



City of Sanibel

**ADDENDUM NO. 5
April 30, 2026**

RE: Sanibel Slough Hydraulic Dredging Project (ITB-NR-1-2026/BS) Proposal due date: May 07, 2026 @ 2:30PM

FROM: City of Sanibel
800 Dunlop Road
Sanibel, FL 33957

TO: Prospective Bidders and Others Concerned

This addendum is hereby incorporated into the bid documents of the project referenced above. The following items are clarifications, corrections, additions, deletions, and/or revisions to and shall take precedence over the original document.

A. Questions and Answers

Question No. 1: After a recent site visit, over 75% of the dredge cut is filled with live and dead mangroves. Between station 404+00 and 405+00, the canal is completely closed off by living and established mangroves. See attached photo for proof. In multiple places where the cut is 40+ feet wide, less than 10 feet of canal is open and 8 feet of that is the bank. If live mangroves cannot be impacted and we are required to stay 5 feet off of mangrove roots, how is the dredge volume being calculated? It should be closer to 1000 cubic yards, and the dredging will not be continuous. The canal dredging will be broken up and sediment shelves will be left throughout the template.

Response No. 1: Live mangroves impeding the dredge area may be trimmed in accordance with CITY code or section no more than 25% of the areal extent of the foliage on a tree. Mangrove alteration (i.e. removal, destruction, or defoliation of a tree) is not authorized by the FDEP permit. A line item for removal of dead vegetation and man-made hurricane debris has been added. Bidders must complete the revised bid sheet that has been provided.

Impacts to live vegetation other than mangroves on the shoreline should be avoided to the extent practicable. The contractor will be responsible for any required bank restoration to comply with the FDEP grant agreement requirement that “The Slough banks will be restored through bank contouring/grading and native vegetation installation as needed.”

Question No. 2: Can the city revise and if necessary, pull additional permits so the contractor launch a mechanical barge and clear a 20’-25’ path from one end of the template to the other? I don’t see how this project is doable or needed without

removing all the dead mangroves, live mangroves(within the 20-25' channel), and hurricane debris. A decent hydraulic dredge is at least 15-25 feet wide for reference.

Response No. 2: Please refer to Answer 1.

Question No. 3: How can the contractor meet the cities deadline and beat the peak of hurricane season without an existing mangrove removal plan?

Response No. 3: Please refer to Answer 1.

Question No.4: There is roughly 80-85 working days in a 120-day contract period. Take away 10 days for mobilization and site prep, 10 days for restoration, 15-20 days for hauling, 3-5 days for weather, and multiple days for equipment issues, you are roughly left with 30-40 days to dredge 5500 cubic yards that is loaded with vegetation, hurricane debris, and clearance issues. No days were included to remove dead and live mangroves. I see most or all the contractors struggling to meet this deadline. Can this be lengthened to get more competitive bids?

Response No.4: Yes-we will extend to 150 days. Timeframe is limited by grant agreements with FDEP & EPA; both grant terms expire on 12/31/2026.

Question No.5: There is a large section of mangroves stretching the almost the length of the slough and in the center of the slough. Equipment will not be able to dredge unless some of these mangroves are removed. These mangroves are not reflected on the plans. Will the city allow us to remove them?

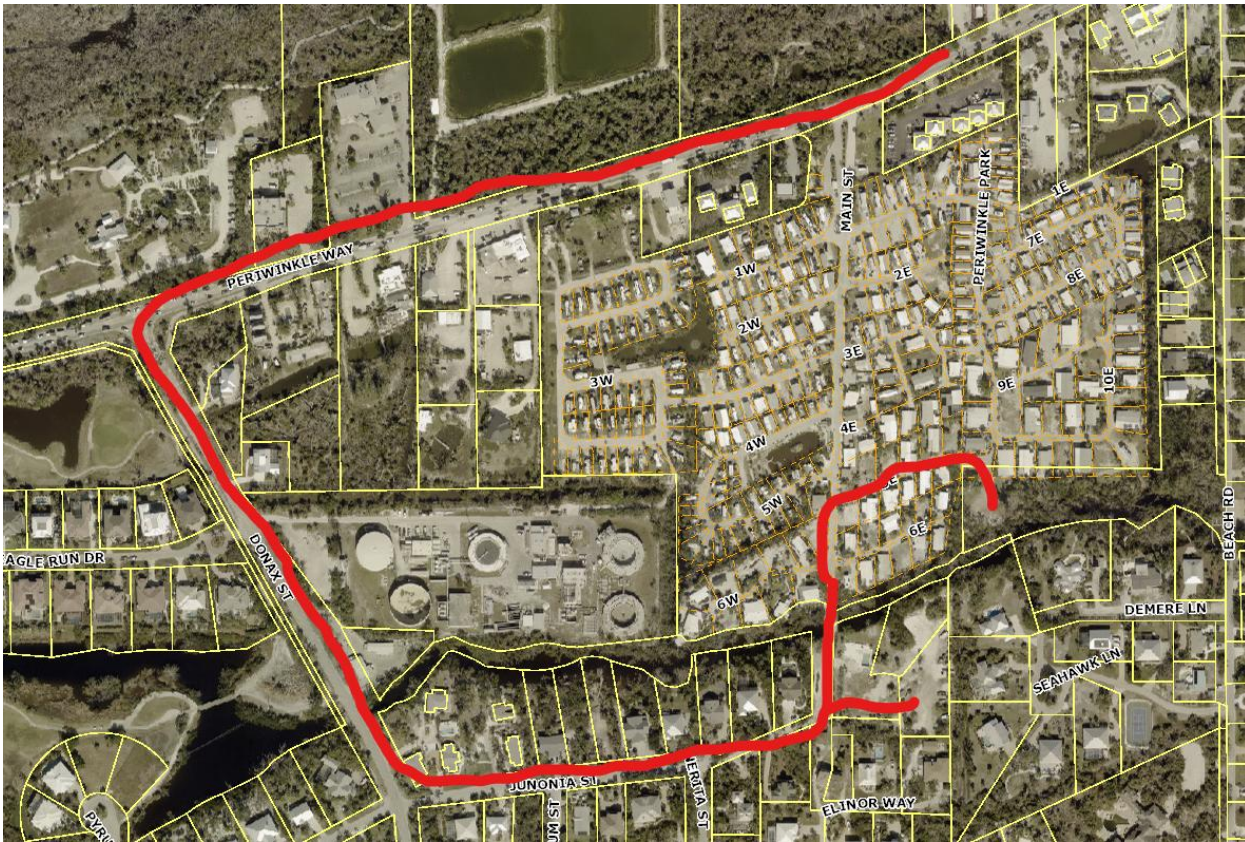
Response No.5: Please refer to Answer 1.

Question No.6: After conducting an onsite inspection of the project, the amount of dead mangroves, dead/fallen trees, trash, and debris within the dredge limits is quite abundant. Will mechanical removal with amphibious equipment be allowed? And would the city be open to adding a line item for this scope of work?

Response No.6: Please refer to Answer 1

Question No.7: Can the city share the anticipated truck route through the campground?

Response No.7: The best route of access is Periwinkle Way to Donax Street to Junonia Street. See map below.



Question No.8: Does the city have any further bathymetric survey data to confirm dredge quantities? (we ask this question as after inspecting the site the allowable dredge area that is not impacted by mangroves had sufficient water depths)

Response No.8: The most recent bathymetric survey is contained on Sheet CO5 of the engineering plans. The dredge quantity of muck material assumes a 1,000-foot river distance end to end, 40-foot bottom width (15-foot minimum) at elevation -6 feet, 3:1 side slopes up to approximate elevation -3 feet.

Question No.9: In the northern dewatering area, there where trucks/equipment on the property as well as a pile of shell. Will the contractor have to coordinate around these items?

Response No.9: No, equipment and materials stored on the property will be removed/relocated prior to commencement.

A. ACKNOWLEDGEMENT OF ADDENDA

- a. The Bidder shall acknowledge receipt of this addendum by completing the applicable section in the solicitation or by completion of the acknowledgement information on the addendum. Either form of acknowledgement must be completed and returned not later than the date and time for receipt of bid.
- b. All other terms, conditions and specifications of ITB-NR-1-2026/BS remain the same.
- c. Receipt acknowledged by:

Authorized Signature & Date Signed

Title

Name of Firm