



State of Utah

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## DFCM Addendum No. 5

Date: August 1, 2016

To: Design / Build Teams

From: Matt Boyer – Project Manager

Reference: Marina Dredging – Great Salt Lake State Park  
Division of Parks and Recreation – Magna, Utah  
DFCM Project No. 15247510

Subject: **DFCM Addendum No. 5**

Pages	Addendum Cover Sheet	1 page
	<u>Engineer's Addendum</u>	<u>3 page</u>
	Total	4 pages

**Note: This Addendum shall be included as part of the Contract Documents. Items in this Addendum apply to all drawings and specification sections whether referenced or not involving the portion of the work added, deleted, modified, or otherwise addressed in the Addendum. Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may subject the Bidder to Disqualification.**

**5.1 SCHEDULE CHANGES:** There are no Project Schedule changes.

**5.2 GENERAL ITEMS:** See attached Engineer's Addendum dated July 29, 2016.

# MEMORANDUM

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**DATE:** 7/29/16

**TO:** Matt Boyer, Program Director DFCM

**CC:**

**FROM:** Paul Taylor, P.E.

**SUBJECT:** 15247510 DFCM Great Salt Lake Marina Dredging - Addendum

It has become necessary to clarify the intent of Section 1.3 of the programming document. A recent announcement regarding a breaching of the causeway will impact the Great Salt Lake Marina water surface elevation. In order to more fully benefit from this project it has been decided that instead of dredging a **uniform depth** or material from off the marina floor, we will dredge to a **uniform elevation**. Please replace Section 1.3 with the following:

## 1.3 EXISTING MATERIALS ESTIMATES

A survey of the marina has been completed. The following table summarizes elevations and type of soil anticipated during dredging operations. Materials have been listed in priority order.

Table 1 – Dredging priorities, anticipated marina floor elevation and estimated quantities

Priority/ Area	Description	Anticipated new floor elevation	Volume Removed (CY)
1	Harbor Channel and E Dock to 4188.0 (Sediment Buildup Area)	4188.0	10,172
2	West Bay and I Dock to 4188.0 (Sediment Buildup Area)	4188.0	13,751
3	Harbor Channel and E Dock to 4185.3 (Excavation into Native Soils)	4185.3	15,047
4*	Outer Channel Cleanup	4185.3	5,000±
5	West Bay and I Dock to 4186.3 (Excavation into Native Soils)	4186.3	15.353

6	South Bay to 4188.0 (Sediment Buildup Area)	4188.0	5,794
7	South Bay to 4186.3 (Excavation into Native Soils)	4186.3	15,353

\*The outer channel has not been surveyed as part of this programming document. It may or may not be necessary to do cleanup work in this area. The quantity shown is an approximation only. This priority area may be eliminated in its entirety or it may increase in quantity.

- 1.3.1 It is intended for excavation to proceed in the priority order given above until the budget is expended.
- 1.3.2 To the knowledge of State Parks, the marina has never been dredged to an excavation lower than 4188.0. This means that the dredging will need to extend below previous excavations. It is anticipated that the native soil layers under the sediment buildup consist of heavy clays (sometimes referred to as hardpan or caliche). There has been no geotechnical investigation done to verify this. The materials to be dredged may consist of gravel, sand, silt, mud or clay. Debris may be encountered in the course of dredging operations, including trash, roots, logs, rope, chain, various sized metal objects, rip rap, etc.
- 1.3.3 The Contractor shall be responsible for detecting and reporting to the State, materials or obstructions, located within the assigned dredging areas ahead of dredging operations, which will cause damage, or has the potential to cause damage to the dredge and/or attendant plant and equipment. The State will evaluate the situation, based on the detection data submitted by the Contractor which will show evidence of the obstruction(s). Based on this evaluation, the State will direct the Contractor's dredging activities. The State will not be responsible for damage to the Contractor's dredge and/or attendant plant and equipment due to its contact with materials or obstruction(s), which may cause such damage or have the potential to cause such damage.
- 1.3.4 A preconstruction survey was completed using sub-surface sounding equipment to map the shape and contours of the marina area. This survey was done in October of 2015. An additional preconstruction survey may be done within 30 days prior to the commencing the dredging, at the contractor's request. The Contractor must request this service a minimum of 21 days in advance to allow adequate scheduling time for said survey. The volume of material removed for pay quantities will be determined by comparing the "preconstruction" survey with the "after" survey and calculating the net loss in materials. The "after" survey shall be completed using the same sub-surface sounding equipment used in the "preconstruction" survey. The contractor is welcome to and encouraged to attend both the preconstruction and after surveys services.

- 1.3.5 Over Depth - To cover inaccuracies of the dredging process, material actually removed from within the specific areas to be dredged to a depth of not more than nine inches below the required depth will be estimated and paid for at the contract price.
- 1.3.6 Just outside the mouth of the harbor is a known ledge of biomass. This material is harder than the unconsolidated lake bottom, but should be readily removed using cutter heads on typical suction dredging equipment. It is possible that this biomass may be encountered while cleaning out the mouth of the harbor.