



PORT OF OAKLAND

September 18, 1992

Steve Goldbeck
BCDC
30 Van Ness Avenue, Suite 2011
San Francisco, California

Tom Wakeman
Corps of Engineers
211 Main Street
San Francisco, CA 94105

Subject: Upland Study Work Program

Dear Steve and Tom:

In preparation for our meeting of September 28, 1992, I would like to offer the following observations about the overall direction of the upland study effort. As you will recall, I originally asked for such a discussion to occur with the Upland Study Work Group at their meeting of September 10, 1992.

INTRODUCTION

In June 1991, the LTMS Management Committee adopted a Study Plan for the overall LTMS effort that included a number of tasks regarding upland and wetland disposal of dredged material. As you might recall, there was some controversy over whether enough funds had been set aside for that effort, and over the lack of specificity in the Study Plan. In the interest of the spirit of cooperation needed to initiate the LTMS, the discussions of the necessary nature and content of the study elements was deferred to the upland work group. In fact, the actual Study Plan elements for the upland effort did not change appreciably between late 1990 and June 1991. It was my understanding that one of the first orders of business of the work group would be to develop a detailed work program that translated the very general Study Plan into an action program (see the Port's letter of October 1, 1990). The initial June 17, 1991, meeting of the upland study group began to deal with the question of a detailed work program. Although I did understand that some work might be initiated before there was a comprehensive work program, my understanding was that a consensus work program would be developed as soon as possible. Obviously, you both had a different impression.

In any event, on September 10, 1992, we were given a draft work program that constitutes 43 separate tasks under the general headings of the Study Plan adopted by the Management Committee. My concern with that study plan, and the work that has been authorized to date, is the level of effort and priority of the

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various work items. It is clear that such a consensus has not been reached over the work program, indeed the upland study group has not formally reviewed the program. The Port of Oakland has been vocal in its concerns over major elements of the work initiated to date, raising issues over the data base approach of site screening, the lack of effort on sites for material unsuitable for aquatic disposal, inclusion of sites that are not feasible as regional facilities (see our letters of March 20, 1990, and June 27, 1991), the lack of effort in developing new, valuable site data, and the lack of clarity about the level of effort. In general, our concerns have been overridden, none of our letters have even received a response. While you may believe our concerns should have been overridden, it means that the current effort does not represent a consensus. We are frustrated, given the limited resources, that time and energy are expended on sites that are infeasible or don't have regional utility. We are equally frustrated by exploration of non-essential issues while key tasks that we believe are vital to the success of upland study effort have not yet begun. For the Port to continue to participate in this effort, consensus must be reached on the scope of these critical tasks, and that work must begin. Finally, we must see in the upland study effort a mechanism to resolve disagreements rather than postpone discussion and resolution of those disagreements.

WORK ELEMENT B, OPPORTUNITIES AND CONSTRAINTS

The centerpiece of this 13 task, \$200,000 + effort has been a data-base screening of sites. The Port of Oakland objected strenuously to this approach for a number of reasons. First and most fundamentally, we objected to the manipulation of a data base of disposal sites where there was not adequate information about the sites to develop a data base. This effort did not include developing any new information about sites, so the inherent weaknesses of the data base were never improved. Second, the work group rejected a "fatal flaw" approach, so the study effort continued to include Delta levee sites, sites where wetlands would be destroyed, and other fatally flawed sites until the third level screening (refer to our letter of March 20, 1990 where we initially expressed this concern). The presentation of the screening efforts to date have been incomprehensible to any of the Upland Study group members not actively involved in the screening task force; it is impossible to read the draft report and follow the rationale behind site rankings. Because this effort has been driven by screening criteria, discussions have occurred in sub-group meetings and there has been little or no education of the full work group about the nature and the pros and cons of the sites. Indeed, virtually all of the analytical work about sites has occurred outside of the LTMS process, for example the work of the Port of San Francisco on the Leonard Ranch site. It is highly disappointing to the Port that this effort has not increased our understanding or data base for potential regional sites such as the Cargill evaporators in Napa County.

Despite these shortcomings, we do agree with the value of Task 10, preparation of implementation plans. The scope of services for this task needs to be made much more specific in order to accomplish this purpose efficiently. Specifically, design work done to date by the Port of Oakland for Galbraith Golf Course, the Berth 30 Terminal, and work done by Gahagan and Bryant for Sonoma Baylands should be specified as products to be used in the analysis and design work. We offer the services of our planning group, which has completed preliminary designs and cost estimates, in reviewing a more specific scope of work.

WORK ELEMENT D, I MATERIAL ACCEPTABILITY

We believe that task 1 is one of the most important elements of the whole effort. We would like to see this task more firmly scheduled, perhaps with milestones that will drive decisions to completion. Task 2 is an implementation task that should not be considered until Task 1 is completed. An issue that needs to be resolved is whether the regulatory process should be addressed in the upland work program or in the implementation group. In either event, Task 3 needs to be much more specific. It also needs to be tied to the work products from other tasks, including the constraints identified in the Moffat & Nichol report of August 10, 1992, and the similar task identified as Work Element D, IV, Task 3. The boundaries between these tasks need to be clearly identified.

WORK ELEMENT D, II ENGINEERING ELEMENTS

As noted earlier, we support this effort and offer our assistance. Work done by the Port and Gahagan and Bryant should be used by any contractor.

WORK ELEMENT D, III NATURAL RESOURCE ELEMENTS

The Port does not believe that it is appropriate to spend substantial resources on "generic" analysis of alternatives. We are also troubled by inclusion of work such as Task 2, where substantial work has been accomplished in other arenas. A number of tidal wetland projects have been completed, including two in San Francisco Bay using dredged material. It may be appropriate to collect existing information from those efforts--but that would require a more specific work program. Task 4 involves continued study of alternatives that are infeasible for any substantial volume of material. Task 5 is appropriate, but should be more specific, and stem directly from efforts such as permitting for upland disposal in the Delta, for Sonoma Baylands, and for the Carnation project.

WORK ELEMENT D, IV LAND USE ELEMENTS

We disagreed with this work program before the study group, and continue to have concerns about the scope of this effort. This work should only be done after we've screened sites down to a manageable number; it makes no sense to analyze the regulatory mechanisms of local governments that don't have any potential sites. Task 3 needs to be done, again, after the screening effort has narrowed the number of sites. However, important elements of that task are not land use related, and overlap with other areas, as previously noted.

RECOMMENDATIONS

The upland study effort must devote its time and economic resources to developing alternatives. Regardless of the utility of the screening effort, I think it is now clear that the horizon for potential sites is fairly limited. No dredged material disposal in any upland sites will ever occur unless there are mechanisms to dispose of material that is unsuitable for ocean disposal, and to satisfy the concerns of those who believe that material unsuitable for aquatic disposal is toxic. The best and most economical alternative for disposal of this material is beneficial reuse in landfills. The elements of the work program that would identify the hurdles associated with such disposal and help eliminate those hurdles or chart paths through the hurdles need to be agreed upon by the work group and the contracts initiated.

I hope that this can serve as an outline to guide our discussion on the 28th.

Very truly yours,


Jim McGrath
Environmental Manager

cc: Cynthia Koehler, Veronica Sanchez



PORT OF OAKLAND

June 27, 1991

Mr. Steve Goldbeck
Bay Conservation and Development
Commission
30 Van Ness Avenue, Suite 2011
San Francisco, CA 94102

**SUBJECT: COMMENTS ON THE JUNE 17, 1991, DRAFT WORKPLAN - UPLAND
REUSE STUDY- PHASE I**

Dear Steve:

I have reviewed the draft workplan for Phase I of the Upland Reuse study. My major areas of concern are the lack of analysis of upland disposal for contaminated sediments, and the breadth of the work proposed for uncontaminated sediments, given the limited resources of the LTMS.

The basis for examining upland sites as disposal sites for dredged material is the potential for water quality impacts resulting from aquatic disposal of contaminated dredged sediments. Given this rationale, The Port is extremely disappointed that the proposed workplan for the upland studies portion of the LTMS is limited to sediments that are suitable for aquatic disposal. Sufficient information has already been generated through Port of Oakland studies and the zone of siting feasibility study conducted by the Corps of Engineers regarding the economic feasibility of upland disposal compared to ocean disposal of acceptable sediments. We are unwilling to help fund duplicative studies, when at least for the Port, the feasibility information is already determinative.

Our analysis indicates that upland disposal for clean sediments is much more expensive than either ocean disposal or confined aquatic disposal. Without supplemental funding, upland disposal will not be an economically feasible disposal option for these sediments. In addition, upland disposal is extremely land intensive. Approximately six million cubic yards of sediments are disposed of in San Francisco Bay each year for maintenance

dredging alone. Assuming that this dredged material can be placed 6 feet deep on an upland site (this assumption won't hold for all uses), approximately 10,000 cubic yards can be disposed of per acre. Upland disposal of maintenance material alone would require a disposal site of 600 acres per year! Given the shortage of undeveloped upland areas in proximity to dredged channels, the LTMS will need to set priorities for those sediments that should be disposed of on land. I believe upland disposal is most appropriate for contaminated sediments, and should be the main focus of the upland study efforts.

However, disposal options for dredged material not suitable for aquatic disposal are not well developed. For these sediments, analysis of upland uses, such as placement under pasture land to enhance drainage, use as landfill liner or daily cover, and burial under marsh restoration projects would further the goals of the LTMS effort.

Our analysis has shown that the greatest obstacles to upland disposal are: elevated costs, poor access, inadequate site size and capacity, lack of willing sellers, local opposition, and wetland and other regulatory constraints including salinity. Our repeated discussions and extensive negotiations with the Central Valley RWQCB have led us to conclude that disposal of marine dredged sediments is not likely to occur within the CVRWQCB's jurisdiction without a significant change in understanding, even for "beneficial" projects. Given the CVRWQCB's stated position, no LTMS funds should be spent on examining Delta disposal for saline sediments.

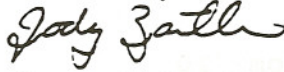
The workplan, as currently written, attempts to examine a vast array of issues. Completion of all the tasks described in the workplan would cost well in excess of the \$180,000 currently allocated, and would have only marginal utility in addressing upland disposal issues for the reasons explained above. For example, we have completed several cost estimates for specific dredging projects with specific disposal sites. Each estimate costs approximately \$15,000, and yet the products are not as encompassing as those described in the cost element included in the workplan. Similarly, wetland delineations can be expensive. We are currently contracting to have a wetland delineation conducted at the Galbraith Golf Course on Port Property. The delineation for over 170 acres will cost approximately \$12,000. Thus, identification of potential wetlands on properties considered for upland disposal could quickly deplete the budget for the entire workplan.

A workshop to develop a more focused workplan to address upland disposal options for contaminated sediments would be of great value. One of the more promising areas for investigation is the use of dredged material at sanitary landfills. Our efforts to use sediments dredged from the Oakland Inner Harbor for this use

floundered due to lack of drying sites, inadequate access routes, and regulatory requirements. These are all issues that would benefit from a more thorough analysis.

I look forward to working with you on these issues.

Sincerely,



James McGrath
Environmental Manager

JM/JZ

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PORT OF OAKLAND

BOARD OF PORT
COMMISSIONERS
CITY OF OAKLAND

October 1, 1990

DAVID WARD ALLEN
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Port Planning and
Development

Ronald E. Wills
LTMS Program Manager
Corps of Engineers
630 Sansome Street, Room 720
San Francisco, CA 94111-2206

Subject: LTMS Study Plan Volumes 1 & 2, August, 1990

Dear Ron:

We have had an opportunity to review the Study Plan for the LTMS effort in the most recent revision prepared by Ogden Beemand & Associates. We offer the following general comments, and we will be sending an additional letter with more specific comments about the Study Plan.

I would like to offer the observation that significant progress has been made in the Study Plan effort; it is beginning to mesh in one study program the various efforts that are presently underway or planned as part of navigational projects and as part of regulatory efforts. This is vital as it allows interested parties to see how the various efforts are related and coordinated. We expect that this meshing will continue as the Study Plan is refined, and that the efforts at identifying and evaluating upland sites by the Port of Oakland and BCDC will be reflected in more refined versions.

We understand that the Study Plan will continue to be refined, and in particular that the tasks involved in Work Elements L, M, N, and O under Task 3 of Phase II will continue to be defined in greater detail. With that understanding, we believe that the basic structure of the Study Plan is satisfactory, and that the program can be completed as a consensus document through the Advisory Groups that have been established. As noted in our earlier comment letter, we believe that active peer review of the Study Plan is of tremendous value in developing a consensus study plan.

We would like to make several general comments about the nature and direction of the Study Plan. First of all, we think that the scope of upland studies needs to be expanded, and we think that the efforts of the Port to date and the ongoing EIR/EIS study should be integrated into the Study Plan to help in that purpose. The Phase I EIR/EIS study is now evaluating several of

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the more feasible upland sites in sufficient detail to identify costs and environmental consequences. We will send you a copy of the work program for that study and additional comments under separate cover, and suggest that those elements be added to Work Elements C and O of Task 3.

A second important point involves the issue of bioaccumulation, set out in Work Element M of Task 3. We think that Study Plan needs to include as objectives the evaluation of the ecological significance of bioaccumulation, and consideration of the various sources of materials that could be bioaccumulated in the estuary. As you know, the current testing protocols involve biological testing intended to determine whether or not the bioaccumulation potential of dredged material is statistically greater than the bioaccumulation potential of reference material. That tells us little or nothing about the ecological significance of dredged material that has a statistically greater bioaccumulation potential. We believe that the study objectives and associated work program need to address the materials where bioaccumulation in the estuary and the ocean is of concern, and provide some analysis of the sources of that material.

We have enclosed a copy of the "Phase I Initial Upland Disposal Site Study" prepared for the Port by Tetra Tech, Inc. for your information and use in the LTMS effort. We will follow this with a letter providing more detailed comments about the Study Plan, and look forward to continued progress in arriving at a final Plan.

Very truly yours,



John Glover
Director, Port Planning

Enclosure

<u>Attachment</u>	<u>Project Type</u>	<u>Point or Illustration</u>
A (2 pages)	Maintenance	Canvass A illustrates the range of costs for in-bay disposal and how costs are dependent on the size of a project. Also note that each contractor will express costs in different ways (Dutra specifies costs per cubic yard per project, Manson averages costs over entire project).
B (1 page)	Maintenance	Canvass B illustrates the cost of upland reuse in landfills. The material from Berth 23 was NUAD, however, the landfill accepted the material at no fee for reuse. Costs reflect dredging, drying (at an existing facility), loading onto trucks and hauling.
C (1 page)	New Work	Canvass C illustrates the costs to barge material and then rehandle material (\$15.50/cy). Prices reflect dredging, barging and loading into the Port of Sonoma site. No tipping, drying, rehandling or final disposal costs are included in this bid price. The \$9.10 cost is for placement of material within the Port. The costs were inaccurate and the contractor negotiated with the Port for additional costs. The figure does not include management of the material or reflect actual costs (which were much higher).
D (1 page)	New Work	Canvass D illustrates the costs for dredging very large new work projects. A \$2.00 per cy mobilization fee needs to be added to the Dutra and Manson bids.

A

CAVASS OF BIDS RECEIVED FOR
DREDGING OF BERTHS 20, 21, 23, 25, 26 AND THE INTERCONNECTING CHANNEL
30, 35, 60, 61, 62, 63, 67 AND 68 AND OAKLAND OUTER HARBOR CHANNEL AREA
OAKLAND, CALIFORNIA

July 6, 1994
AA-3231

ITEMS	BIDDERS: DUTRA CONSTRUCTION CO., INC.			MANSON CONSTRUCTION & ENGINEERING CO.		GREAT LAKES DREDGE & DOCK COMPANY		UNIT PRICE (Figures)	TOTAL
	ESTIMATED QUANTITY	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL		
1. Dredging of Berth 20	9,400 cu yd	4.45	41,030.00	5.44	51,136	8.00	75,200.00		
2. Dredging of Berth 21	3,600 cu yd	6.75	24,300.00	5.44	19,504	8.00	28,800.00		
3. Dredging of Berth 25	7,700 cu yd	4.75	36,575.00	5.44	41,808	8.00	61,600.00		
4. Dredging of Berth 35	12,700 cu yd	4.45	56,515.00	5.44	69,088	8.00	101,600.00		
5. Dredging of Berth 67	10,400 cu yd	4.45	46,280.00	5.44	56,576	8.00	83,200.00		
6. Dredging of Berth 60.	4,200 cu yd	6.25	26,250.00	5.44	22,848	8.00	33,600.00		
7. Dredging of Berth 23	8,000 cu yd	4.75	38,000.00	5.44	43,520	4.00	32,000.00		
8. Dredging of Berth 26	4,200 cu yd	6.25	26,250.00	5.44	22,848	4.00	16,800.00		
9. Dredging of the Interconnecting Channel	2,500 cu yd	7.30	18,750.00	5.44	13,600	8.50	21,250.00		

11 11/18

(A)

< HIGH : \$8⁰⁰ /CY

LOW : \$5⁰⁰ /CY.

SMALL JOB : GAY \$700/CY.

CANVASS OF BIDS RECEIVED FOR
 DREDGING OF BERTHS 20, 21, 23, 25, 26 AND THE INTERCONNECTING CHANNEL
 30, 35, 60, 61, 62, 63, 67 AND 68 AND OAKLAND OUTER HARBOR CHANNEL AREA
 OAKLAND, CALIFORNIA

July 6, 1994
 AA-3231

ITEMS	BIDDERS: OUTRA CONSTRUCTION CO., INC.			MANSON CONSTRUCTION & ENGINEERING CO.		GREAT LAKES DREDGE & DOCK COMPANY		UNIT PRICE (Figures)	TOTAL
	ESTIMATED QUANTITY	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL		
10. Dredging of Berth 30	4,700 cu yd	5.75	27,025.00	5.44	25,568	4.00	18,800.00		
11. Dredging of Berth 60	4,000 cu yd	6.25	25,000.00	5.44	21,760	7.25	29,000.00		
12. Dredging of Berth 61	1,600 cu yd	7.95	12,720.00	5.44	8,704	7.25	11,600.00		
13. Dredging of Berth 62	2,200 cu yd	7.70	16,940.00	5.44	11,968	3.75	8,250.00		
14. Dredging of Berth 63	6,000 cu yd	4.75	28,500.00	5.44	32,640	3.75	22,500.00		
15. Dredging of Oakland Outer Harbor Channel Area	30,500 cu yd	4.00	122,000.00	4.00	122,000	3.95	120,475.00		
TOTAL BID PRICE			546,935.00		563,728.00		664,675.00		
BID SECURITY			10% Bid Bond		10% Bid Bond		10% Bid Bond		

CANVASS (RECEIVED FOR
DREDGING OF BERTHS 22, 23, 67 AND 68, PORT OF OAKLAND
OAKLAND, CALIFORNIA
AA-3356 - W09402651
MAY 8, 1996

B

ITEMS	ESTIMATED QUANTITY	BIDDERS											
		OUTRA CONSTRUCTION COMPANY San Rafael, CA											
		UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL
1. Dredging of Contaminated Area of Berth 23	2,400 cu yd	\$55.00	\$132,000.00										
2. Dredging of Non-Contaminated Area of Berth 23	4,300 cu yd	\$13.00	\$55,900.00										
3. Dredging of Berth 22	16,400 cu yd	\$4.50	\$73,800.00										
4. Dredging of Berth 24	9,500 cu yd	\$8.00	\$76,000.00										
5. Dredging of Berth 35	10,900 cu yd	\$7.50	\$81,750.00										
6. Dredging of Berth 67	3,200 cu yd	\$11.50	\$36,800.00										
7. Dredging of Berth 68	1,600 cu yd	\$19.00	\$30,400.00										
TOTAL BID PRICE			\$486,650.00										
BID SECURITY													

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G. DESIGN - MAY 96 9:27

CANVASS OF BIDS ED FOR
 CONSTRUCTION OF BERTH 30 WHARF
 SEVENTH STREET TERMINAL
 OAKLAND, CALIFORNIA

C

I T E M S	BIDDERS:		GENERAL CONSTRUCTION COMPANY, A Division of Wright Schuchert, Inc.		DUTRA CONSTRUCTION CO., INC.		HEALY TIBBITTS BUILDERS, INC.		HANSON CONSTRUCTION & ENGINEERING CO.	
	ESTIMATED QUANTITY	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL	UNIT PRICE (Figures)	TOTAL	
Bid Alternate 1:										
Dredging and Excavation of Bay Mud, Disposal at Port Sonoma, Per Cubic Yard.	40,000 Cubic Yards	\$ 15.50	\$ 620,000.00	\$ 10.50	\$ 420,000.00	\$ 7.50	\$ 300,000.00	\$ 28.00	\$ 1,120,000.00	
Total Base Bid Price + Bid Alternate 1			<u>\$13,648,696.00</u>				<u>\$15,072,000.00 *</u>	<u>\$15,022,000.00</u>	<u>\$17,529,056.00</u>	
Bid Alternate 2:										
Dredging and Excavation of Bay Mud, Disposal at Oakland Airport, Per Cubic Yard.	40,000 Cubic Yards	\$ 9.10	\$ 364,000.00	\$ 14.00	\$ 560,000.00	\$ 8.50	\$ 340,000.00	\$ 21.00	\$ 840,000.00	
Total Base Bid Price + Bid Alternate 2			<u>\$13,392,696.00</u>				<u>\$15,112,000.00 *</u>	<u>\$15,062,000.00</u>	<u>\$17,249,056.00</u>	

*Total corrected upon canvass in accordance with Article 3 of Rules for Bidding.

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s for
-42' Na .nprovement
Oakland Inner and Outer Harbors
Alameda & San Francisco Counties, CA

D

Item No.	Description	Est Quantity	Unit	Government Estimate		Dutra Dredging Co.		Great Lakes Dredge & Dock		Manson Construction & Engineering		Weeks Marine, Inc.	
				Unit Price	Est Amount	Unit Price	Estimated Amount	Unit Price	Estimated Amount	Unit Price	Estimated Amount	Unit Price	Estimated Amount
BASIC SCHEDULE (Items 0001 - 0011)													
0001	Mobilization & Demobilization (Items 0002 - 0012)	1	Job	LS	\$ 2,400,000.00	LS	\$ 11,721,755.00	LS	\$ 5,750,000.00	LS	\$ 12,050,000.00	LS	\$ 9,016,426.00
0002	Dredge Outer Harbor & Dispose of Material in Ocean Disposal Area	940,000	CY	\$ 10.40	\$ 9,776,000.00	\$ 6.70	\$ 6,298,000.00	\$ 6.55	\$ 6,157,000.00	\$ 10.00	\$ 9,400,000.00	\$ 12.56	\$ 11,806,400.00
0003	Dredge Outer Harbor & Dispose of Material in Sonoma Baylands Disposal Area	1,692,000	CY	\$ 9.00	\$ 15,228,000.00	\$ 5.20	\$ 8,798,400.00	\$ 6.55	\$ 11,082,600.00	\$ 8.00	\$ 13,536,000.00	\$ 9.75	\$ 16,497,000.00
0004	Dredge Inner Harbor & Dispose of Material in Sonoma Baylands Disposal Area	308,000	CY	\$ 9.10	\$ 2,802,800.00	\$ 4.70	\$ 1,447,600.00	\$ 7.25	\$ 2,233,000.00	\$ 8.00	\$ 2,464,000.00	\$ 9.75	\$ 3,003,000.00
0005	Dredge Outer Harbor & Dispose of Material in Galbraith Disposal Area	80,000	CY	\$ 8.60	\$ 688,000.00	\$ 10.20	\$ 816,000.00	\$ 6.55	\$ 524,000.00	\$ 8.00	\$ 640,000.00	\$ 8.72	\$ 697,600.00
0006	Dredge Inner Harbor & Dispose of Material in Galbraith Disposal Area	877,000	CY	\$ 7.35	\$ 6,445,950.00	\$ 7.00	\$ 6,139,000.00	\$ 7.25	\$ 6,358,250.00	\$ 8.00	\$ 7,016,000.00	\$ 8.00	\$ 7,016,000.00
0007	Dredge Berths 32 and 33 & Dispose of Material in Ocean Disposal Area	15,000	CY	\$ 10.40	\$ 156,000.00	\$ 7.70	\$ 115,500.00	\$ 11.00	\$ 165,000.00	\$ 10.00	\$ 150,000.00	\$ 19.00	\$ 285,000.00
0008	Dredge Berths 32 and 33 & Dispose of Material in Galbraith Disposal Area	36,000	CY	\$ 8.85	\$ 318,600.00	\$ 2.70	\$ 97,200.00	\$ 4.00	\$ 144,000.00	\$ 8.00	\$ 288,000.00	\$ 5.18	\$ 186,480.00
0009	Dredge Berth 38 & Dispose of Material in Galbraith Disposal Area	8,000	CY	\$ 8.45	\$ 67,600.00	\$ 5.10	\$ 40,800.00	\$ 4.00	\$ 32,000.00	\$ 8.00	\$ 64,000.00	\$ 14.40	\$ 115,200.00
0010	Dredge Berths 60 - 63 & Dispose of Material in Ocean Disposal Area	18,000	CY	\$ 9.20	\$ 165,600.00	\$ 9.80	\$ 176,400.00	\$ 13.00	\$ 234,000.00	\$ 10.00	\$ 180,000.00	\$ 19.33	\$ 347,940.00
0011	Dredge Berths 60 - 63 & Dispose of Material in Galbraith Disposal Area	29,000	CY	\$ 7.40	\$ 214,600.00	\$ 5.20	\$ 150,800.00	\$ 8.00	\$ 232,000.00	\$ 8.00	\$ 232,000.00	\$ 10.34	\$ 299,860.00
TOTAL ESTIMATED AMOUNT Basic Schedule (Items 0001 - 0011)					\$38,263,150.00	\$35,601,455.00	\$32,911,850.00	\$46,020,000.00	\$49,270,906.00				