



September 15, 2021

**RE: Addendum 1: Submitted Questions through September 15, 2021**

Attention Interested Firms:

Included in this Addendum #1 are the questions that have been submitted through September 15, 2021.

1. In reviewing the historic information it appears that a bathymetric scan survey was completed and included with the 2013 data. The scope of work for this assessment includes a scan of the bulkhead and obtaining a range of depth along the bulkhead face, which can be obtained without performing a bathymetric scan. Since it was included previously I would like to confirm if the Port will be expecting a bathymetric scan as a deliverable with this project, because it would affect our approach and the equipment we would need to mobilize.
  - a. No bathymetric scan will be needed. The Port Authority is only interested in getting a general range of depth along the bulkhead in order to get a sense of which parcels are active, have been dredged, etc.
2. Will the consultant's staff be provided access to the Port's ArcGIS account to create the Online Web Map and Field Maps data collection tools? What is the estimated time from NTP that access could be provided?
  - a. Yes, the consultant's staff will be invited to a group in the Port Authority's ArcGIS Online account. All data will be hosted in this group. Access can be provided immediately after NTP.
3. What formats are acceptable for storage and delivery of underwater survey data?
  - a. The Port Authority anticipates using parcel-by-parcel static images/PDFs for easy access/viewing and inclusion in the GIS database. The Port Authority would also like the post-processed point cloud and/or grid data for internal use in GIS/CAD. Additional suggestions for delivery, visualization, and presentation of the underwater survey data are welcome.
4. What is purpose for underwater data, i.e. is high-resolution imagery required?
  - a. Underwater data is required to complement the visual above-the-waterline inspection to further inspect and assess the bulkhead/retaining structures, specifically any deflection/movement or damages to the wall/skin of the bulkhead/retaining structure. Underwater data should also be used to determine an approximate range of depths along the parcel (see Question #1). Please see the historical inspection data provided on the website for underwater multibeam survey data collected in 2013 and presented as survey point cloud images. Resolution should be high enough to detect structural deficiencies or concerns, while also taking into consideration the length of river frontage that must be covered.
5. Confirm 10 pages for items B1-B3; 3 pages for B4; unlimited for B5 (i.e. not included in 10 or 3 page limits)
  - a. This is correct.
6. We understand "comprehensive above and below water inspection" to mean all structures along the river are included, similar to the 2013 inspection. Previous work included topside visual inspection and photographs to document obvious defects and areas of concern which were noted for more detailed follow up, and structure ratings were given. Underwater included side scan sonar imaging which was reviewed and commented upon by engineer with regards to structural conditions. No dive

inspection was included. Is this the level of detail expected for the proposed project? If more detail is expected, please elaborate.

- a. Correct, this is the level of detail that is expected.
7. In 2013 inspections, the POC's work barge *Jetsam* was provided for the topside inspection team's use with POC captain. Will this be the case for the upcoming work, or will the selected firm need to provide their own vessel for topside inspection?
    - a. The Port Authority does not anticipate *Flotsam* or *Jetsam* being available for use. The selected firm will need to provide their own vessel for topside inspection.
  8. Does POC have any MBE, DBE, WBE, small business, Veteran-Owned business, or similar requirements for this contract? Is participation of these firms considered in team selection?
    - a. The Port Authority does not have any participation requirements for this contract. Participation of these firms will not impact firm selection ratings.
  9. Just to confirm, the Port recommends that no resumes be included with the SOQ, but if the firm decides to submit personnel resumes then that will count within the 10-page maximum requirement?
    - a. Correct, resumes will count towards the 10-page maximum for items B1-B3.
  10. Based on our experience, it is anticipated that other types of structures along the Cuyahoga River (e.g., pile supported structures, etc.) is present. Do these structures require an assessment or just the bulkhead? If so, can a brief description of the different types of existing structures, including lengths of the types of sections and average heights, be made available as it will help in developing an appropriate schedule.
    - a. All structures along the river will require assessment and most commonly include steel sheet pile bulkhead, pile-supported wharf, concrete or stone revetment, concrete or steel sheet pile bulkhead abutments, or non-structural shorelines consisting of soil/vegetation, sand, or various debris. Both 2013 and 2020 historical data include information on the parcels' retaining structures.
  11. In the RFP, below waterline scan data has been requested. Is the Port also requesting side scan sonar of the entire river bottom along the bulkhead or only the scan data of the bulkhead structure?
    - a. Data is only needed of the retaining structure and where the retaining structure meets the river bottom.
  12. Are any soundings along the existing bulkhead available? If yes, will that be provided to the selected firm?
    - a. Please see the historical inspection data for existing data. This includes all data that is available to the Port Authority at this time.
  13. In the proposal a range of depth along the bulkhead is requested. Does the Port Authority require that soundings be performed or will the data collected during dive inspection be acceptable? If soundings are required, would single or multi-beam soundings be required?
    - a. The Port Authority will require an underwater survey to assess the retaining structures and get a general range of depths along the face of the retaining structure (see Question #1). The Port Authority does not anticipate using divers under this contract. Multibeam soundings were used in 2013.
  14. Is an inspection report required for each parcel to support the Port's overarching goal of assessing conditions on a parcel-by-parcel basis or is a single report acceptable with a summary of each parcel included?

- a. Ratings and accompanying notes, photos, etc. will need to be provided for each parcel in file geodatabase format and deployed on a web map on the Port Authority's ArcGIS Online account. Please see historical inspection data. The comprehensive report is expected to explain methodology and summarize condition ratings across the navigation channel.
15. Uploaded information on the Port website is mostly in the form of pictures. Is an inspection report from the last above water inspection and the last underwater inspection available? Can the text of these inspection report(s) be made available? If available, please provide in PDF format.
- a. Inspection report data from the comprehensive above and below-the-waterline conducted in 2013 has been uploaded to the historical inspection data OneDrive folder in PDF format. The 2020 inspection was a visual above-the-waterline assessment done in-house and does not have an accompanying report. All data related to the 2020 data is presented in file geodatabase/ArcGIS Pro Project format. Going forward, it is the Port Authority's intention to perform a comprehensive above and below-the-waterline inspection every five years (contracted out) and an in-house visual above-the-waterline assessment the other years.
16. Can it be assumed that the Port will arrange permission with each parcel owner to access the landward side of the bulkhead, if needed?
- a. No landward work will be required under this contract.
17. Would the configuration and deployment of the online web mapping be completed on the Port's ArcGIS online account or would the firm need to host?
- a. The configuration and deployment of the online web mapping would be on the Port Authority's ArcGIS Online account. Please see Question #2.
18. Could the Port provide an extension beyond the qualifications submittal due date of Tue September 21<sup>st</sup> to allow more time to incorporate answers received from bidder's questions? Just a couple additional days would be helpful.
- a. The Port Authority cannot provide an extension due to the timing of the October Board Meeting.

Best Regards,



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cc: Project File