shall be limited to the depths shown on the project drawings with a 1-foot over-dredge allowance anticipated. Under-dredging is not allowed.
- k.** Dredging is to occur in areas where new piles have been installed; care shall be taken as to not damage the piles. When dredging occurs around new piles, the piles shall be monitored to ensure pile has not been damaged or compromised.
- l.** Dredging shall be conducted beginning at the top of the dredge slope and moving down and so that re-suspension of solids is limited.
- m.** Disposal of Excavated Material: Excavated Material shall be deposited in the upland spoils area identified in the JPA-Figure 6. Contractor is responsible for developing and implementing a dredge disposal plan. Facilities shall be maintained and upgraded as required based on site conditions and to meet water quality standards and applicable permit terms and conditions.
- n.** Dredge discharge pipeline: (See JPA-Figure 6A) A pipeline used to pump the dredged material from the north side of the wharf to the upland dredge disposal site shall be located such that it does not interfere with the existing eel grass mitigation areas, vessel navigation in the bay or with the daily operations at the NOAA MOC-P dock facilities. The discharge pipe shall be located at the disposal site as to not interfere with the Port of Newport's South Beach Marina operations.
- o.** Salvaged Material: Anchors, chains, firearms, and other articles of value, which are brought to the surface during dredging operations, shall remain or becomes the property of the Owner and shall be deposited on shore at a convenient location near the site of the work, as directed.
- p.** Plant Removal: Upon completion of the work, promptly remove plant, including ranges, buoys, piles, pipelines, and other markers or obstructions.

3.3 FINAL EXAMINATION, ACCEPTANCE AND PAYMENT

General

The presence of the OWNER's construction representative shall not relieve the Contractor of responsibility for the proper execution of the work in accordance with the specifications. The Contractor will be required:

- a. To furnish, on the request of the OWNER or any construction representative, the use of such boats, boatmen, laborers, and material forming a part of the ordinary and usual equipment and crew of the dredging plant as may be reasonably necessary in inspecting and supervising the work. However, the Contractor will not be required to furnish such facilities for the surveys, prescribed in paragraph entitled "FINAL EXAMINATION AND ACCEPTANCE" of this Section.
- b. To furnish, on the request of the OWNER or any construction representative, suitable transportation from all points on shore designated by the OWNER to and from the various pieces of plant, and to and from the dredged material placement site. Should the Contractor refuse, neglect, or delay compliance with these requirements, the specific facilities may be furnished and maintained by the OWNER, and any resultant cost incurred by the OWNER will be deducted from any amounts due or to become due the Contractor.
- c. Work on Sundays, Holidays, and Nights
- d. Except as otherwise restricted herein, dredging may be performed from 7:00 am to 7:00 pm – Monday through Sunday. The Contractor at his expense shall provide adequate lighting, in compliance with all City, OSHA Regulations and Coast Guard Regulations for thorough inspection of night operations.
- e. **CONTINUITY OF WORK**
Payment will not be made for work done in any area designated by the OWNER until the full depth required under the contract is secured in the whole of such areas, nor will payment be made for excavation in any area not adjacent to and in prolongation of areas where full depth has been secured except by decision of the OWNER. Should any such nonadjacent area be excavated to full depth during the operations carried on under the contract, payment for all work therein may be deferred until the required depth has been made in the area intervening.
- f. **SHOALING**
Shoaling Prior to Dredging - The drawings and quantity estimates are based on the condition of the dredge area at the time of the most recent survey (measurements collected on 08/13/2018 by Solmar Hydro, Inc.). Any shoaling that has developed, subsequent to the survey indicated on the drawings and contiguous to the areas indicated to be dredged under this contract, shall be removed by the Contractor at the contract unit price for dredging, and including any applicable unit price adjustments if so directed by the OWNER.

Shoaling Subsequent to Dredging - If shoaling occurs before the contract is completed in any section previously accepted, including shoaling in the finished basin, re-dredging at contract price, including any applicable unit price adjustments, within the limit of available funds, may be done if agreeable to both the Contractor and the OWNER.
- g. **FINAL EXAMINATION AND ACCEPTANCE**
As soon as practicable after the completion of the entire work, such work will be thoroughly examined at the cost and expense of the OWNER by post bathymetric survey. Should any shoals, lumps, or other lack of contract depth be disclosed by this examination, the Contractor will be required to remove same by dredging at the contract price for dredging, but if the bottom is soft and the shoal areas are small and form no material obstruction to navigation, the removal of such shoal may be waived at the discretion of the OWNER. The Contractor shall provide adequate advance notice to the OWNER of the completion of dredging of each acceptance section (maximum 2) to insure prompt performance of the after dredging

acceptance surveys. The Contractor shall provide the notice at least 5 calendar days in advance of anticipated completion of each section of work. If the Contractor fails to provide this advance notice, the OWNER will not be responsible for any delays caused by incomplete surveys. The Contractor will be notified when soundings are to be made, and may accompany the survey party. When the area is found to be in satisfactory condition, it will be accepted. Should more than one sounding operation by the OWNER over an area be necessary by reason of work for the removal of shoals disclosed at a prior sounding, the cost of such second and any subsequent sounding operations will be charged against the contractor at the rate of \$4,500.00 per day for each day in which the surveyor is engaged in sounding or is in route to or from the site or held at or near the said site for such operations. Final acceptance of the whole or a part of the work and the deductions or corrections of deductions made thereon will not be reopened after having once been made, except on evidence of collusion, fraud, or obvious error, and the acceptance of a completed section shall not change the time of payment of the retained percentages of the whole or any part of the work.

h. MEASUREMENT AND PAYMENT

Lump Sum Payment items - Payment items for the work of this contract for which contract lump sum payments will be made are listed in the BID FORM and described below. All costs for items of work, which are not specifically mentioned to be included in a particular lump sum or unit price payment item, shall be included in the listed lump sum item most closely associated with the work involved. The lump sum price and payment made for each item listed shall constitute full compensation for furnishing all plant, labor, materials, and equipment, and performing any associated Contractor quality control, environmental protection, meeting safety requirements, tests and reports, and for performing all work required for which separate payment is not otherwise provided.

Mobilization and Demobilization - All costs connected with the mobilization and demobilization of all of the contractor's dredging plant and equipment as defined above will be paid for at the contract lump sum price for this item. The mobilization and demobilization may not exceed twenty five percent of the total contract price. Sixty percent of the lump sum price will be paid to the contractor upon completion of his mobilization at the work site. The remaining forty percent will be paid to the Contractor upon completion of demobilization. In the event the OWNER considers that the amount in this item, sixty percent which represents mobilization and forty percent which represents demobilization, does not bear a reasonable relation to the cost of the work in this contract, the OWNER may require the contractor to produce cost data to justify this portion of the bid. Failure to justify such price to the satisfaction of the OWNER will result in payment of actual mobilization costs, as determined by the OWNER, at the completion of mobilization, and actual demobilization costs, as determined by the OWNER, at the completion of demobilization. The determination of the OWNER is not subject to appeal.

Mobilization - Mobilization shall include all costs for operations accomplished prior to commencement of actual dredging operations, this shall include transfer of dredge, attendant plant, and equipment to site, all initial installation of pipe, placement site inspection and any other associated work that is necessary in advance of the actual dredging operations.

Demobilization - Demobilization shall include general preparation for transfer of plant to its home base, removal of equipment, cleanup of site of work including the placement area (as applicable), placement site grading and ditching (as applicable), weir maintenance (as applicable), and transfer of plant to its home base.

i. UNIT PRICE PAYMENT ITEMS

The unit price and payment made for each item listed shall constitute full compensation for furnishing all plant, labor, materials, and equipment, and performing any associated Contractor quality control, environmental protection, meeting safety requirements, tests and reports, and for performing all work required for each of the unit price items.

Dredging - Payment to be made for costs associated with dredging shall include the cost of removal, transportation and disposal of dredged material in the designated placement area as indicated and

specified exclusive of the Lump Sum Payment Items as defined above. The total amount of material removed and to be paid for under this payment item will be measured by the cubic yard in place by computing the volume between the bottom surface shown by soundings of the last surveys made before dredging, and the bottom surface shown by the soundings of surveys made as soon as practicable after the work has been completed. The volume for measurement and payment shall include the material within the limits of over-depth and side slopes described in paragraph "Required Dredging Prism, Over-depth, and Side Slopes", less any deductions that may be required for misplaced material described in subparagraph "Misplaced Material", below. The drawings are believed to accurately represent conditions at the time of the surveys indicated. New soundings will NOT be taken immediately before dredging. The Contractor's unit price for dredging, based on the above method of computation of the quantity for payment, shall include his evaluation of shoaling, other natural changes in the waterway, or changes caused by the Contractor's operations that might occur during the period between the surveys before dredging and the surveys for acceptance of the work. Computations for payment purposes will be made by the Certified Hydrographic surveyor using the average end area method and electronic data processing machines. Determination of quantities removed and the deductions made to determine quantities in place to be paid for in the areas specified, after having once been made, will not be reopened except on evidence of collusion, fraud, or obvious error.

Misplaced Material - Any material that is deposited elsewhere than in places designated or approved by the OWNER will not be paid for, and the contractor may be required to remove such misplaced material and deposit it where directed at his expense.

Excessive Dredging - Material taken from outside the specific areas to be dredged or beyond the limits as extended in paragraph "Required Dredging Prism, Over-depth, and Side Slopes" will be considered as excessive over-depth dredging, or excessive side slope dredging, for which payment will not be made. Nothing in this section shall be construed to prevent payment for the removal of shoals performed in accordance with the applicable provisions of Paragraph SHOALING and Paragraph FINAL EXAMINATION AND ACCEPTANCE.

Variations in Estimated Dredging Quantities - Where the quantity of a pay item in this Contract is an estimated quantity and where actual quantity of such pay item varies more than fifteen (15%) percent above or below the estimated quantity determined by a Before Dredging survey, an equitable adjustment shall be made upon demand of either party. The equitable adjustment shall be based upon any decrease or increase in costs due solely to the variations above one hundred fifteen (115%) percent or below eighty-five percent (85%) of the estimated quantity. The above variation in quantities will be calculated on the quantity of material removed above the project depth and side slopes only and will not be made on the material in the areas classified as allowable "over depth".

PART 4 – GENERAL

4.1 ADDITIONAL NOTES

- a. The NOAA MOC-P facility is a federally secured property. General admittance to the property is not permitted without permission. Names of trades persons and delivery vehicles to be submitted prior to entry. All persons are subject to security check-in at NOAA main gate.
- b. The NOAA MOC-P federal facility is a working office and warehouse facility. All attempts at reducing impact to administrative personnel during working hours 7:00am – 5:00pm will be made. Submit a preliminary work schedule for all affected areas prior to mobilization.
- c. Mobilization of equipment and materials and de-mobilization of equipment and excess materials will be off site at a location provided by the Port of Newport.
- d. Contractor is responsible for protecting all areas adjacent to their work from any damage due to their scope of work. Any and all damage will be repaired and/or cleaned up by contractor at the contractor's expense.

- e. Contractor is responsible for off-loading, storing and weatherproofing materials on job site, and responsible for the necessary equipment needed to unload materials.
- f. Provide all equipment, scaffolding, cranes and hoisting needed to complete scope of work.
- g. Provide safe working surroundings for own employees and other trades, ensure safe passage of persons around area of service.
- h. All work to be performed in accordance with OR/O.S.H.A. standards and requirements.
- i. If applicable, provide M.S.D.S. for all materials prior to mobilization.
- j. If applicable, conduct weekly jobsite safety meetings and provide Port of Newport with a record of Safety Meeting Minutes.
- k. Work, access, parking, and noise are confined to the limits as defined by project representative.
- l. If applicable, onsite job boxes or trailers are to be authorized by the Port of Newport and maintained by contractor.
- m. Provide complete set of post dredge survey drawings and work reports to Port of Newport, at the end of the project. Daily cleanup and final cleanup is required.

4.2 WORK SPECIFICLY EXCLUDED FROM THIS RFQ:

- a. Hard material removal

4.3 ATTACHMENTS:

- 1. Joint Permit Application – NOAA MOC-P Moorage Dredging 2018
- 2. Bathymetric Survey - Solmar Hydro 08/13/2018
- 3. Dredge quantity work sheet
- 4. Photos of eel grass mitigation site
- 5. Photos of South Beach dredge disposal site

IMPORTANT:
This Document must be filled out and returned to Port of Newport as your quote for this project

PROJECT: _____

BIDDER: _____

Pricing Breakdown if Applicable:

Mobilization/Demobilization \$ _____

Disposal site prep/maintenance \$ _____

Unit cost Dredging x 22,900YD \$ _____

TOTAL BASE PRICE \$ _____

Alternates (if applicable):

Unit cost dredging per cubic yard \$ _____

* Price includes all materials FOB job location.

** Price includes all licensing, bonding, insurances, permits and taxes.

*** Price is held for minimum 90 days.

**** Please list on separate sheet, any additional alternates or value engineering pricing.

Proposal is in compliance with the entire project Drawings, Specifications and/or Work Scope? Yes No

Clarifications: _____

(Attach separate sheet if necessary)

Estimated Schedule:

Preparation of Shop Drawings/submittals _____ work days

Mobilization, disposal site preparation, demobilization _____ work days

Work performance In-Water _____ work days

Average Crew Size at 40 hr work week: _____ workers

All Inclusive Labor Rates for Extra Work (or Attach Labor Rate Schedule):

Superintendent \$ _____/hour.

Foreman \$ _____/hour.

Craftsman \$ _____/hour.

Helper \$ _____/hour.

Markup on cost of Materials _____%

Provide a list of equipment rates (if applicable):

Equipment Item	Rate	Per

List of lower tier suppliers/subcontractors (if applicable):

Name or description of material or work to be performed	Approximate Value

_____ (*Initial*) Receipt of Addendum Numbers _____ is hereby acknowledged.

_____ (*Initial*) I acknowledge the terms and conditions as stated in the Request for Proposal form received from Port of Newport as part of the contract documents, and hereby incorporate them into this proposal.

_____ (*Initial*) I acknowledge the terms, conditions and minimum limits and have included all costs for insurance in this proposal.

_____ (*Initial*) I acknowledge the requirements of Oregon Prevailing Wage Law ORS 279C.800 and have if applicable incorporated all costs associated into this proposal.

Submitted By:

Name Company CCB#

Telephone # FAX/Email

Address

Signature Date

The Port of Newport reserves the right to accept or reject any or all proposals and may at its discretion select the contractor that is deemed to provide the best value to the Port of Newport.



Advanced American Construction, Inc.

Post Office Box 83599 • Portland, Oregon 97283
Phone: (503) 445-9000 • Fax: (503) 546-3031
Website: www.callaac.com • CCB# 167886

October 1, 2018

Mr. Aaron Bretz
Director of Operations
Port of Newport
600 S.E. Bay Blvd.
Newport, OR 97365

Subject: **NOAA MOC-P Wharf Maintenance Dredging 2018 Proposal**

Mr. Bretz,

AAC is pleased to provide a proposal for the NOAA Maintenance Dredging project. As we have previously discussed, AAC has experience in hydraulic dredging using a Toyo pump and recently finished a similar project for the Port of Kalama using the same means and methods as would be employed on this project.

Our proposal contains the following documents that describe our approach, schedule, experience, and price:

1. Bid form
2. Preconstruction Work Plan
 - a. Attachment A - Schedule
 - b. Attachment B – Past Projects
 - c. Attachment C - Resumes

We look forward to working with the Port of Newport on this project. If you would like to discuss this proposal in detail, please contact me at (503) 445-9000, or on my cell phone at (503) 729-6720.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jon Koller".

Jon Koller
Chief Estimator
Advanced American Construction, Inc.

Attachments: Bid Form, Preconstruction Work Plan

IMPORTANT:

This Document must be filled out and returned to Port of Newport as your quote for this project

PROJECT: NOAA MOC-P Wharf Maintenance Dredging 2018

BIDDER: Advanced American Construction

Pricing Breakdown if Applicable:

Mobilization/Demobilization	\$	<u>140,000.00</u>
Disposal site prep/maintenance	\$	<u>105,000.00</u>
Unit cost Dredging x 22,900YD	\$	<u>354,950.00</u>
TOTAL BASE PRICE	\$	<u>599,950.00</u>

Alternates (if applicable):

Unit cost dredging per cubic yard	\$	<u>15.50</u>
-----------------------------------	----	--------------

- * Price includes all materials FOB job location.
- ** Price includes all licensing, bonding, insurances, permits and taxes.
- *** Price is held for minimum 90 days.
- **** Please list on separate sheet, any additional alternates or value engineering pricing.

Proposal is in compliance with the entire project Drawings, Specifications and/or Work Scope? Yes No

Clarifications:

(Attach separate sheet if necessary)

Estimated Schedule: See Attached Schedule.

Preparation of Shop Drawings/submittals	<u> </u>	work days
Mobilization, disposal site preparation, demobilization	<u>15</u>	work days
Work performance In-Water	<u>30</u>	work days
Average Crew Size at 40 hr work week:	<u>5</u>	workers

All Inclusive Labor Rates for Extra Work (or Attach Labor Rate Schedule):

Superintendent	\$	<u>132.00</u>	/hour.
Foreman	\$	<u>100.00</u>	/hour.
Craftsman	\$	<u>94.00</u>	/hour.
Helper	\$	<u>N/A</u>	/hour.
Markup on cost of Materials		<u>15</u>	%

Provide a list of equipment rates (if applicable):

Equipment Item	Rate	Per
DP 150 Toyo Pump	\$1,105.00	8 Hr Day
Tug Boat	\$2,500.00	8 Hr Day

List of lower tier suppliers/subcontractors (if applicable):

Name or description of material or work to be performed	Approximate Value
Road and Driveway, Co.	\$35,000.00

JK (Initial) Receipt of Addendum Numbers _____ is hereby acknowledged.

JK (Initial) I acknowledge the terms and conditions as stated in the Request for Proposal form received from Port of Newport as part of the contract documents, and hereby incorporate them into this proposal.

JK (Initial) I acknowledge the terms, conditions and minimum limits and have included all costs for insurance in this proposal.

JK (Initial) I acknowledge the requirements of Oregon Prevailing Wage Law ORS 279C.800 and have if applicable incorporated all costs associated into this proposal.

Submitted By:

<u>Jon Koller</u>	<u>Advanced American Construction</u>	<u>167886</u>
Name	Company	CCB#
<u>503-445-9000</u>	<u>503-546-3031 / jkoller@advanced-american.com</u>	
Telephone #	FAX/Email	
<u>8444 NW St. Helens Rd., Portland, OR 97231 / P.O. Box 83599, Portland, OR 97283</u>		
Address		
	<u>10/1/18</u>	
Signature	Date	

The Port of Newport reserves the right to accept or reject any or all proposals and may at its discretion select the contractor that is deemed to provide the best value to the Port of Newport.

Preconstruction Work Plan

**Port of Newport
NOAA MOC-P Wharf Maintenance Dredging 2018**

**Advanced American Construction
Portland, Oregon**

October 1, 2018

WORK PLAN
Port of Newport
NOAA MOC-P Wharf Maintenance Dredging 2018

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**PORT OF NEWPORT
NOAA MOC-P WHARF MAINTENANCE DREDGING 2018**

1.0 PROJECT ACTIVITIES

1.1 Mobilization/Demobilization

Mobilization of dredging equipment for the NOAA MOC-P Wharf Maintenance Dredging 2018 will begin the last week of October 2018. All in water dredging will begin after November 5, 2018. Demobilization is expected to be completed by the 15 February 2017 dredging window. The draft schedule is included as Attachment A.

1.2 Disposal site prep/Maintenance

Prior to in-water work window, AAC and/or subcontractor will prepare the South Beach Dredge Disposal site per the approved Erosion Control Plan. AAC anticipate this work will start the last week of October 2018. During this time, AAC will install hydraulic piping into the water in preparation to the dredging window. AAC plans to route the piping as detailed by PHS. To deploy in water piping, AAC will use small work skiffs to prevent damaging Eelgrass mitigation sites. Pipeline will be clearly marked to prevent navigational hazards. Disposal site will be maintained throughout the duration of the project.

1.3 Hydraulic Dredging

AAC will dredge the wharf using hydraulic dredging equipment. Dredging is tentatively planned to begin at Berth 1. AAC will work east along the wharf to Berth 3. Dredging of berth 1-4 is expected to be completed in 5 weeks.

AAC understands at least 2 NOAA vessels will be docked within the dredge area and will coordinate schedule and sequence with the Port. However, AAC plans on continuous dredge operations.

As mentioned in the RFP, AAC is not anticipating any removal of hard materials. AAC does have the capability to mobilize clamshells as need in the event of hard material. If hard material is encountered, AAC plans to inform the Port to come together on a solution.

1.4 Dredged Material Placement

Dredged material will be transported via pipeline to the South Beach Dredge Disposal site located upland of the wharf.

2.0 EQUIPMENT

The dredging equipment—including the Toyo Pump, crane on barge and the tugboat Chester—will be mobilized to the site to perform dredging operations.

Hydraulic dredging will be performed using AAC's Toyo Pump Model DPE-150B supported by the crane on a barge.

2.1 Barges

AAC's barge crane is a 30 ton hydro crane on a modular barge that will be positioned parallel to berth to prevent interference with navigation.

2.2 Tugs

AAC's tugboat Chester 700 HP Twin Screw will be used to move barge along the wharf.

2.3 Other Support Equipment

A small work skiff will be used to supplement the work process.

3.0 HOURS OF OPERATION

The wharf maintenance dredging operations are proposed to run from 0700 to 1700 hours. All other equipment moves and other project operations are proposed to run within the same proposed hours.

4.0 DREDGING

All dredging will be performed by AAC's crane barge and Toyo Pump Model DPE-150B. The Toyo Pump will be suspended from and maneuvered by the crane. The pump uses water jets to agitate the material while it continuously pumps the material into a 10-inch high-density polyethylene (HDPE) pipe that will transport the material to the specified upland placement location.

Dredging depth will be controlled using RTK survey equipment set up with the height of the Toyo Pump. The operator will have a monitor showing the elevation of material wherever the pump is at all times. All depths will be based off of survey control point. All dredging will be to depths outlined in the Port of Newport Bathymetric Survey as provided in the RFP. A maximum 1 feet of over dredging will be allowed.

5.0 PROPOSED SCHEDULE

Attachment A

6.0 PAST PROJECTS

Attachment B has a list of past projects that have AAC performed dredging operations as well as other key aspects relative to this project.

7.0 KEY PERSONNEL

Attachment C has resumes for the following key roles.

Project Manager – Kyle Izatt

Superintendent – Lou Cornelison

8.0 SURVEY

The Port will conduct pre- and post-project surveys.

AAC will perform progress surveys for quality control purposes throughout the duration of the dredging project. These surveys are intended primarily to help AAC verify that dredge depths and disposal boundaries are being maintained as specified.

Progress survey information will be reviewed and submitted to the Port along with a daily progress report, copies from onboard computer systems showing dredge location and bucket tracking, and volume estimates. Final dredged volumes will be determined by pre- and post-dredging surveys conducted by the Port.

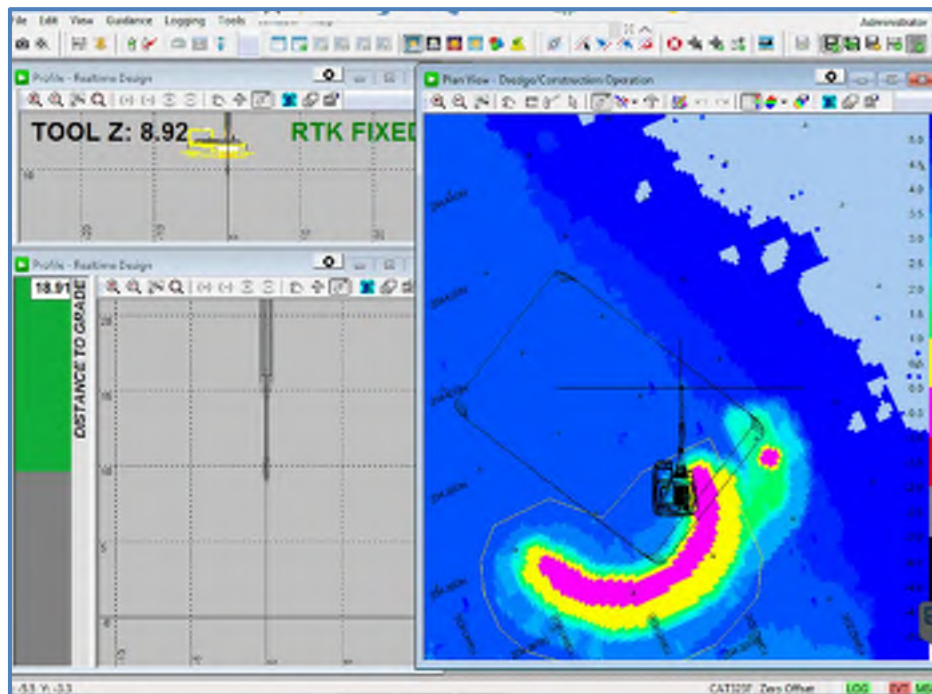


Fig 1 – In-Cab Real Time Feedback



Fig 2 – Operator HUD

9.0 BMP'S

9.1.1 Best Management Practices for Hydraulic Dredging

- Sequence or phase work activities to minimize the extent and duration of in-water disturbances.
- The method of operating the dredge will be modified based on changing site conditions, such as tides, waves, currents, and wind to minimize turbidity.
- To avoid impingement of juvenile fish, the suction head will be buried at the mudline to the extent practicable, and no suction will occur if the suction head is raised more than 3 feet off of the mudline.
- No stockpiling of dredged material below mean higher high water.
- Maintaining suction head of hydraulic dredge at the mudline to the extent practicable.

8.1.4 Placement of Dredged Materials

The following BMPs and conservation measures will be implemented to minimize environmental impacts during dredged material transport and placement.

- Discharge pipes at the upland placement site will be extended or moved as necessary to maintain an efficient ponding configuration within the placement site. Coarser dredged material will be stockpiled around the perimeter, where practical, to avoid reducing pond size unnecessarily.
- The discharge rate will not reach a level that results in noncompliance with the effluent limitations and/or water quality criteria at the discharge point. The level of turbidity in the discharge will be in accordance with the permits.
- Drainage from the dredged material disposal site will be discharged in accordance with the water quality criteria specified in the permits.

**Work Plan
Port of Newport
NOAA MOC-P Wharf Maintenance Dredging 2018**

**Attachment A
Draft Schedule**

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors	Resource Names	October 2018							November 2018							December 2018							January 2019							February 2019							Mar								
								29	2	5	8	11	14	17	20	23	26	29	1	4	7	10	13	16	19	22	25	28	1	4	7	10	13	16	19	22	25	28	31	3	6	9	12	15	18	21	24	27	30	2	5
1		In Water Permit	75 days	Thu 11/1/18	Tue 2/19/19																																														
2		Bid Date	0 days	Mon 10/1/18	Mon 10/1/18																																														
3		NTP (Bid +10days)	0 days	Thu 10/11/18	Thu 10/11/18	2FS+10 days																																													
4		Site Prep	15 days	Thu 10/18/18	Wed 11/7/18	SS+5 days																																													
5		Assemble Barge	6 days	Thu 11/1/18	Thu 11/8/18	1SS																																													
6		Assemble Discharge Pipe	2 days	Fri 11/9/18	Mon 11/12/18	5																																													
7		Deploy Discharge Pipe	2 days	Tue 11/13/18	Wed 11/14/18																																														
8		Dredge	30 days	Thu 11/8/18	Fri 12/21/18																																														
9		Dredge 22,900 CY @ 750 CY a day	30 days	Thu 11/15/18	Fri 12/28/18	7																																													
10		Disassemble Barge and Discharge Piping	5 days	Wed 1/2/19	Tue 1/8/19	9																																													

Project: Port of Newport - NOAA D
Date: Mon 10/1/18

Task		Summary		External Milestone		Inactive Summary		Manual Summary Rollup		Finish-only		Manual Progress	
Split		Project Summary		Inactive Task		Manual Task		Manual Summary		Deadline			
Milestone		External Tasks		Inactive Milestone		Duration-only		Start-only		Progress			

**Work Plan
Port of Newport
NOAA MOC-P Wharf Maintenance Dredging 2018**

**Attachment B
Past Projects**

**Port of Newport NOAA Dredging
Experience Matrix**

Project	Owner	Date	Contract	USCG LNM	Ship/Vessel Berth Schedule	Dredging Scope
<i>Attached Project Sheets</i>						
Port of Kalama Maintenance Dredging 18,000cy	Port of Kalama	2016	\$430,800	x		x
Port of Portland T6 Dredging 20,00cy	Port of Portland	2008	\$615,372	x	x	x
City of Gig Harbor WWTP Outfall Pipeline 5,000cy	City of Gig Harbor	2011	\$6,157,955	x		x
Kimberly Clark Deep Water Outfall 7,000cy	City of Everett	2004	\$7,000,000	x		x

Port of Kalama Marina Maintenance Dredging Kalama, WA

Client:

Port of Kalama

Contract Value:

\$430,000

Project Timeline:

Started: Sept 2016

Completion: Dec 2016

Project Highlights:

- Removed 70 CY of wood and trash debris from the river bottom.
- Hydraulically dredged 15,000 CY of sand, silt, and rock.
- Pumped dredged material 10,000 feet to an upland disposal site
- Facilitated debris removal and hydraulic dredging from the same barge
- Dredge area was tracked using RTK and underwater sonar combined with real-time pump tracking displayed in the operator's cab



Advanced American Construction is performing 15,000 cy of hydraulic dredging in the Port of Kalama public marina using an electric Toyo DP150B dredge pump. The pump was hung from a 55,000 pound CAT excavator mounted to a modular spud barge. The Toyo pump fed 10,000 lf of 10" HDPE line which pumped material to an upland disposal site nearly

2 miles away with the help of 3 booster pumps.

The marina, which was last dredged 33 years prior, was littered with trash and woody debris that AAC removed using a barge mounted excavator. The debris was placed in dumpsters on deck and transferred to land for disposal.

Challenges for the project include working with active marina patrons, multiple active construction projects onsite, a tight in-water work window, and strict environmental standards.

Advanced American Construction, Inc
8444 NW St Helens Road Portland, OR
503.445.9000 www.CallAAC.com



Port of Portland T6 Maintenance Dredging

Portland, OR

Client:

Port of Portland

Contract Value:

\$621,000

Project Timeline:

Started: Dec 2007

Completion: Feb 2008

Project Highlights:

- Dredged 21,000CY of material using a clamshell bucket.
- Transferred material into a barge for transport.
- Transported material to Hayden Island for offload.
- Used a DP150B Toyo suction dredge pump to dredge material out of barge to an upland disposal site via a 10" pipe.



Advanced American Construction performed 21,000CY of dredging at the Port of Portland Terminal 6 as part of a 3 phase berth improvement. The dredging was performed using a clamshell bucket and derrick barge. The material was placed in a barge and transported up-stream to Hayden Island. Using a Toyo DP150B suction dredge pump, the material was removed from the barge and pumped to an upland disposal site through a 10" HDPE pipe.

The main challenge to this project was the distance that the dredge material had to be transported for final placement. The utilization of a Toyo pump drastically decreased the overall duration of the project by allowing dredging to be performed at the same time as material offloading. The transfer of material through the Toyo pump also provided a clean transfer of material, preventing any serious risk of material returning to the river.

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503.445.9000 www.CallAAC.com



City of Gig Harbor WWTP Outfall Extension

Gig Harbor, Washington

Client:

City of Gig Harbor
Gig Harbor, Washington

Contract Value:

\$6,157,955

Project Timeline:

Started: July 2010

Completion: March 2011

Project Highlights:

- Replace existing 1,600 foot long 10-inch outfall pipe with 9,228 feet of 24-inch HDPE outfall pipe.
- 5,808 feet of pipe extending from pump station to sand spit.
- 711 feet of pipe installed by horizontal directional drilling under the sand spit.
- Final 2,709 feet of pipe deployed into the Colvos Passage in Puget Sound at a 200 foot depth.



This project for the City of Gig Harbor replaced the undersized existing 1,600 feet 10-inch outfall pipe with 9,228 feet of 24-inch high density polyethylene (HDPE) outfall pipe. The new outfall pipeline increases the capacity of the Wastewater Treatment Plant and improves water quality in the Harbor by transporting effluence out to Puget Sound at a depth of 200 feet.

AAC dug a sheetpile-lined trench to connect the new outfall pipe to the existing pump station at the end of the Harbor. The outfall then extended out 5,808 feet to a Coast Guard owned sand spit where horizontal directional drilling was used to install this section of pipe. AAC's subcontractor, Mears Drilling out of Texas, performed this work from a temporary work platform installed by AAC. Once the pipe was drilled under the spit, AAC deployed the final 2,709 feet of pipe into the Colvos Passage in Puget Sound. A 550 foot diffuser section was located at the end of the outfall at a depth of 200 feet. AAC performed over 2,000 hours of dive time to install the new outfall pipe.

The in-water work window was from July 9, 2010 through February 14, 2011.

Advanced American Construction, Inc
8444 NW St Helens Road Portland, OR
503.445.9000 www.CallAAC.com



Kimberly Clark Deep Water Outfall

Everett, Washington

Client:

Kimberly Clark Corporation
&
City of Everett, Washington
Everett, Washington

Contract Value:

\$7,000,000

Project Timeline:

Started: June 2003

Completed: February 2004

Project Highlights:

- 4,600 foot long x 63-inch diameter HDPE pipe outfall to 350 foot water depth.
- 1,800 lineal feet of intertidal pipeline.
- 2,800 lineal feet of controlled submergence deep water pipeline with diffuser.
- 1,300 lineal feet of temporary work trestle.
- 3,000 lineal feet of temporary sheetpile wall for intertidal pipeline trench shoring.
- 10,000 cubic yards of clam excavation and backfill.
- Careful consideration to tidal flat flora and fauna.



Under a combination lump sum (Intertidal) and cost-reimbursable (Deep Water) contract, Advanced American Construction, Inc. (AAC) successfully completed the challenging Intertidal & Deep Water Outfall project for Kimberly-Clark Corporation – on time and under budget. A “controlled submergence” method of installing the deep water portion of the outfall, anchored to a depth of 350 feet below the water surface with precast concrete weights, was utilized.

The 4,600-foot long by 63-inch diameter HDPE pipe outfall with diffuser required: 1,300 lineal-feet of temporary work trestle; 3,000 lineal-feet of temporary sheetpile wall for intertidal pipeline trench shoring; 10,000 cubic yards of clam excavation and backfill from the work trestle; AAC in-house diving and surveying; and on-shore fusing and assembling of the HDPE pipe and precast concrete anchors 5 miles upriver from the installation site.

Advanced American Construction, Inc
8444 NW St Helens Road Portland, OR
503.445.9000 www.CallAAC.com



**Work Plan
Port of Newport
NOAA MOC-P Wharf Maintenance Dredging 2018**

**Attachment C
Resumes**

Advanced American Construction



Kyle Izatt

Operations Manager

Kyle Izatt has over 13 years of heavy civil and marine construction experience in the Pacific Northwest with projects ranging from \$1-25 million. Since 2005, Kyle has earned AAC excellent client ratings managing complex and schedule-driven heavy marine construction, pile driving, and deep water deployment projects. Kyle is currently in charge of overseeing AAC's workforce and equipment operations. Prior to joining Advanced American Construction in 2005, Kyle was a Project Manager for Apollo Inc. specializing in bridges, earthwork, utility, and waste water treatment plants.

REPRESENTATIVE PROJECT EXPERIENCE

PORT OF KALAMA MARINA MAINTENANCE DREDGING

Portland, Oregon

PROJECT ROLE: Project Manager

COMPLETED: 2016

First opened in 1977, the public marina at the Port of Kalama has been a main public attraction for nearly 40 years. Prior to this project, the marina had not been dredged since 1983, allowing 33 years of sediment and debris to accumulate beneath the surface. AAC performed debris and sediment removal using a barge-mounted excavator in conjunction with a Toyo DP150B hydraulic dredge pump. The Toyo pump fed 10,000 lf of 10" HDPE pipeline, assisted by 3 booster pumps, to an upland disposal site 1.5 miles upstream. Additional challenges that were overcome to complete this project were a short in-water work window, active marina patrons, and several active construction projects onsite.

WAUNA DOCK REBUILD – GEORGIA-PACIFIC

Clatskanie, Oregon

PROJECT ROLE: Project Manager

COMPLETED: 2012

This \$4.4 million project rebuilt a dock and transit shed building that was damaged by a wayward cargo vessel in 2011. Due to the importance of this facility, the replacement work had to be done quickly while keeping the remaining dock operational. AAC completed the demolition of the damaged area during a separate contract. The replacement dock consists of 18-inch diameter battered pipe pile for the fender system and 24-inch diameter 100-ton capacity steel bearing pile to support the cast-in-place pile caps, precast panel dock, 4-inch topping slab and metal building.



EDUCATION

Central Washington University -
2003

Bachelors of Science, Construction Management

GIG HARBOR WASTE WATER TREATMENT PLANT OUTFALL EXTENSION – CITY OF GIG HARBOR

Gig Harbor, Washington

PROJECT ROLE: Project Manager

COMPLETED: 2011

This \$6.1 million project consisted of replacing the undersized existing 10-inch outfall pipe with 9,228 feet of 24-inch high density polyethylene (HDPE) pipe. The new outfall pipe connected to the existing pump station on land, and then extended 5,808 feet to the Coast Guard owned sand spit where installation using a horizontal directional drill was necessary. Once the pipe was drilled under the spit, AAC deployed the final 2,709 feet of pipe into the Colvos Passage of Puget Sound. A 550 foot diffuser section was connected at the end of the outfall pipeline on the sea floor at a depth of 200 feet.

LAKE OSWEGO INTERCEPTOR SEWER PROJECT (LOIS) – LAKE FULL – CITY OF LAKE OSWEGO

Lake Oswego, Oregon

PROJECT ROLE: Project Engineer

COMPLETED: 2011

The recipient of the 2010 AGC Build America Grand Award, this extremely challenging, one-of-a-kind \$28 million project consisted of installing over 3 miles of HDPE pipe submerged 15 feet under the surface of the lake supported by 450 rock anchors with stainless steel tether cables attached to buoyant tubes to keep it floating, and over 250 steel pipe piles supporting the sewer line at each shallow ends of the lake. Many of the pipe piles were drilled and socketed into bedrock. To make this project even more challenging, the access onto the lake was extremely limited and difficult.

YOUNGS BAY BRIDGE REHABILITATION – OREGON DEPARTMENT OF TRANSPORTATION

Astoria, Oregon

PROJECT ROLE: Project Engineer

COMPLETED: 2009

Advanced American Construction began this \$9 million upgrade to the Youngs Bay Bridge in June of 2007, the first substantial upgrade since being built in 1964. Improvements during this project included structural upgrades, new underwater submarine power cables, remodeled bridge operator house, installation of traffic gates, and replacement of the lift-span motors, controls, brakes, bearings, gears, and electrical system. The bridge carries 14,000 vehicles between Astoria and Warrenton daily. Due to the high traffic volumes during the day, all work was conducted during night closures to the bridge. Extensive coordination efforts were necessary in order to maintain an efficient and safe work zone. In addition to the machinery rehabilitation, the complete steel structure was contained, blasted, and painted.

SCHNITZER BURBANK BULKHEAD - SCHNITZER STEEL INDUSTRIES, INC.

Burbank, Washington

PROJECT ROLE: Project Manager

COMPLETED: 2009

The project involved driving 350 new steel sheets that make up the 8 OPEN CELL bulkhead dock system. AAC removed the old dock system that had failed over the years. This process involved excavating and dredging a total of 8,500 cubic yards of spoil material that was hauled and contained onsite. Installation of top caps, bull rail, bollards, and 15,000 square feet of cast-in-place concrete apron completed the project. The project was performed while Schnitzer Steel maintained production of importing/exporting scrap steel. AAC worked together with Schnitzer Steel to facilitate the load out of scrap steel to barges without incurring any schedule delays to the project. Mr. Izatt was the Project Manager responsible for the project oversight. He successfully managed schedule, materials, equipment, craft, subcontractors, and owner relations.

CLOVER ISLAND MARINA - PORT OF KENNEWICK

Kennewick, Washington

PROJECT ROLE: Project Manager

COMPLETED: 2007

As a Project Manager, Mr. Izatt was responsible for overall field engineering and management of this project. The \$8 million project involved the demolition of an existing marina, including approximately 62,000 square feet of covered moorage. The construction of the new marina included 85 each, 16-inch x ½-inch galvanized pipe piles, 34,000 square feet of concrete floats, and 81,000 square feet of covered moorage. In addition, a new 48-foot x 12-foot approach pier was constructed with 6each, 12-3/4-inch x ½-inch galvanized pipe piles, and 2each, 80 foot aluminum gangways. New fire water, potable water, electrical, and security systems were added. AAC worked together with the Port of Kennewick and existing Marina tenants to transfer from the old marina into the new marina as phases of the project were completed.

SCHNITZER BERTH 1 DOCK MODIFICATIONS - SCHNITZER STEEL INDUSTRIES, INC.

Portland, Oregon

PROJECT ROLE: Project Engineer

COMPLETED: 2006

After completing removal of the existing concrete deck and structural steel under a separate contract, AAC constructed the new \$7 million Berth 1 Dock for Schnitzer Steel Industries, Inc. at the International Terminals in Portland, OR. The 40,000 square foot high load capacity dock, which supports Schnitzer's scrap metal operations, is a cast-in-place concrete deck supported by structural steel framing on steel pipe piling. Next to the dock is a pile supported cast-in-place concrete relieving platform and a cast-in-place concrete approach slab on grade. AAC performed the work through a winter of unusually inclement weather. Very high river levels caused AAC to modify its access plan (and utilize floating access methods as opposed to fixed access methods) in order to complete the pro-

Advanced American Construction



Lou Cornelison

Marine Superintendent

Lou Cornelison is AAC's Marine Superintendent managing marine operations including derrick barges, tugs, cranes and equipment maintenance as well as supervising all operators and mechanics. Lou has been with AAC since 1998 and has more than 35 years of experience in the construction industry. He has worked in all aspects of marine construction including piledriving, dredging, heavy lift, and bridge, dam, lock and underwater pipeline construction. In recent projects with AAC, Lou provided crucial marine support for the Lake Oswego – Tigard Water Partnership project where 4000' of 36" pipe was pulled through a tunnel under the Willamette River. He has also managed the setup and upgrades for the AAC Millennium Derrick Barge and its implementation into AAC's fleet. Lou also acts as the Lift Director for AAC on key heavy lift project operations including the installation of the Temco Ship-loading facility in Kalama, Washington. Prior to AAC, Lou worked as a Crane Operator for General Construction Co. and for Dewitt Construction and worked on construction of the I-205 bridge and the Bonneville Locks with Guy F. Atkinson Company. He has also worked for Riedel International on several dredging projects.



REPRESENTATIVE DREDGING EXPERIENCE

GENERAL CONSTRUCTION—1978-1979

- Performed Columbia River Channel maintenance dredging. Dredging was performed with a clamshell bucket.
- Performed marina maintenance dredging and dredging for the construction of the I-205 bridge across the Columbia River.

RIEDEL INTERNATIONAL—1982-1986

- Worked on the dredge McCurdy, a 3000hp, 24" cutter-suction hydraulic dredge performing various dredging projects.
- Columbia River Channel maintenance.
- USACE flood control dredging Cowlitz River.

ROSS ISLAND—1982-1986

- Worked on Dredge #7, a 2000hp 18" cutter-suction hydraulic dredge.
- Columbia River Channel maintenance.
- Kalama Grain Export dredging for the ship turning basin.

GENERAL CONSTRUCTION—1986-1995

- Various clamshell dredging projects dredging trenches and channels.
- Cowlitz Sewer Outfall Installation—trench dredging with clamshell.

CERTIFICATIONS

NCCCO certified Practical Examiner in 4 categories for mobile cranes

Certified Crane Inspector for the state of Washington

Qualified Rigger and Signaller

35-year member of IUIE Local 701

PORT OF PORTLAND—1996-1998

- Worked on the Dredge Oregon, a 5000hp 30” cutter-suction dredge.
- Performed channel maintenance dredging around the Cowlitz, Columbia, and Willamette rivers.

MANSON CONSTRUCTION—1996-1998

- Worked on the Dredge Washington, a 3000hp 24” cutter-suction dredge.
- Performed dredging for construction projects around the Cowlitz, Columbia, and Willamette rivers.

ADVANCED AMERICAN CONSTRUCTION—1998-PRESENT

- Maintenance dredging at the Port of Portland Terminal 6 using a clamshell bucket into a barge, which was offloaded using a Toyo pump to an upland disposal site through a 10” pipe.
- Almota Grain Elevator loading dock dredging.
- Kimberly Clark Outfall Construction dredging done with a clamshell bucket to dig a trench for the outfall pipe.
- USACE dredging in the Columbia River near The Dalles.
- Various small clamshell dredging works as a part of larger projects.

OTHER REPRESENTATIVE EXPERIENCE

TERMINAL 2, PHASES 1 AND 2 – PORT OF VANCOUVER, WASHINGTON

Vancouver, Washington - 2002

PROJECT ROLE: Marine Support

The Reconstruction of Terminal 2, Phase 1 project was the third of four major dock projects that Advanced American Construction, Inc. (AAC) constructed for the Port of Vancouver in Vancouver, WA. The \$15 million Phase 1 project was followed by the \$6.7 million Phase 2 project that AAC completed in 2002. Combined, the concrete dock equaled 189,000 square foot and required demolition of the existing dock structure, including removal of approximately 3,000 wood piles; construction of 1,400 lineal-feet of sheetpile bulkhead; installation of 1,215 steel pipe piles (both from land and from water); placement and removal of 180,000 square feet of false work to support 16,000 cubic yards of cast-in-place reinforced concrete; construction of 1,400 feet of fender system and a large dolphin; major upland improvements including storm drainage, asphalt paving, electrical, and mechanical; and 1,400 feet of cable trough and 171# crane rail system. Since its successful completion of the Reconstruction of Terminal 2, Phase 1 and 2 projects, AAC has continued to serve the Port of Vancouver, and its tenants, on a variety of projects.

LAKE OSWEGO-TIGARD WATER PARTNERSHIP – FRANK COLUCCIO CONSTRUCTION

Portland, Oregon - 2008

PROJECT ROLE: Marine Superintendent

As part of a massive update to the Lake Oswego and Tigard water systems, AAC worked with the Frank Coluccio Construction Company to install 3900 lineal feet of 37” diameter steel pipe pulled through a .75 mile-long underground tunnel by way off horizontal directional drilling beneath the Willamette River. The project is a key part of the broader Lake Oswego –Tigard Water Partnership to update an old system and establish secure, dependable drinking water for both Lake Oswego and Tigard. Once all phases of the project are complete, the pipeline will carry up to 38 million gallons of water a day. The horizontal directional drilling process, performed by Michels Corporation with a pressurized hammer and steerable underground drill, created the 54” diameter tunnel for AAC to feed the pipe through. AAC’s crew staged the operation from our facility on the Willamette River and then barged the pipe in 240 foot section lengths to the Meldrum Bar in Gladstone, Oregon. At the location, AAC deployed the pipe sections into one 3900 continuous spool to be pulled through the tunnel. A 6-crane pick, with 4 barge cranes and 2 land-based cranes positioned the pipe to be pulled into the underground tunnel at the correct angle. A continuous around the clock operation methodically executed the pipe pullback process to place the underground water system. AAC worked as the subcontractor with the Frank Coluccio Construction Company to perform this essential milestone in the Lake Oswego – Tigard Water Systems update.

IMPORTANT:

This Document must be filled out and returned to Port of Newport as your quote for this project

PROJECT: NOAA MOC-P Wharf Maintenance Dredging 2018

BIDDER: Bergerson Construction, Inc.

Pricing Breakdown if Applicable:

Mobilization/Demobilization		\$	<u>100,000.00</u>
Disposal site prep/maintenance		\$	<u>76,000.00</u>
Unit cost Dredging x 22,900YD	\$11.50/CY	\$	<u>263,350.00</u>
TOTAL BASE PRICE		\$	<u>439,350.00</u>

Alternates (if applicable):

Unit cost dredging per cubic yard		\$	<u>10.25/CY</u>
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* Price includes all materials FOB job location.

** Price includes all licensing, bonding, insurances, permits and taxes.

*** Price is held for minimum 90 days.

**** Please list on separate sheet, any additional alternates or value engineering pricing.

Proposal is in compliance with the entire project Drawings, Specifications and/or Work Scope? Yes No

Clarifications:

(Attach separate sheet if necessary)

Estimated Schedule:

Preparation of Shop Drawings/submittals	<u>20</u>	work days
Mobilization, disposal site preparation, demobilization	<u>20</u>	work days
Work performance In-Water	<u>15</u>	work days
Average Crew Size at 40 hr work week:	<u>4</u>	workers

All Inclusive Labor Rates for Extra Work (or Attach Labor Rate Schedule):


Superintendent	\$	<u>90.00</u>	/hour.
Foreman	\$	<u>85.00</u>	/hour.
Craftsman	\$	<u>80.00</u>	/hour.
Helper	\$	<u>75.00</u>	/hour.
Markup on cost of Materials		<u>10</u>	%


Provide a list of equipment rates (if applicable):


Equipment Item	Rate	Per
Barge mounted excavator with dredge attachment	\$450.00	Hour
Work skiff	\$25.00	Hour
Small Tug	\$75.00	Hour
Land-based Excavator	\$140.00	Hour
Bulldozer	\$120.00	Hour

List of lower tier suppliers/subcontractors (if applicable):

Name or description of material or work to be performed	Approximate Value
NONE	

 (Initial) Receipt of Addendum Numbers 1 is hereby acknowledged.

 (Initial) I acknowledge the terms and conditions as stated in the Request for Proposal form received from Port of Newport as part of the contract documents, and hereby incorporate them into this proposal.

 (Initial) I acknowledge the terms, conditions and minimum limits and have included all costs for insurance in this proposal.

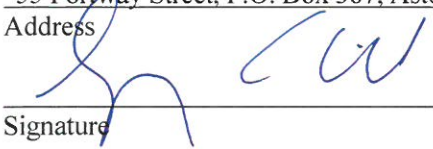
 (Initial) I acknowledge the requirements of Oregon Prevailing Wage Law ORS 279C.800 and have if applicable incorporated all costs associated into this proposal.

Submitted By:

Gregory A. Morrill Name Bergerson Construction, Inc. Company 63328 CCB#

503-325-7130 Telephone # 503-325-0174 FAX/Email

55 Portway Street, P.O. Box 387, Astoria, OR 97103 Address

 Signature October 1, 2018 Date

The Port of Newport reserves the right to accept or reject any or all proposals and may at its discretion select the contractor that is deemed to provide the best value to the Port of Newport.

IMPORTANT:

This Document must be filled out and returned to Port of Newport as your quote for this project

PROJECT: NOAA MDC-P Wharf Maintenance
Dredging 2018

BIDDER: Billetter Marine LLC

Pricing Breakdown if Applicable:

Mobilization/Demobilization	\$	<u>115,000</u>
Disposal site prep/maintenance	\$	<u>56,000</u>
Unit cost Dredging x 22,900YD	\$	<u>10.50</u>
TOTAL BASE PRICE	\$	<u>411,450⁻</u>

Alternates (if applicable):

Unit cost dredging per cubic yard	\$	<u>10.50</u>
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* Price includes all materials FOB job location.

** Price includes all licensing, bonding, insurances, permits and taxes.

*** Price is held for minimum 90 days.

**** Please list on separate sheet, any additional alternates or value engineering pricing.

Proposal is in compliance with the entire project Drawings, Specifications and/or Work Scope? Yes No

Clarifications:

(Attach separate sheet if necessary)

Estimated Schedule:

Preparation of Shop Drawings/submittals	<u>30</u>	work days
Mobilization, disposal site preparation, demobilization	<u>15</u>	work days
Work performance In-Water	<u>20</u>	work days
Average Crew Size at 40 hr work week:	<u>4</u>	workers

All Inclusive Labor Rates for Extra Work (or Attach Labor Rate Schedule):

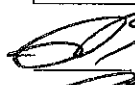
Superintendent	\$	<u>80</u>	/hour.
Foreman	\$	<u>70</u>	/hour.
Craftsman	\$	<u>70</u>	/hour.
Helper	\$	<u>70</u>	/hour.
Markup on cost of Materials		<u>12</u>	%

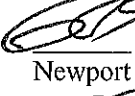
Provide a list of equipment rates (if applicable):

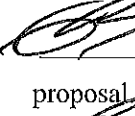
Equipment Item	Rate	Per
Barge	1,500 ⁻	Day
Crane	2,000 ⁻	Day
Dredge	2,000 ⁻	Day
Dredge Pipe	500 ⁻	Day
Long Reach Excavator	1,350 ⁻	Day
Large CAT	1,500 ⁻	Day
TUG BOAT	1,000 ⁻	Day
Safety Skiff	500 ⁻	Day


List of lower tier suppliers/subcontractors (if applicable):

Name or description of material or work to be performed	Approximate Value
None	

 (Initial) Receipt of Addendum Numbers 1 is hereby acknowledged.

 (Initial) I acknowledge the terms and conditions as stated in the Request for Proposal form received from Port of Newport as part of the contract documents, and hereby incorporate them into this proposal.

 (Initial) I acknowledge the terms, conditions and minimum limits and have included all costs for insurance in this proposal.

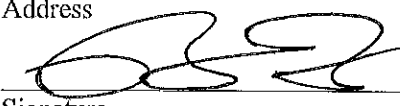
 (Initial) I acknowledge the requirements of Oregon Prevailing Wage Law ORS 279C.800 and have if applicable incorporated all costs associated into this proposal.

Submitted By:

Peter Billeter Billeter Marine LLC 166653
 Name Company CCB#

541-269-8600 541-266-0532
 Telephone # FAX/Email

520 3RD Court Coos Bay OR 97420
 Address

 10/01/2018
 Signature Date

The Port of Newport reserves the right to accept or reject any or all proposals and may at its discretion select the contractor that is deemed to provide the best value to the Port of Newport.



Port of Newport
Attn: Evaluation team

RE: Approach for 2018 NOAA Maintenance Dredging

Billeter Marine appreciates the opportunity to offer our services for this upcoming project.

Flow chart:

1. Submit all submittals to Jim Durkee at least 30 days prior to mobilization
2. Upon approval of submittals begin ordering materials
3. Install Black silt fence around perimeter of disposal site
4. Prep the disposal site with large cat and excavator
 - a. Install settling ponds
 - b. Install water controlling devices
 - c. Create approach for pipeline to top of sand pile
5. Mobilize barge and crane to site
 - a. Load barge with equipment necessary to complete project
6. Install pipeline in locations not to interfere with mitigation area or activities of NOAA
7. Notify USCG seven days prior to start dredging
8. Perform Dredging operations
 - a. Around NOAA ship schedule
 - b. Take actions to control discharge waters around disposal area
 - c. Complete all dredging operations by the end of the in-water work window
9. At end of Dredging operations
 - a. Remove pipeline from water and disposal area
 - b. Slope main settling pond in a manner to eliminate water collection
10. De-mobilize all equipment from project site

References

Contact Person: Rick Fuller, Port of Newport

Telephone: 541-265-7758

Project: NOAA MOC-P Newport Wharf Maintenance Dredging 2014

Contact Person: Jim Lyons, Ocean Terminals

Telephone: 541-756-5187

Project: Ocean Terminals Dredging

Contact Person: Jason Smith, Southport

Telephone: 541-404-1908

Project: Southport Dredging

Billeter Marine LLC has reviewed the entire Request for Quotation and will abide by all laws and requirements set forth for the Project; NOAA MOC-P Wharf Maintenance Dredging 2018 in Newport Oregon.