



# The Town of Fenwick Island

800 Coastal Highway, Fenwick Island, DE 19944-4409

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[www.fenwickisland.delaware.gov](http://www.fenwickisland.delaware.gov)

## DREDGING COMMITTEE MEETING

April 30, 2024

MINUTES

DRAFT

### COMMITTEE MEMBERS IN ATTENDANCE:

W. Rymer and S. Magdeburger at Town Hall

A. Emerson, J Armstrong and S. Ross via Zoom

Mayor Magdeburger at Town Hall

### OUTSIDE CONSULTANTS:

Jonathan Hart, Ram Mohan and Tony Pratt via zoom

### ALSO IN ATTENDANCE (in person or via zoom):

A few via zoom

Rymer called the meeting to order at 2:01 PM and the Committee did the Pledge of Allegiance. The committee reviewed and discussed the detail of the six contractor bids received for the dredging project. The bids ranged between \$2.266 million to \$3.385 million. Each bid including a breakdown of the fees between these five categories: Mob and Demob, Temp Sediment and Erosion Controls, Dewatering location construction costs, Hydraulic dredging activities and navigational aids. It was important to note that the overall range exceed the most recent estimate of \$1.4 million. When analyzing the bids, it was highlighted that the range of bids within specific categories was very dramatic (i.e. dewatering location construction ranged between \$523,000 to \$1,825,000). Using the average of the two lowest bids for each category, a total cost would have been \$1.61 million.

The committee discussed ways to reduce the costs of the project and agreed that a rescoping and rebidding process will be most effective. The town is not allowed to independently negotiate bids with specific contractors. A formalized rebidding process will ensure a transparent and open next step.

The committee agreed to remove a previously requested “special liner system” from the bid package and to allow the contractors to design and engineer the dewatering location based on their extensive experiences and to ensure they meet all regulatory requirements. The “special liner system” concept was introduced to potentially protect the town from having to sample and test the original ground soil underneath the dewatering location in case there is a potential contamination and remediation issue for any of the geobags. If such a contamination and remediation process occurs with a geobag, the town would then have to test the ground soil to review any possible contamination from the geobag.

The committee agreed to remove the need for the dredge contractors to bid on the placement of navigational aids during the project. The navigational aids are required by the state and federal permits. The town will independently contract to have these aids installed after the dredging project is completed.



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The committee then discussed the option of reducing costs by reducing the volume of dredge material. Two options were discussed: maintaining the current design depth at a minimum of MLW minus 4 feet with an allowable overdredge of one foot (no cost savings) or change the design to reflect a depth of minimum of MLW minus 3.5 feet with an allowable overdredge of .5 feet. The reduced depth would result in an estimated volume reduction of 7,380 cubic yards. Based on the stated unit price per cubic yard for dredged material as provided by the six contractors, this volume reduction could result in a cost reduction between \$207,000 and \$546,000. The average cost savings across all six bids would be approximately \$375,000. The lowest bid (JF Brennan) could be reduced by \$443,000 based on their unit price. Ross mentioned that the difference in the minimum required depth changing from MLW minus four feet to MLW minus 3.5 feet is not significant. Rymer mentioned the importance of reducing overall costs and concern over not achieving enough savings without minimizing volumes/changing depth.

The committee discussed creating multiple RFP bid packages:

1. Revised dewatering construction area (no special liner system), no navigational aids but maintain original depth design (MLW minus 4 feet plus allowable one foot of overdredge).
2. Revised dewatering construction area (no special liner system), no navigational aids and adjust depth/volumes to reflect MLW minus 3.5 feet plus allowable .5 foot overdredge).

The consultants highlighted the risk of a more complicated process of requesting multiple bids (potential loss of current bidder) and steps necessary to achieve this multiple bid package. Rymer mentioned the importance of reducing overall costs.

Mayor Magdeburger expressed her support for a multiple bid package.

All four committee members (S. Magdeburger, J Armstrong, S Ross and B Rymer) voted in favor of the multiple bid process. At the time of this vote, A Emerson was no longer on the call. Once this was completed, Rymer mentioned that Tony Pratt had set up a meeting with the leaders of Sussex County in hopes of gaining additional financial support from the County to help offset the costs of this project. Rymer also mentioned the need to revise a few sections of the Land Access Agreement to reflect the decisions made above.

### ADJOURNMENT:

A motion was made by J. Armstrong and seconded by S. Magdeburger to adjourn the meeting. The motion was passed unanimously and the meeting was adjourned at 3:15 pm.