

COUNTY COUNCIL OF BEAUFORT COUNTY

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COUNTY ATTORNEY

SUZANNE M. RAINEY
CLERK TO COUNCIL

AGENDA PUBLIC FACILITIES COMMITTEE

Tuesday, March 27, 2012
4:30 p.m.
Executive Conference Room
Administration Building

Committee Members:

Herbert Glaze, Chairman
Steven Baer, Vice Chairman
Gerald Dawson
Brian Flewelling
William McBride
Jerry Stewart

Staff Support:

Rob McFee, Division Director

1. CALL TO ORDER – 4:30 p.m.
2. MEETING OF PUBLIC FACILITIES AND COUNTY TRANSPORTATION COMMITTEES
3. EASEMENT AGREEMENT WITH MCAS BEAUFORT FOR PERRYCLEAR DRIVE, BEAUFORT
4. CONSIDERATION OF CONTRACT AWARDS
 - A. Emergency demolition and Removal of Huspah Creek Railroad Trestle ([backup](#))
 - B. Hilton Head Island Airport Master Plan Phase I Implementation Schedule (information only) ([backup](#))
5. ACCEPTANCE OF SCDOT / FEDERAL MATCH PROGRAM GRANT OFFER IN THE AMOUNT OF \$15 MILLION FOR CONSTRUCTION OF THE BLUFFTON PARKWAY 5A FLYOVER BRIDGES (PURSUANT TO TRANSPORTATION ADVISORY GROUP)
6. CONSIDERATION OF REAPPOINTMENTS AND APPOINTMENTS
 - A. Airports Board ([backup](#))
 - B. Stormwater Management Utility Board
7. ADJOURNMENT

A quorum of Council may be in attendance at all Committee meetings.
Please silence your cell phone during the meeting.



**COUNTY COUNCIL OF BEAUFORT COUNTY
BEAUFORT COUNTY ENGINEERING DIVISION
102 Industrial Village Road, Building #3, Beaufort, SC 29906
Post Office Drawer 1228, Beaufort, SC 29901-1228
Telephone: 843-255-2700 Facsimile: 843-255-9420**

TO: Councilman Herbert Glaze, Chairman, Public Facilities Committee

VIA: Gary Kubic, County Administrator *GKubic*
 Bryan Hill, Deputy Administrator *BHill*
 David Starkey, Chief Financial Officer *DStarkey*
 Rob McFee, Director, Engineering & Infrastructure *JR McFee*
 Dave Thomas, Purchasing Director *DThomas*
 Monica Spells, Compliance Officer *Spells*

FROM: Bob Klink, County Engineer *BKlink*

SUBJ: **Emergency Demolition and Removal of Beaufort County's Huspah Creek Railroad
Trestle RFQ #2959/120225**

DATE: February 29, 2012

BACKGROUND. Inspection of the railroad trestle at Huspah Creek has determined that the trestle is structurally unsound and beyond economical repair. The structure has been determined to be a hazard to navigation and must be removed in an expedited manner to preclude further failure(s) which could potentially block the waterway. The Huspah Creek Fishing Pier is built on this railroad trestle and it will also be removed.

Beaufort County issued a Request for Sealed Quotes from qualified firms to provide demolition and removal services. The following firms responded and provided sealed quotes for the demolition and removal of the Huspah Creek trestle on 2/24/12.

<u>PROPOSER</u>	<u>ADDRESS</u>	<u>AMOUNT</u>
Cape Romain Contractors, Inc.	612 Cape Romain Road, Wando SC 29492	\$ 397,250.00
BES Incorporated	2712 Bull St., Beaufort, SC 29902	\$ 448,866.90
TIC Marine and Heavy Civil	205 Hutchinson Island Road, Savannah, GA 31421	\$ 468,485.00
R.L. Morrison & Sons, Inc.	6232 Morrison St. McClellanville, SC 29458	\$ 497,290.00
Salmons Dredging Corp.	1884 Herbert St., Charleston, SC 29405	\$ 609,000.00
O'Quinn Marine Construction	95 Sheppard Road, Beaufort, SC 29907	\$ 615,000.00
Steadfast Marine Construction	5237 N. Okatie Hwy, Ridgeland, SC 29936	\$1,651,375.00

The Engineering Division reviewed the quotes and found that all firms are qualified to provide the requested services. On the basis of the qualifications of Cape Romain Contractors, the firm's understanding of the required work and the value offered, the Engineering Division recommends award of the emergency demolition and removal contract for the Huspah Trestle to Cape Romain Contractors, Inc., in the amount of \$397,250.00. This work will be self performed from the water by the contractor and no subcontractors will be needed. The contractor has equipment and personnel available immediately to start the work.

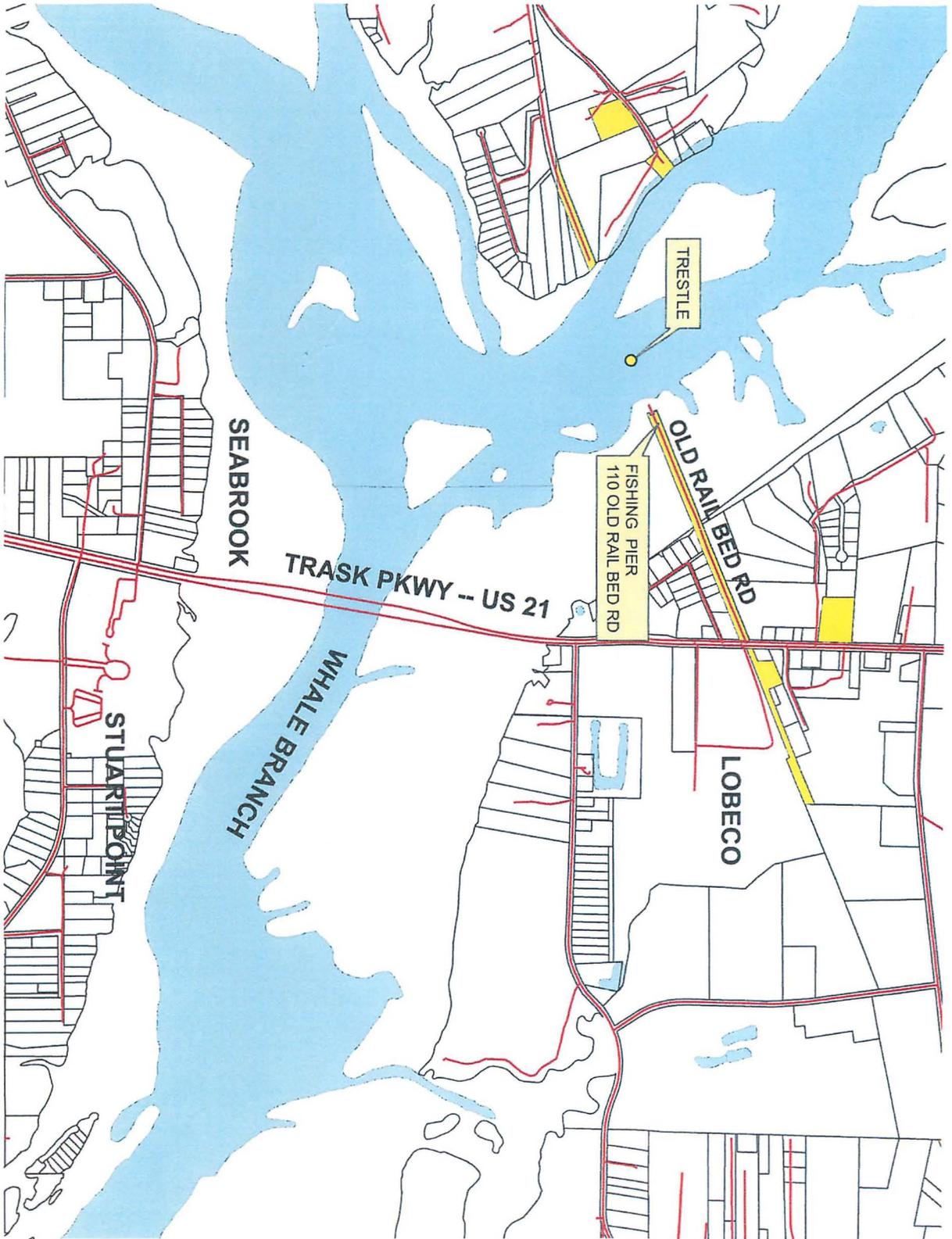
FUNDING. There is no existing funding for the emergency demolition and removal of Huspah Creek Railroad Trestle. Therefore, it is recommended that funds be used from the following CIP accounts:

<u>Account Number</u>	<u>Project Name</u>	<u>Acct Balance @ 3/16/12</u>	<u>Balance Needed</u>
Acct #11436-54456	Brickyard Point Boat Landing	\$281,500	\$281,500
Acct #11439-56000	FY 09 General Contingency	\$123,691	\$115,750
Total			\$397,250

The County has not been able to acquire the additional property needed to improve the Brickyard Point Boat Landing so this project has never moved forward and funds are available.

RECOMMENDATION. The Public Facilities Committee approve and recommend to County Council approval of a contract award to Cape Romain Contractors, Inc for the emergency demolition and removal of the Huspah Creek Railroad Trestle in the amount of \$397,250.00 from the funding sources listed above.

Attachments. 1) Location Map 2) 1/11/12 US Coast Guard ltr 3) Cape Romain & BES Narrative & Schedule 4) Review Q & A



U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventh Coast Guard District

909 S.E. 1st Avenue, Room 432
Miami, FL 33131-3028
Staff Symbol: (dpb)
Phone: 305-415-6744
Fax: 305-415-6763
Email: Michael.b.lieberum@uscg.mil

16593/128

Serial:

January 11, 2012

Mr. Eddie Bellamy
Beaufort County, Public Works
120 Shanklin Road
Beaufort, SC 29906

Dear Mr. Bellamy,

We have received your report in reference to the Huspah Creek Trestle across the Huspah Creek, Lobeco, Beaufort County, South Carolina.

Your immediate response to close the Fishing Pier which is part of the overall railroad structure due to deterioration of the pilings is commendable. This office has taken the appropriate action and published an article in Local Notice to Mariners 02-12, advising mariners of the deteriorating conditions.

This structure has been determined to be a hazard to navigation and must be restored or removed in its entirety. Please advise this office of your intentions immediately.

If and/or when this structure fails and blocks this waterway, the bridge owner could be subjected to Coast Guard Civil Penalties up to \$32,000 per day, per event.

If you have any questions, please contact me at (305) 415-6744.

Sincerely,


MICHAEL LIEBERUM
Chief, Bridge Operations Section
Bridge Branch
Seventh Coast Guard District
By direction

Copy: Coast Guard Sector Charleston
USACOE Savannah, Nav Branch, P.O. Box 889, Savannah, GA 31402-0889

Enclosure: Copy of original bridge permit.



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 7

Week: 02/12

Issued by:

Commander, Seventh Coast Guard District
Brickell Plaza Federal Building
909 SE 1st Avenue, Room 406
Miami, Florida 33131-3028
Telephone (305) 415-6750
Fax (305) 415-6757

Business hours 7:30 a.m. - 4:00 p.m., Monday-Friday
Command Center (305) 415-6800 (after business hours, emergencies, nights/weekends and holidays)

BROADCAST NOTICE TO MARINERS

Navigation information having been of immediate concern to the Mariner, and promulgated by the following broadcasts, has been incorporated in this notice when still effective:

- CCGD7 (D7) BNM 005-12 to 026-12
- SECTOR CHARLESTON (CHA) BNM 002-12 to 011-12
- SECTOR JACKSONVILLE (JAX) BNM 449-11 to 012-12
- SECTOR MIAMI (MIA) BNM 001-12 to 004-12
- SECTOR KEY WEST (KWT) BNM 332-11 to 004-12
- SECTOR ST. PETERSBURG (STP) BNM 114-12 to 057-12
- SECTOR SAN JUAN (SJN) BNM 001-12 to 004-12

Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity, mariners should proceed with caution.
REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT
Questions, comments or additional information regarding the LNM : Lee.Dragon@uscg.mil or call (305) 415-6752.

REFERENCES: Light List, Vol. III, Atlantic and Gulf Coasts, 2011 Edition (COMDTPUB P16502.3).

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL 2011 (43rd Edition).

U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico and Virgin Islands 2011 (39th Edition).

<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

The Local Notice to Mariners is available online at <http://navcen.uscg.gov/?pageName=lnmDistrict®ion=7>
the 2011 Light List Books are available for electronic viewing and download via the Navigation Center website at the following link:
<http://www.navcen.uscg.gov/?pageName=lightLists>

The U.S. Coast Guard Navigation Center (NAVCEN) is the official government source of information for civil users of the Global Positioning System (GPS). The Navigation information Service (NIS) is available 24 hours a day, 7 days a week, for all Radio Navigation and maritime related needs via phone, fax or e-mail. The NIS provides users the ability to access real time or archived GPS, NDGPS, DGPS and LNM information at <http://www.navcen.uscg.gov> as well as subscribe to an automated list service which enables users to receive GPS status messages and Notice to NAVSTAR Users (NANU) messages via direct Internet e-mail.

The NAVCEN also disseminates GPS, DGPS safety advisory broadcasts messages through USCG broadcast stations utilizing VHF-FM voice, HS-SSB voice, and NAVTEX broadcasts. The broadcasts provide the GPS and DGPS user in the marine environment with the current status of the navigation systems, as well as any planned/unplanned system outages that could affect GPS and DGPS navigational accuracy.

To comment on any of these services or ask questions about the service offered, contact NAVCEN at:

Commanding Officer, U.S. Coast Guard NAVCEN (NIS) MS7310

7323 Telegraph Road

Alexandria, VA 20598-7310

Phone: (703) 313-5900 FAX: (703) 313-5920

Internet: <http://www.navcen.uscg.gov>

BRIDGE CONSTRUCTION/REPAIR

LNM 02-12

01/10/12

Location	Type of Work	EST Comp Date	Bridge	Ref LNM
SC-ICW-Barefoot Landings	Bridge Repairs	JAN 12	Barefoot Landings	42-11/01-12
SC-Little Pee Dee River	Bridge Construction	NOV 13	SC 917 Bridge	20-11/26-11
SC-ICW-Charleston	Fender Repairs	DEC 11	James Isl Exp	31-11/01-12
SC-St Helena Snd-Ashepoo Riv	Bridge Construction	MAR 13	US 17 Bridge	39-11/01-12
GA-ICW-Savannah	Bridge Replacement	NOV 12	Skidaway (Diamond Cswy)	01-11/01-12
GA-Green Island Sound-Vernon Riv	Bridge Construction	DEC 13	Harry S. Truman Pkwy	47-11/01-12
FL-St Johns Riv	Bridge Repairs	FEB 12	Dames Pt Bridge	30-11
FL-St Johns Riv	Bridge Repairs	MAR 12	Acosta Railroad Bridge	45-11/01-12
FL-St Johns Riv-Ortega Riv	Bridge Repairs	JAN 12	SR 211/Ortega Riv Bridge	41-11/01-12
FL-St Johns Riv-Ocklawaha Riv	Bridge Replacement	JAN 12	Shapes Ferry Bridge	31-11/40-11
FL-ICW-Tolomato Riv to Palm Shores	Bridge Repairs	APR 12	Indian River Bridge	16-11/20-11
FL-ICW-W Palm Bch – Palm Bch - Jupiter	Bridge Construction	SEP 12	US 1 Bridges	42-11
FL-ICW- W Palm Bch – Palm Bch	Bridge Construction	JAN 12	Flagler Memorial Bridge	51-11/01-12
FL-Hillsboro Drainage Canal – Deerfield Bch	Bridge Construction	MAR 12	Hillsboro Pedestrian Bridge	49-11/01-12
FL-ICW-Broward – Deerfield Bch	Bridge Repairs	JAN 12	Hillsboro Blvd Bridge	40-11/51-11
FL-ICW-Miami	Bridge Repairs	JUN 12	W 79 th St Bridge	02-11
FL-OWW-St Lucie Canal (S Fork)-	Bridge Construction	APR 12	Indian St Bridge	18-11/27-11
FL-OWW-Kissimmee Riv	Bridge Repairs	JUL 12	SR 70 Bridge	39-11
FL-OWW-Kissimmee Riv	Bridge Repairs	JUN 12	US 98/FL 700 Bridge	39-11
FL-ICW – San Carlos Bay – Matlacha Pass	Bridge Construction	DEC 12	Matlacha Pass Bridge	45-10/01-11
FL-Longboat Pass	Bridge Repairs	APR 12	Longboat Pass Bridge	46-11/01-12
FL-Tampa Bay – Cut A	Bridge Repairs	NOV 12	Sunshine Skyway Bridge	44-11/01-12
FL-Tampa Bay – Hillsborough River	Bridge Repairs	FEB 12	Platt St Bridge	35-11/01-12
FL-Tampa Bay – Hillsborough River	Bridge Repairs	JAN 12	MLK Blvd Bridge	05-11
FL-Tampa Bay – Old Tampa Bay	Bridge Repairs	MAR 12	Howard Frankland Bridge	47-11/01-12
FL-ICW-Tampa Bay-Anclote-St Petersburg	Bridge Construction	JAN 13	Pinellas Baywas C	44-11
FL-ICW-Tampa Bay-Anclote-St Petersburg	Bridge Repairs	JAN 12	Corey Cswy Bridge	40-11
FL-ICW-Tampa Bay-Anclote-Indian Rocks	Bridge Repairs	JAN 12	Indian Rocks Bridge	40-11

B. DRAWBRIDGE STATUS SUMMARY

The following is a list of known drawbridge discrepancies, restrictions, and closures in navigable waters of the Seventh Coast Guard District. Additional information regarding bridges can be found in Volume 4 (Cape Henry to Key West) or Volume 5 (Gulf of Mexico, Puerto Rico and Virgin Islands) of the U.S. Coast Pilot, 33 CFR 117, or by calling (305) 415-6744. Unless otherwise noted in the date column, the described status will be in effect until further notice. Mariners knowing of bridge activities not listed below are urged to notify the Seventh Coast Guard District Bridge Branch.

BRIDGE	LOCATION	DATE	STATUS	REF
Skidaway Narrows (Diamond Cswy)	AICW, Chatham, GA	Feb 14 – Feb 20, 12	Periodic Closures	01-12
Main St	St Johns Riv, Jax, FL	7 pm Jul 4 – 1 am Jul 5, 12	Closed to Nav	01-12
Acosta R/R	St Johns Riv, Jax, FL	Jan 15 – Mar 29, 12	Special Regs	45-11/01-12
Grand Ave	Ortega Riv, Jax FL	May 1, 11 – Jan 24, 12	Single-leaf Ops	41-11/01-12
Ocean Blvd (A1A)	Boca Raton, FL	Apr 15, 12		
Hillsboro Blvd	AICW, Deerfield Bch, FL	7:10 a.m. to 9 a.m.	Closed to Nav	01-12
Hillsboro Blvd	AICW, Deerfield Bch, FL	Until Jan 25, 12	Single-leaf Ops	52-11/01-12
		Feb 18, 12		
		10 am – 1 pm	Closed to Nav	52-11/01-12
E Las Olas	AICW, Ft Lauderdale, FL	Feb 19, 12		
		6 a.m. – 7 a.m.	Closed to Nav	01-12
SE 3 rd /Andrews Ave	New River, Ft Laud, FL	Mar 24, 12		
		7 a.m. – 8:30 a.m.	Closed to Nav	01-12
Platt St – Hillsborough Riv	Tampa, FL	Until Feb 28, 12	Single-leaf Ops	35-11/01-12
Corey Cswy	GICW, St Petersburg, FL	Until Jan 22, 12	Single-leaf Ops	47-11/01-12
		9 a.m. – 5 p.m.		
Indian Rocks	GICW, Indian Rock, FL	Until Jan 22, 12	Single-leaf Ops	47-11/01-12
		9 a.m. – 5 p.m.		

C. BRIDGE INFORMATION.

SOUTH CAROLINA – COSAW AND BROAD RIVERS – WHALE BRANCH – HUSPAH CREEK – LOBECO RAILROAD/FISHING PIER: Hazard to Navigation.

The Coast Guard has been advised by the bridge owner, Beaufort County, the railroad bridge crossing the Huspah Creek, Beaufort County, South Carolina, that this structure is deteriorating and is no longer safe. Investigation has determined that the structural supports have become seriously deteriorated. It is recommended that vessels do not pass under this structure. Vessel operations shall proceed at their own risk.

Chart: 11519

SOUTH CAROLINA – ST HELENA SOUND – ASHEPOO RIVER – US 17 BRIDGE: Bridge Construction.

Lane Construction is currently working on the replacement of the US 17 Bridge across the Ashepoo River mile 32.5, Green Pond, South Carolina. This work is expected to be completed by March 15, 2013.

Ref: LNM 39-11 through 01-12

Chart: Not Charted

GEORGIA – SAVANNAH RIVER TO WASSAW SOUND - GREEN ISLAND SOUND – VERNON RIVER: Bridge Construction.

Balfour Beatty Infrastructure, Inc. has begun construction of the Harry Truman Parkway across the Vernon River mile 8.4, in Chatham County, Georgia. Barges, tugs, and other equipment will be present in the river. Waterway closures and restrictions are expected in the future. This work is expected to continue through the end of 2013. The new bridge will have a vertical clearance of 19 feet and a horizontal clearance of 79 feet.

Ref: LNM 30-10 through 01-12

Chart: 11512

CG File: 1200

FLORIDA – ST. JOHNS RIVER – MAIN STREET BRIDGE – JACKSONVILLE: Bridge Closure.

The Main Street (US 17) Bridge across the St. Johns River mile 24.7, Jacksonville, Duval County, Florida will be closed to navigation from 7:00 p.m. on July 4 through 1:00 a.m. on July 5, 2012 to accommodate the "Freedom, Fanfare & Fireworks" event.

Ref: LNM 01-12

Chart: 11491

CG File: 2715

FLORIDA – ST JOHNS RIVER – FEC RAILROAD BRIDGE: Bridge Closure.

The Coast Guard has approved a request from the bridge owner of the FEC Railroad Bridge across the St Johns River mile 24.9, Jacksonville, Florida to close this bridge to navigation from 8:00 a.m. to 11:30 a.m. and from 12:30 p.m. to 5:00 p.m. daily Sunday through Thursday starting January 15, 2012 until March 29, 2012. The Coast Guard recognizes that this will place a burden on vessels transiting through this area during these dates and times. After review of this request with the bridge owner it has been determined that this work cannot be safely completed during nighttime operations nor would it be beneficial to reduce the amount of time allocated for this requested closure, doing so, would have the potential of extending this project an additional 4 to 6 months.

Ref: LNM 45-11 through 01-12

Chart: 11491

CG File: 2332

FLORIDA - ST. JOHNS RIVER - ORTEGA RIVER – GRAND AVENUE (SR 211) BRIDGE: Bridge Repairs/Updated Jan 04, 2012.

Superior Construction is repairing the Grand Ave (SR 211), across Ortega River mile 0.3, Duval County, Florida. This work is expected to be completed by February 2012. Barges are present near the bridge but should not be obstructing the channel. Starting May 1, 2011, the Grand Avenue Bridge will be on a single-leaf opening schedule from 7:00 a.m. to 6:00 p.m. Monday through Friday. A double-leaf opening will be available with a three hour notice to the bridge tender. This work is anticipated to be completed by January 29th, 2012.

Ref: LNM 34-10 through 01-12

Chart: 11491

CG File: 2376

FLORIDA – ST JOHNS RIVER – CROSS FLORIDA GREENWAY – LAKE OCKLAWAHA - OCKLAWAHA RIVER – SHARPES FERRY BRIDGE –: Bridge Construction.

Misener Marine Construction has advised this office that they will be working on the replacement of the Sharpes Ferry Bridge across the Ocklawaha River, mile 55.1, near the City of Ocala, Marion County, Florida. The exact date of waterway activity commencement will be published in a future Local Notice to Mariners. Once started, the contractor will be placing a lighted temporary work trestle alongside the existing bridge; but will not be obstructing the channel. The contractor will also be installing a sheet pile coffer cell to the east of the channel and will not obstruct passage through the channel.

Ref: LNM 31-11 through 01-12

Chart: Not Charted (11495)

FLORIDA – BOCA RATON INLET – OCEAN BOULEVARD (SR A1A) BRIDGE: Bridge Closure.

The Ocean Boulevard (SR A1A) Bridge, Boca Raton, Palm Beach County, Florida will be closed to navigation from 7:10 a.m. to 9:00 a.m. on Sunday, April 15, 2012 for the Annual Wellness Triathlon.

Cape Romain Contractors

RFQ NO. 2959/120225
PAGE 1 of 1

EXHIBIT A

NARRATIVE ON THE APPROACH TO THE SCOPE OF WORK

(Quotes should respond to the Scope of Work and explain how the contractor will achieve the required work.) Please provide any additional information on value engineering or cost saving measures in this section.

Cape Romain will utilize barge mounted equipment to demolish and remove the Huspah Creek railroad trestle. Equipment utilized will include crane barge, material barges, 200 ton crane, and tug boats. The aluminum walkways will be removed first. We will then dismantle the trestle from the top down. Care will be taken to contain all of the debris and all debris will be removed. We will load all of the old trestle onto barges and barge back to Charleston. The old trestle will be unloaded at our facility in Charleston and the debris disposed of in accordance to all applicable laws. The old timber piles will be broken off below the mud line. A dive inspection will be performed at the end of the project but before the crane leaves to ensure no piles project above the mud line. The existing aluminum walkway will be brought back to Charleston. It will be unloaded and loaded onto trucks and delivered to Beaufort County. The old railroad trestle beams will either be recycled or sold. The value of the beams is included as a deduction in our bid.

Cape Romain has the experience, equipment and capability to perform this work safely and with little impact to the surrounding area. All of the old debris will be removed by barge so there will be little to no impact to the existing causeway, parking area and benches. Cape Romain will ensure the trestle is completely removed and will demobilize once Beaufort County is satisfied.

Cape Romain has the equipment and personnel to immediately perform the work.

* Staff Note: Contractor will utilize a turbidity curtain lined with floating oil boom to contain and manage any fine debris, should any fall below the work area.

Cape Romain Contractors

RFQ NO. 2959/120225

EXHIBIT B

PAGE 1 of 1

SCHEDULE OF EVENTS

The Offeror should briefly describe each step of the schedule of events in his proposed plan of action to accomplish the scope of work in a sequential manner, identifying the specific assignment of key personnel and the time required to complete each step.

<u>Step #</u>	<u>Schedule of Events</u>	<u>Time Required</u>	<u>Person Assignment</u>
---------------	---------------------------	----------------------	--------------------------

- | | | | |
|----|---|--|--|
| 1. | Mobilization- Mobilize barges and crane to job site. Cape Romain has the equipment and personnel immediately available to begin work. This will take 5 working days. | | |
| 2. | Demolition- Removal of trestle, load onto barges, take to Charleston, unload, bring empty barge back to Huspah Creek. Repeat this process six times. Crane and barge will stay on site while material barge and tug will come and go. This will take 50 working days. | | |
| 3. | Dive Survey- Diver will inspect the bottom once trestle is removed. This will be done prior to demobilization. If divers find piles still above the mud line then they will be removed. This will take 1 working day. | | |
| 4. | Demobilize- Take all equipment back to Charleston. This will take 3 working days. | | |
| 5. | Return aluminum gangways to Beaufort County. Beaufort County to provide unloading services of Cape Romain trucks. | | |

Andrew Dupre will represent Cape Romain from the home office in Wando, SC.

Bob Watts will represent Cape Romain as field superintendent on the job.

Doug Wakefield will be in charge of diving operations.

Tommy Hutson will be in charge of tug boat operations.

John Kitchener will be the crane operator.

BES with Merit Marine Services

RFQ NO. 2959/120225
PAGE 1 of 1

EXHIBIT A

NARRATIVE ON THE APPROACH TO THE SCOPE OF WORK

(Quotes should respond to the Scope of Work and explain how the contractor will achieve the required work.) Please provide any additional information on value engineering or cost saving measures in this section.

General Comments:

This trestle spans Huspah Creek in Beaufort County, SC. It spans approximately 1568 lineal Feet and has a height of 25 feet above low tide level Including 7 Feet of channel depth and approximately 18 above high tide level. There are 44 Bents spaced 37 feet apart each comprised of a pile cap and 12 piles. The structural steel consists of twin 36 inch x 16.5 inch I beams anchored to pile caps by a 2" thick steel plate. There is diagonal steel bracing along the entire span of steel. 8" x 8" x 10' wood railroad ties were provided for the original rails (which have been removed). There is a County owned aluminum deck and rail system that was used as a fishing pier.

Channel Safety:

The Huspah Creek will have danger buoy signs and lights posted both upstream and downstream to identify the hazardous zone during demolition. Contractor will maintain a work boat to pick up any debris which escapes capture.

Personnel Safety:

Cables will be strung along work areas to provide a tie off point for workers. Workers will be required to wear full PPE devices plus a harness with a lanyard to attach to cable to prevent falling from structure during work. Additional safety procedures will be used during gas arc cutting of steel and dive operations to remove pilings to below the mud level of the creek. Masks, long sleeved shirts and gloves will be required for any wood cutting due to creosote contamination of the ties and structure.

Demolition Plan:

The demolition plan will require the removal of the aluminum fishing structure by either removing bolts or cutting bolts at each section. Section will then be loaded onto flat bed trucks and delivered to County as per specifications.

The contractor will then remove the railroad ties using a barge mounted crane due to failing structure. Ties will be loaded into trucks and taken to a certified waste controlled landfill (creosote issues) After ties are removed the steel will be supported by a barge mounted crane and the joint plates cut at each end and steel will be lowered onto a barge and moved on upland site (near trestle) and a crane will load steel onto trucks for recycling of all steel.

After the steel is removed the pile caps will be removed by using a barge mounted crane to remove the pile caps. The pilings will be removed using hydraulic equipment to cut the pilings at/or below mud levels as per specification.

All wood materials will be sent to an authorized contaminated materials landfill and contractor will provide documentation of the acceptance of said materials into the landfill.

Project site will be cleaned up and a dive survey will be provided to indicate that the channel is clear of obstructions. And the project will be deemed complete upon acceptance of work by Beaufort County.

BES with Merit Marine Services

RFQ NO. 2959/120225

EXHIBIT B

PAGE 1 of 1

SCHEDULE OF EVENTS

The Offeror should briefly describe each step of the schedule of events in his proposed plan of action to accomplish the scope of work in a sequential manner, identifying the specific assignment of key personnel and the time required to complete each step.

<u>Step #</u>	<u>Schedule of Events</u>	<u>Time Required</u>	<u>Person Assignment</u>
1.	Notify DHEC OOCRM of intent to demolish trestle. Mobilize and install warning lights	7 days	Superintendent 2 crane operators 2 barge movers, laborers 2 riggers, 2 truckers
2.	Remove aluminum pier & return to county	3 days	Same crew as #1
3.	Remove ties and take to landfill	8 days	Same as #1 plus 2 steel workers
4.	Remove steel and take To upland site for recycling	18 days	Same as #1
5.	Remove pile caps, cut at or below mud. Take debris to landfill.	18 days	Same as #1
6.	Survey bottom and remove any missed piles or other obstacles.	2 days	Same as #1 plus 3 man dive crew
7.	Clean site & Demobilize	3 days	Same as #1

RFQ # 2959/120225 Attachment to Public Facilities Committee Item

Staff Review of Recommendation - Questions and Answers

Q: What is the salvage value of the steel trestle beams?

A: Our County steel recycler indicates that the steel beams (estimated to be about 100 years old) would be valued at about \$0.15 per pound (\$300 per ton) loaded on his truck.

Cape Romain Contractors has specifically indicated that the salvage value of the old trestle steel beams is included within their quote. Within their quoted price, they are using the salvage value of the steel to off-set a portion of the creosoted wood disposal cost. (Creosoted wood products are handled and disposed of as hazardous materials). The contractor has shared those details of their quote, however those details are deemed confidential.

Q: What is the basis of the variance in the two lowest quote prices?

A: The lowest quote is from a marine contractor who will directly manage and self-perform all aspects of the work. The lowest quoting firm will also barge all debris back to their yard in Charleston for handling and disposal.

The second lowest quote is from a general contractor. This quote would team BES (general contractor) with Merit Marine Services (marine sub-contractor). BES would provide project management services and Merit Marine Services would provide field services to perform the work.

The cost variance between the lowest firm and second lowest firm is attributed to a differing approach on handling/management of debris, and added overhead cost for two firms versus one firm.

Q: The highest quote exceeds the six other quotes by over 100%?

A: The highest quote is not considered credible for the requested scope of services.



County Council of Beaufort County
Hilton Head Island Airport – www.hiltonheadairport.com
Beaufort County Airport – www.beaufortcoairport.com
Post Office Box 23739 – 120 Beach City Road
Hilton Head Island, South Carolina 29925-3739
Phone: (843) 255-2950 Fax: (843) 255-9424

TO: Councilman Herbert Glaze, Chairman, Public Facilities Committee

VIA: Gary Kubic, County Administrator
Bryan Hill, Deputy County Administrator
Josh Gruber, County Attorney
David Starkey, Chief Financial Officer
Rob McFee, Director, Engineering and Infrastructure Division

FROM: Paul Andres, Director of Airports *PA*

SUBJ: **Hilton Head Island Airport Master Plan Phase I Implementation Schedule**

DATE: March 22, 2012

BACKGROUND. During their meeting on March 15, 2012, the Beaufort County Airports Board recommended that Talbert & Bright, Inc. be requested to examine ways to accelerate implementation of Phase I of the Hilton Head Island Airport Master Plan. Subsequent conversations with the FAA, SC Aeronautics Commission, Talbert & Bright, and Beaufort County Airports Director revealed a means to accelerate the process. A summary of those discussions are contained in the attached letter from Talbert & Bright. These measures will allow the process to proceed more rapidly by using funding from other sources until such time as FAA reimbursement is made available. The accelerated schedule reduces the overall project timeline by as much as one year. All grant offers and contracts associated with Phase I implementation will be brought forward for Council Committee and County Council approval. The Airports Board favorably endorses acceleration of the Hilton Head Island Airport Master Plan Phase I schedule.

RECOMMENDATION. Presented for informational purposes only.

PAA/paa

Attachment: TBI letter dated March 20, 2012

TALBERT & BRIGHT

March 20, 2012

Mr. Paul A. Andres
Airport Director
Hilton Head Island Airport
120 Beach City Road
Hilton Head Island, SC 29926

SUBJECT: Hilton Head Island Airport Master Plan
Phase I Implementation Schedule

Dear Mr. Andres:

During the March 15, 2012 Airports Board meeting and in subsequent conversations, Talbert & Bright, Inc. (TBI) has been asked to provide input on how the currently approved Phase I runway extension project at the Hilton Head Island Airport could be accelerated. There are three things that need to be completed prior to the start of construction: 1) approval of the environmental assessment by the FAA and receipt of a Record of Decision (ROD) stipulating a Finding of No Significant Impact (FONSI); 2) engineering design and permitting; and 3) associated land acquisition. These three areas are addressed below and were discussed during a conference call between Paul Andres, Carl Ellington, and Judy Elder on March 20, 2012.

- **Environmental Assessment (EA)** – TBI is in the process of preparing the draft EA and will continue preparing the document with an anticipated public hearing at the end of the year (December 2012). Necessary permits and resource agency approvals will be discussed in the draft document.
- **Runway 03-21 700-Foot Extension Design** – At a meeting on December 15, 2010, Paul Werts of the South Carolina Aeronautics Commission (SCAC) verbally committed to provide 60 percent of the design cost for Phase I of the runway extension to assist the County in accelerating the project until federal grant monies become available for reimbursement. This commitment was reconfirmed during a conversation between Paul Werts and Judy Elder on March 16, 2012. In addition to the SCAC's commitment to fund upfront 60 percent of the design cost, TBI will provide the remaining 40 percent of the design cost until federal grant monies become available for reimbursement.

TBI will proceed with the design with the agreement that the SCAC will pay 60 percent and the County will provide the remaining portion to TBI when the design is funded by the FAA. Details of this agreement will be put in a contract signed by the County and TBI.

- **Land Acquisition** – The Master Plan has identified parcels of land that need to be acquired by Beaufort County for operation of the Airport. If the County wants to proceed

ENGINEERING & PLANNING CONSULTANTS

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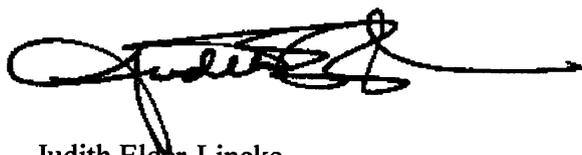
Mr. Paul A. Andres
March 20, 2012
Page 2

now with starting the acquisition of these parcels, FAA has agreed to participate in funding these acquisitions with the understanding that Beaufort County will consider condemning the properties, if necessary, should the owners not be willing to sell.

If the County proceeds with the acquisition, details of this work element will be included as part of the runway design agreement between the County and TBI.

Should you have any questions, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Judith Elder-Lincke", with a long horizontal flourish extending to the right.

Judith Elder-Lincke
Project Manager

cc: Parks Preston, FAA
Gary Kubic, Beaufort County
Paul Werts, SCAC
Carl Ellington, TBI

Hilton Head Island Airport Master Plan Phase I Implementation Schedule (Original)

Task	Year																																																											
	1												2												3												4												5											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Environmental Assessment/Benefit Cost Analysis	18 months																																																											
Runway Extension (Design) and NAVAID Coordination																			12 months																																									
Permitting																															12 months																													
Land Acquisition (7 parcels)																			12 months																																									
Phase I (Construction)																																					18 months																							

Hilton Head Island Airport Master Plan Phase I Implementation Schedule (Accelerated)

Task	Year																																															
	1												2												3												4											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Environmental Assessment/Benefit Cost Analysis	18 months																																															
Runway Extension (Design) and NAVAID Coordination													12 months																																			
Permitting																									12 months																							
Land Acquisition (4 parcels) Runway 03													12 months																																			
Land Acquisition (3 parcels) Runway 21																			12 months																													
Phase I (Construction)																									18 months																							

Lady's Island Airport 4 Mile Buffer

Legend
● Airport Board Vac

