

March 8, 2023

To: All Bidders

From: Kate Bailey
Director of Procurement

Re: **ADDENDUM NO. 1**
Project# 23-007.9
Emergency Request for Pricing – Emergency Dredging at PhilaPort Piers

This Addendum No. 1 is issued to:

1. Provide the following documentation:

- Revised Bid Form
- Revised Specifications
- Table 2
- Hydrographic Surveys

2. To respond to the following questions received:

Q1: The due date for Pricing under this procurement is Thursday, March 9, 2023 at noon. This does not provide sufficient time to review the bid documents. An additional week for adequate review and preparation of the bid document is requested.

A1. Due to the emergency nature of the work, no extension to the bid period will be granted.

Q2: Please provide PhilaPort order of work priority.

A2. The three facilities noted in the specifications must be completed during the initial dredging window. The order of precedence shall be determined by the tenant vessel schedules, which will be available to the successful bidder.

Q3: Please provide NJ WQC's for all facilities to be dredged under this solicitation (or WQC's currently in PhilaPort possession).

A3. Attached to this addendum. The only WQC pending is for the Packer Avenue Marine Terminal which is due this week.

Q4: Please provide hydrographic surveys for all facilities listed in the bid schedule for which bid schedule quantities were derived.

A4. See attached to this addendum.

Q5: Please provide a quantity breakout for each facility including “Required”, “Over Depth”, and “Slope” for which the Bid Schedule is derived.

A5. See Table 2 attached to this addendum.

**Q6: FINAL PAYMENT section is not included in this specification. Specifically:
“Final payment, constituting the entire unpaid balance of the Contract Sum, shall be paid to the Contractor as provided in Section XV herein forty-five (45) days after the issuance of the certificate of final completion and the final application for payment; provided that the Work has then been fully completed and accepted by PhilaPort, and Final Completion has occurred.”**

As this clause is not in this solicitation, please confirm status of funding for this project. Does PhilaPort currently have the funds to this project, or will it require time to obtain funding once the contractor invoices PhilaPort? If so, how much time should the contractor anticipate waiting for payment once invoice is submitted to PhilaPort?

A6. The referenced paragraph is on page 55 of the attached general conditions to the bid document. The funding for the project is in place.

Q7: There is no line item for Mobilization or Demobilization of labor, dredge, tugs, barges, and ancillary equipment to the project site or moving all from facility to facility. In what line item should the mobilization and demobilization be represented?

A7. Revised Bid Form attached to this Addendum. Mobilization And demobilization has been added as a single line item to the bid form. There is one mobilization/demobilization charge per dredging event, defined as arriving at PhilaPort, dredging the required berths. The movement between berths between events is not a reimbursable expense and should be included in the unit pricing for the dredging.

Q8: Where is the material to be disposed of?

A8. As noted in the bid documents and required by permits, all material is to be disposed in the White’s Basin Rehandling facility.

Q9: What sort of permits must the contractor obtain to dredge at PhilaPort Piers?

A9. The contractor must have US Army Corps dredging permits for our facilities.

Q10: How is the material to be dredged and disposed of?

A10. All dredging must be done via environmental bucket and disposed at White's Basin. Contractor is responsible for all means and methods for dredging and disposal, including contracting with White's Basin for disposal.

Q11: Attempting to wrap mobilization and demobilization into a unit price places undue risk that the contractor will not recoup cost. Weeks Marine hereby requests a separate line item for mobilization and demobilization for each season.

A11. See response to Q7, above.

All other terms and conditions remain unchanged.

Bidders shall acknowledge receipt of this addendum by immediately emailing a copy of the completed acknowledgment to Kate Bailey at procurement@philaport.com

ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM NO. 1
Project #23-007.9
Emergency Request for Pricing – Emergency Dredging at PhilaPort Piers

Date _____

By _____

Company _____

Telephone _____

Fax _____

Email _____



Philadelphia Regional Port Authority
3460 North Delaware Ave. 2nd Floor
Philadelphia, PA 19134

REVISED BID FORM

PROJECT #23-007.9
EMERGENCY DREDGING AT VARIOUS PHILAPORT PIERS
BID FORM

ITEM 1	Locations	Estimated Volume of Dredge Material, CY	NJ Disposal	
			Unit Price Per Cubic yard, written in numbers	Lump Sum Price, written in numbers Extended Price in numbers (Unit Price x CY material)
a	Tioga Bulk Liquids Terminal, Slip Berth	6,000		
i	Dredging			
ii	Disposal			
b	Pier 82 South, South Berth	20,000		
i	Dredging			
ii	Disposal			
c	Packer Avenue Marine Terminal	82,000		
i	Dredging			
ii	Disposal			
d	Tioga Marine Terminal	2,000		
i	Dredging			
ii	Disposal			
e	Pier 80 South, North and South Berths	18,000		
i	Dredging			
ii	Disposal			
f	Pier 84 South, North Berth	6,500		
i	Dredging			
ii	Disposal			
g	Pier 122 South, south berth, dredging and disposal	30,000		
i	Dredging			
ii	Disposal			
	Total Estimated Volume	164,500		

*Total Bid Price on next page

PROJECT #23-007.9
 EMERGENCY DREDGING AT VARIOUS PHILAPORT PIERS
 BID FORM

		Total Price, Written in Numbers
TOTAL BID PRICE (Total of Items 1a(i,ii) through 1g(i,ii) above):		

ITEM 2	Guaranteed Unit Pricing	Unit
a	Standby Time	Cost per hour

TABLE 2

TABLE 2
 EMERGENCY MAINTENANCE DREDGING AT VARIOUS PHILAPORT FACILITIES
 PROJECT NO. 23-007.9
 APPROXIMATE FACILITY BERTH DREDGING TEMPLATES

LOCATION	DESCRIPTION
Tioga Marine Terminal I	Marginal Berths (sta. 1+00 to 31+00)
Tioga Liquid Bulk Terminal	Upriver Berth (600' L x 150' W) plus approach flare
Pier 80 South	Upriver Berth (1000' L x 150' W)
	Downriver Berth (1100' L x 150' W)
Pier 82 South	Downriver Berth (900' L x 140' W)
Pier 84 South	Upriver Berth (1200' L x 140' W)
Packer Ave Marine Terminal	Marginal Berths (sta. 0+00 to 31+00)
	Berth 6 RO/RO (800' L x 125' W)
Pier 122	Downriver Berth (1300' L x 150' W)



Philadelphia Regional Port Authority
3460 North Delaware Ave. 2nd Floor
Philadelphia, PA 19134

REVISED SPECIFICATIONS

**PROJECT #23-007.9
EMERGENCY DREDGING AT
VARIOUS PHILAPORT PIERS
REVISED PER ADDENDUM 1**

SPECIFICATIONS

General Description: The work covered by these specifications consists of maintenance and berth dredging at Philadelphia Regional Port Authority-owned facilities. Table 1 provides the various berths covered under this contract with depths required and estimated quantities to be dredged, based on available hydrographic surveys. For the initial dredging window, only Pier 122 South berth, PAMT marginal berths, and Pier 80 North and South berths, are included. The remaining facilities will be part of the next dredge window, at the earliest.

Table 1
**Volume of Material to be Dredged
Various PHILAPORT Facilities**

Berth	Volume (cu yds)	Depths
Pier 122 South, South Berth	30,000	36' + 2'
PAMT Berths	82,000*	45' + 2' marginal; 40' + 2' RO/RO
Pier 84 South, North Berth	6,500	32' + 2'
Pier 82S –South Slip	20,000	32' + 2'
Pier 80 South, North and South Berths	18,000	32' + 2'
Tioga Bulk Liquids Terminal	6,000	34' + 2'
Tioga Marine Terminal	2,000	36'-41'
TOTAL	164,500	

*40,000 RO/RO berth only; 42,000 marginal including all overdredge.

Permits/authorizations are being obtained to allow for disposal of the material at the White's Basin subaqueous disposal location in Logan Township, NJ. The successful contractor shall provide certificates of insurance pursuant to the requirements contained in the General Conditions of this bid document. The Commonwealth of Pennsylvania, PhilaPort, and pier tenants shall be named as additional insureds. A performance and payment bond in the amount of 100% percent of the total bid amount shall be required in accordance with the requirements specified in the Instructions to Bidders.

In addition to the insurance requirements in the General Conditions (page 28), coverage under the Longshoremen and Harbor Worker's Compensation Act, the Jones Act or other Maritime Employer's Liability complying with the laws of each jurisdiction in which any work is to be performed or elsewhere as may be required in the amount of at least \$2,000,000.00 each occurrence, as well as Pollution Protection and Indemnity/Hull Watercraft Liability in an amount not less than \$1,000,000.00 each occurrence.

23-007.9

Specifications Rev 1

Period of Performance: The current dredging window for the portion of the Delaware River adjacent to these berths closes March 15, 2023. PhilaPort will be requesting an extension to the dredging window for the facilities. All dredging to be conducted at these locations under this contract will be performed prior to the close of the window or the end of the extension period, whichever is later, to the extent practicable. Any dredging that is not completed prior to the end of the window shall be commenced on July 1, 2023, once the window reopens. However, contractor shall mobilize within 24 hours of notice to proceed.

Bids Required: Contractor's attention is called to the Bid Form wherein an itemized bid is requested. Payment will be based upon actual quantity of material removed and mobilization and demobilization of equipment.

Items #1, a through g – Mobilization/demobilization shall be based on a single mobilization to PhilaPort for a dredging event (consisting of dredging the required facilities during that event). Location pricing shall be developed based upon a unit price, per cubic yard, by in place measurement of materials excavated, and will include all dredging, hauling, and disposal complete with all appurtenances. The line item for dredging shall include all costs related to the removal of the sediments from the berths and placement into the disposal facility, including all mechanicals. The disposal line item shall be the costs associated with the disposal facility only (i.e., receiving fees, tipping fees, etc.) Contractor is responsible for all coordination and contracts with the disposal facility.

Guaranteed Unit Pricing – Standby Time – Will be a unit price, per hour, for stand-by. Should conditions require that the dredging operations be temporarily ceased, the contractor shall notify PhilaPort in writing of their intent to go on stand-by. The contractor shall be aware that the dredging operations will be conducted at active terminals. Every effort shall be made to minimize interruption of the vessel traffic at a terminal. PhilaPort reserves the right to determine whether the contractor is to mobilize to another section of the pier, go to a different pier, or go on stand-by. No payment is to be expected for periods of less than one hour. Down time of the dredge equipment shall be deducted from any claims for stand-by time on an hour-by hour basis.

DREDGING

Mean Lower Low Water: The United States Army Corps of Engineers plane of Mean Lower Low Water will be referred to in all work under these specifications. The vertical reference datum for all dredging and surveying activities shall be Mean Lower Low Water (MLLW) as determined by the most recent NOAA tidal epoch (1983-2001) and as utilized by the U.S. Army Corps of Engineers, Philadelphia District. All MLLW elevations shall be referenced to the North American Vertical Datum of 1988 (NAVD 88) and indicate the tidal epoch referenced. Project specific benchmarks shall be designated for each dredging and/or surveying assignment by the Contractor.

23-007.9

Specifications Rev 1

Said benchmarks shall be provided to PHILAPORT including reference to local NGS or COE control points from which they were established, including referenced datum adjustments.

Permits: All dredging and disposal of materials dredged under this contract shall be subject to the approval of the New Jersey Department of Environmental Protection (NJDEP) in the form of a Water Quality Certificate (WQC), and carried on in a manner satisfactory to the United States Army Corps of Engineers Officer in charge of this district. The successful bidder is responsible for maintenance dredging of material from the designated PHILAPORT facilities and placement into the designated disposal facility in accordance with the applicable permits/approvals.

The successful bidder must hold their own permits for dredging the PhilaPort facilities.

Per DEP requirements, the Contractor shall be required to use an Environmental clamshell bucket at all PhilaPort facilities.

Amount of Dredging: The estimated quantities of material to be removed under this contract, including allowable over-depth, to complete the work specified, are shown in Table 1 and are represented as in place measurements (includes 2' over dredge estimates where applicable). Dredge quantities include the establishment of 3H:1V side slopes at applicable edges of the dredge templates.

Over-depth Dredging: In order to cover unavoidable inaccuracies of dredging processes, materials actually removed to a depth of 2 feet below the required depth will be paid for at a full contract unit price. Any material removed below the allowable over-depth plane will be calculated from surveys and considered as excessive over-depth dredging, and will be deducted from the total amount of yardage dredged. No payment will be made for the amount so deducted.

Dredge Plans: The most recent hydrographic surveys for these locations will be provided to the successful bidder. These surveys were used to develop dredge quantity estimates and are for reference only.

A plan of before and after dredge soundings will be prepared by the Contractor and submitted to the PhilaPort engineer. Pre-dredge soundings shall be provided prior to dredging work commencing. Such cost shall be included under Item 1. If significant differences are noted between the estimated quantity in this bid document and the pre dredge sounding volume estimates, the contractor shall notify the engineer immediately, and before work is commenced at that dredging location. Approximate template dimensions for the various facilities are provided in Table 2.

PhilaPort reserves the right to conduct their own pre- and/or post-dredge surveys. In the event that there are discrepancies between the two surveys, both contractor and PhilaPort shall make a good faith effort to mutually resolve such issues. If significant differences between the two surveys cannot be resolved, the PhilaPort survey shall be deemed as the basis for payment. Payment shall

be made upon completion of a given facility to the required minimum depth. No partial payments shall be made, nor shall any payment be made for a facility where the minimum target dredge depth has not been achieved.

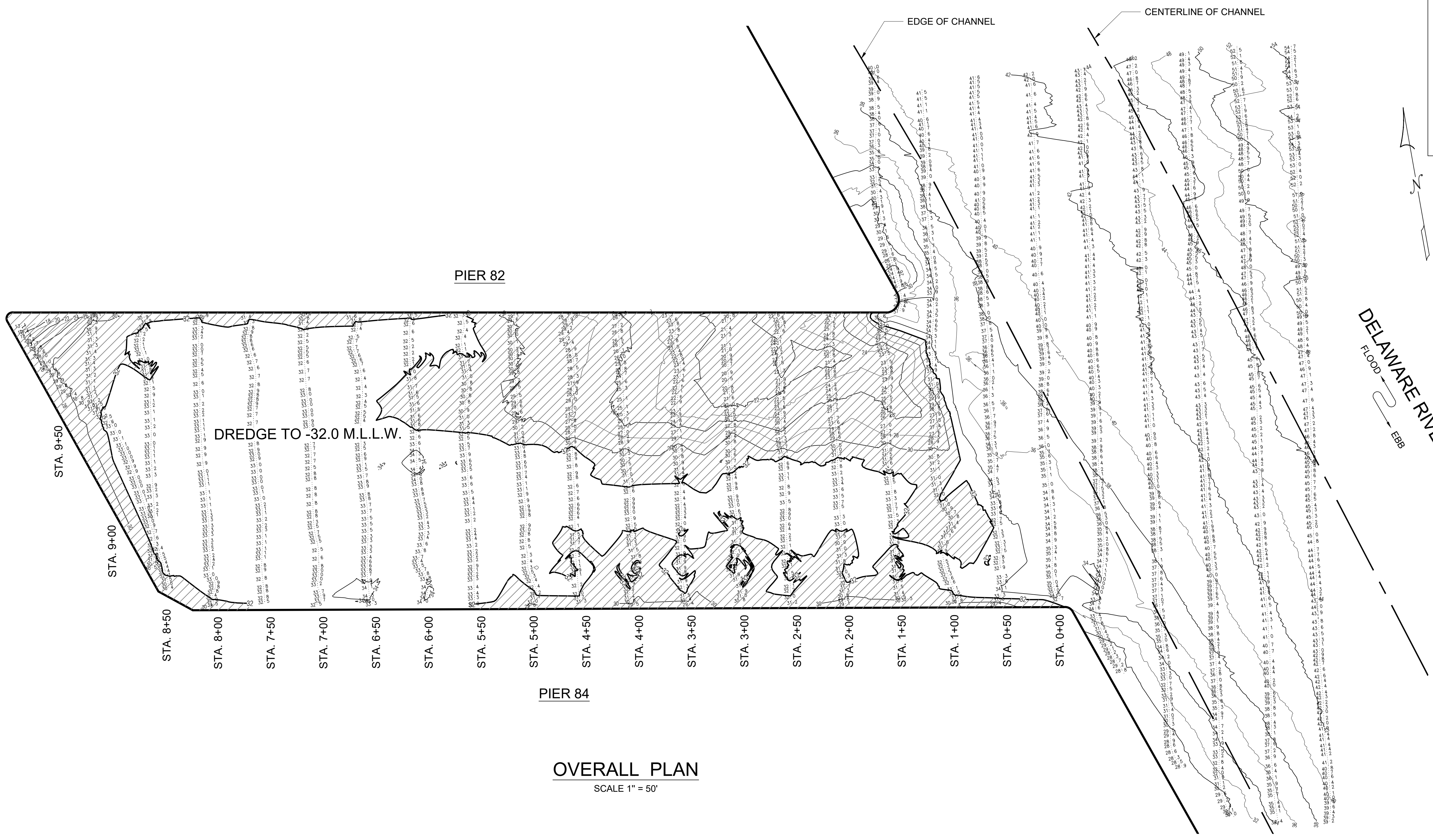
Availability of Berths: The Contractor is advised that his work may be interrupted because of ships berthed at the piers. The Authority shall attempt to coordinate the dredging operations with ship arrivals so that minimum inconvenience will be encountered. However, commerce at the facilities takes precedence.

Time is of the essence. The contractor must make diligent effort to conduct dredging operations as quickly and efficiently as possible so as to minimize occupation of the berths. Contractor shall work 24 hours per day, 7 days per week, unless otherwise agreed to by the Authority.

Site Inspection: Contractor shall satisfy himself by personal examination of the existing conditions, to determine the full nature and character of the work that will be required according to the specifications, and hereby agrees that he will not at any time after the execution of the contract set up any claim whatsoever against the Authority based on any misunderstanding in regard to the nature and condition or the amount of work to be done or the quantities of materials to be furnished under these specifications.

Communications: Contractor shall submit daily activity reports to the PhilaPort engineer, not later than one business day after the day they are completed. All communications under this contract shall be between the contractor and the PhilaPort engineer, or the engineer's designee. No direct communication about availability, completions, etc. shall be made to PhilaPort tenants so as to avoid clearance and operational issues.

HYDROGRAPHIC SURVEYS

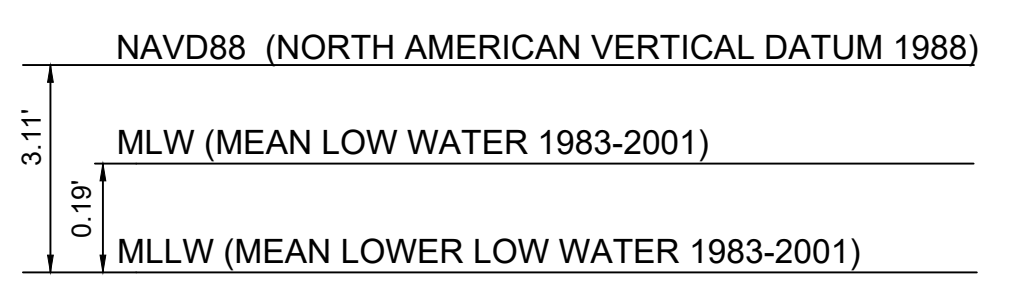


OVERALL PLAN
SCALE 1" = 50'

HYDROGRAPHIC SURVEY NOTES:

1. ALL SOUNDINGS WERE TAKEN USING TRIMBLE SPS855 DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS) WITH FIXED RTK, HYPACK MAX SOFTWARE AND AN INNSPACE 448 CONTINUOUS RECORDING SURVEY FATHOMETER.
2. SOUNDINGS WERE TAKEN ON TUESDAY, OCTOBER 18, 2022
3. DECIMAL POINT (.) DENOTES SOUNDING LOCATION.
4. SOUNDINGS ARE REFERENCED TO MEAN LOWER LOW WATER (M.L.L.W.) AND ARE EXPRESSED IN FEET AND TENTHS OF A FOOT.
5. HORIZONTAL CONTROL IS BASED ON NEW JERSEY STATE PLANE COORDINATES, NAD 83, AS ESTABLISHED IN THE FIELD AND SOLELY FOR THE USE OF THIS HYDROGRAPHIC SURVEY.
6. CONTOURS WERE INTERPOLATED WITH TRIMBLE NAVIGATION LIMITED, TERRAMODEL VERSION 10.11.
7. CHANNEL LINES WERE OBTAINED FROM THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE).

DATUM



"Drawings issued in electronic form are provided for the convenience of the recipient and are used at the sole risk of the user. Reliance may be placed only on hard copies of drawings issued by S.T. Hudson Engineers, in the event of any discrepancy, the hard copy will govern."

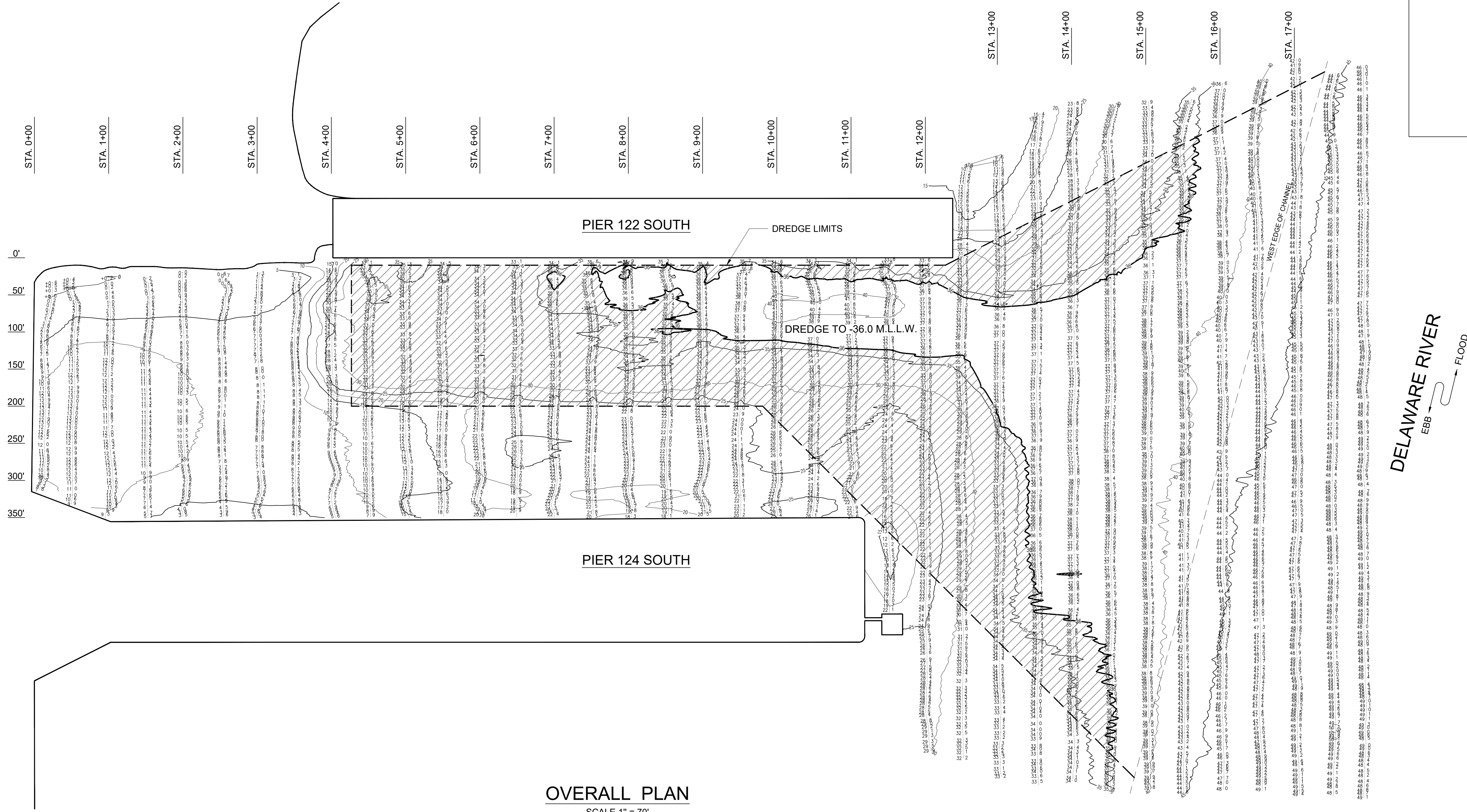
S.T. HUDSON ENGINEERS, INC.
PROFESSIONAL ENGINEERS & CONSULTANTS
900 Dudley Avenue
Cherry Hill, NJ 08002
Phone 856-342-6600
Fax No. 856-342-8323

GAHAGAN & BRYANT ASSOCIATES, INC.
3460 NORTH DELAWARE AVENUE
PHILADELPHIA, PENNSYLVANIA 19134

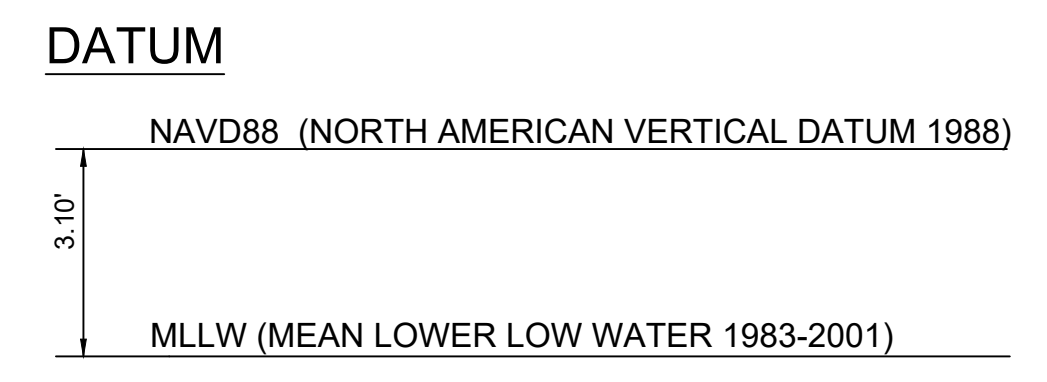
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checked	SD	FILE	G-1189	22-228
approval	TK			

PHILAPORT - PIER 82 SOUTH & 84 NORTH		dwg. no.	1 of 1	rev.	0
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			approved by	for	date



OVERALL PLAN
SCALE 1" = 70'



PROGRESS PRINT
10/19/2022

HYDROGRAPHIC SURVEY NOTES:

1. ALL SOUNDINGS WERE TAKEN USING TRIMBLE SPS855 DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS) WITH FIXED RTK, HYPACK MAX SOFTWARE AND AN INNSPACE 448 CONTINUOUS RECORDING SURVEY FATHOMETER.
2. SOUNDINGS WERE TAKEN ON TUESDAY, OCTOBER 18, 2022
3. DECIMAL POINT (.) DENOTES SOUNDING LOCATION.
4. SOUNDINGS ARE REFERENCED TO MEAN LOWER LOW WATER (M.L.L.W.) AND ARE EXPRESSED IN FEET AND TENTHS OF A FOOT.
5. HORIZONTAL CONTROL IS BASED ON NEW JERSEY STATE PLANE COORDINATES, NAD 83, AS ESTABLISHED IN THE FIELD AND SOLELY FOR THE USE OF THIS HYDROGRAPHIC SURVEY.
6. CONTOURS WERE INTERPOLATED WITH TRIMBLE NAVIGATION LIMITED, TERRAMODEL VERSION 10.11.
7. CHANNEL LINES WERE OBTAINED FROM THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE).

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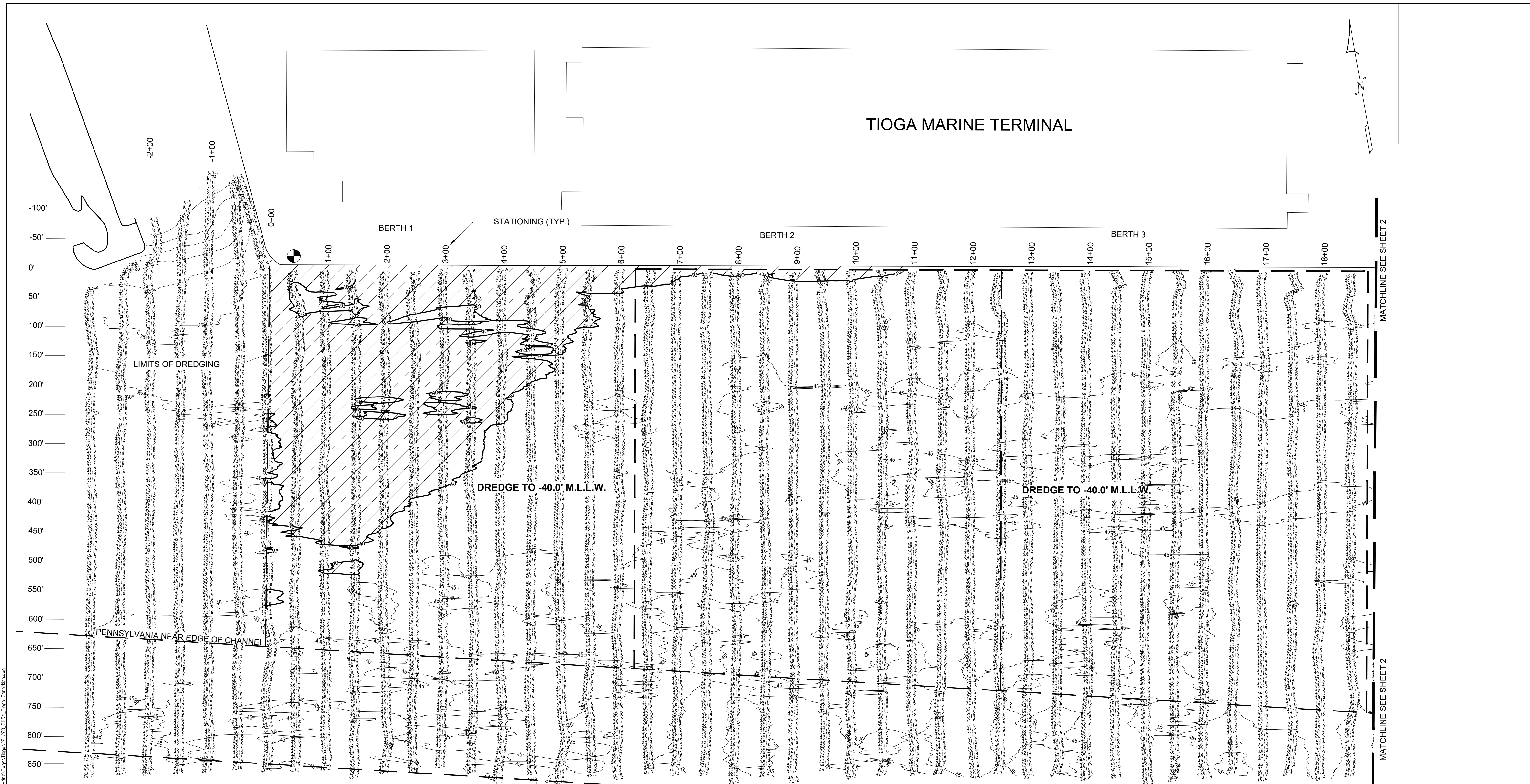
S.T. HUDSON ENGINEERS, INC.
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900 Dudley Avenue
Cherry Hill, NJ 08002
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GAHAGAN & BRYANT ASSOCIATES, INC.
3460 NORTH DELAWARE AVENUE
PHILADELPHIA, PENNSYLVANIA 19134

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checked	SD	FILE	G-1190		22-228
dirftg. approval	TK				

PhilaPort - PIER 122		dwg. no.	1 of 1	rev.	0
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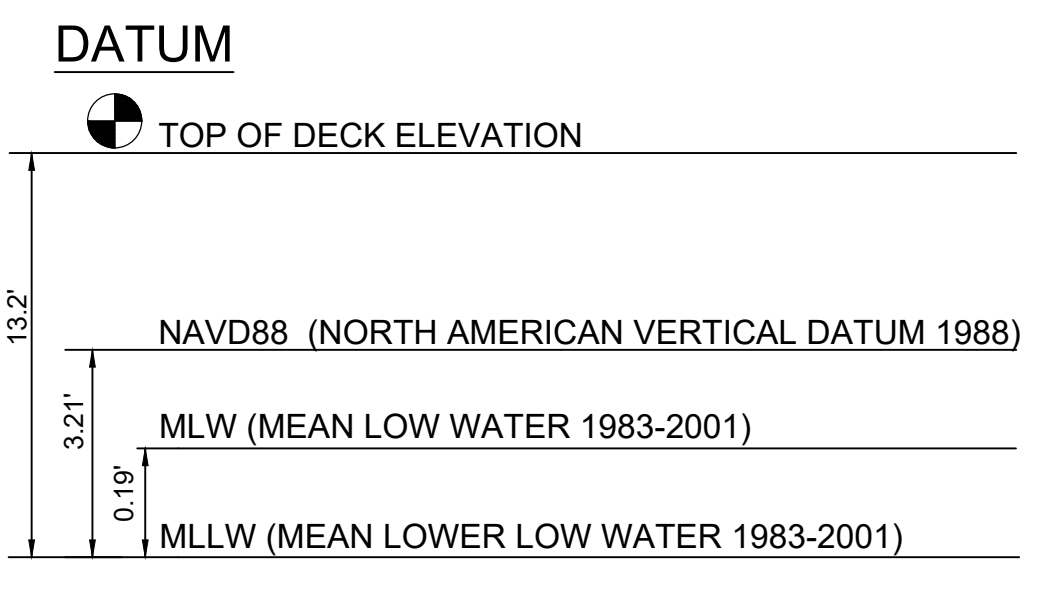


HYDROGRAPHIC SURVEY NOTES:

- ALL SOUNDINGS WERE TAKEN USING TRIMBLE SPS855 DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS) WITH FIXED RTK, HYPACK MAX SOFTWARE AND AN INNERSPACE 448 CONTINUOUS RECORDING SURVEY FATHOMETER.
- SOUNDINGS WERE TAKEN ON TFRIDAY, NOVEMBER 18, 2022.
- DECIMAL POINT (.) DENOTES SOUNDING LOCATION.
- SOUNDINGS ARE REFERENCED TO MEAN LOWER LOW WATER (M.L.L.W.) AND ARE EXPRESSED IN FEET AND TENTHS OF A FOOT.
- HORIZONTAL CONTROL IS BASED ON NEW JERSEY STATE PLANE COORDINATES, NAD 83, AS ESTABLISHED IN THE FIELD AND SOLELY FOR THE USE OF THIS HYDROGRAPHIC SURVEY.
- CONTOURS WERE INTERPOLATED WITH TRIMBLE NAVIGATION LIMITED, TERRAMODEL VERSION 10.11.
- CHANNEL LINES WERE OBTAINED FROM THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE).

DELAWARE RIVER
EBB → FLOOD

OVERALL PLAN
SCALE 1" = 80'



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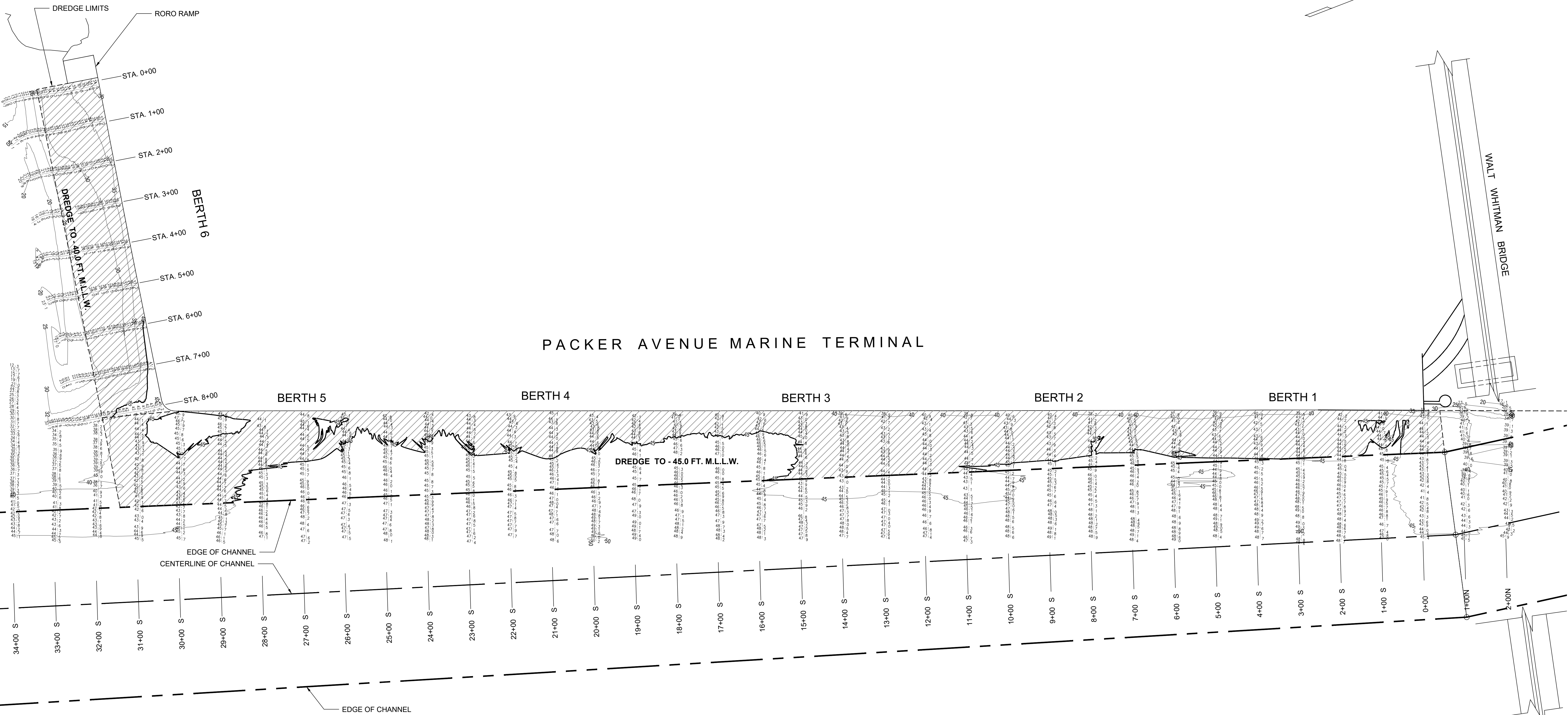
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3460 NORTH DELAWARE AVENUE
PHILADELPHIA, PENNSYLVANIA 19134

drawn	DJD	date	11/23/2022	contract	
checked	SD	FILE	G-1194		22-228
drtg. approval	TK				

PHILAPORT - TIOGA MARINE TERMINAL dwg. no. rev.
CONDITION HYDROGRAPHIC SURVEY 1 of 1 0



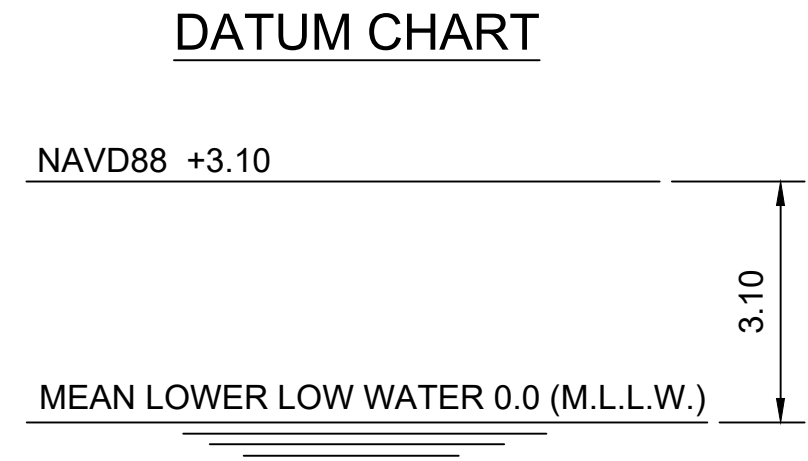
PACKER AVENUE MARINE TERMINAL

HYDROGRAPHIC SURVEY NOTES:

- ALL SOUNDINGS WERE CONDUCTED USING:
 - TRIMBLE SPS 855 DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS) WITH RTK.
 - HYPACK MAX SOFTWARE.
 - TELEDYNE ODOM HYDROTRAC CONTINUOUS RECORDING FATHOMETER.
- SOUNDINGS WERE CONDUCTED ON WEDNESDAY SEPTEMBER 21, 2022 AND MONDAY OCTOBER 24, 2022.
- DECIMAL POINT (•) DENOTES SOUNDING LOCATION.
- SOUNDINGS ARE REFERENCED TO MEAN LOWER LOW WATER AND ARE EXPRESSED IN FEET AND TENTHS OF A FOOT.
- HORIZONTAL CONTROL IS BASED ON PENNSYLVANIA SOUTH (3702) STATE PLANE COORDINATES, NAD 83, AS ESTABLISHED IN THE FIELD AND SOLELY FOR THE USE OF THIS HYDROGRAPHIC SURVEY.
- VERTICAL CONTROL WAS OBTAINED FROM KEYNET GPS (TRIMBLE VIRTUAL REFERENCE STATION [VRS] NETWORK) REAL-TIME KINEMATIC (RTK) CORRECTIONS TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), AND CONVERTED TO UNITED STATES ARMY CORPS OF ENGINEERS (USACE) MEAN LOWER LOW WATER (M.L.L.W.).
- CONTOURS WERE INTERPOLATED WITH TRIMBLE NAVIGATION LIMITED, TERRAMODEL VERSION 10.11.
- THE INFORMATION DEPICTED ON THIS DRAWING REPRESENTS THE RESULTS OF THE SURVEY CONDUCTED ON THE DATE INDICATED, AND CAN ONLY BE CONSIDERED AS INDICATING GENERAL CONDITIONS EXISTING AT THAT TIME.

DELAWARE RIVER
 EBB ←
 → FLOOD

SITE PLAN
 SCALE: 1"=100'
 30' 15' 0' 30'



description		date	
1	REVISION	10/27/2022	

approvals

approved by	for	date

S.T. HUDSON ENGINEERS, INC.
 PROFESSIONAL ENGINEERS & CONSULTANTS
 900 Dudley Avenue
 Cherry Hill, N.J. 08002
 Phone 856-342-6600
 Fax No. 856-342-8323

GREENWICH TERMINALS, LLC
 3301 SOUTH COLUMBUS BOULEVARD - P.O. BOX 42550
 PHILADELPHIA, PENNSYLVANIA 19148

drawn	DJD	date	10/27/2022	contract
checked	SD	FILE	G-1193	22-236
drftg. approval	TK			

PACKER AVE. MARINE TERMINAL - PHILADELPHIA, PA

dwg. no.	rev
1	1

CONDITION HYDROGRAPHIC SURVEY