**PORT OF PORT TOWNSEND**

**MEETING OF: August 24, 2016**

**AGENDA ITEM: VI. Second Reading**

**B. Acceptance of the Port Townsend Boat Haven Ramp Expansion Project Work**

**BACKGROUND:**

On August 4, 2015, the Port posted an invitation to bid on the Boat Haven Ramp Expansion Project on its website. Bids were due at 1:00 pm on August 26, 2015.

The Engineer’s Estimate for the proposed ramp expansion project was $400,000. The lowest responsive and responsible bidder was Neptune Marine of Anacortes, Washington with a bid of $412,750, plus Washington State Sales Tax of $37,147.50 (i.e., total bid with tax was $449,897.50). On September 9, 2015, the Port and Neptune entered into a construction contract for the project. The project was bid and contracted for as a “lump sum”.

Construction commenced in late October 2015. A number of field adjustments were made over the course of construction, due in significant part to the fact that the permit drawings and construction drawings employed differing survey datums. All in-water work was timely completed as required under applicable permits (i.e., between October 16, 2015 and February 15, 2016). However, due to persistently inclement weather, completion of the upland concrete work was delayed. For this reason, the contract was amended to establish March 15, 2016 as the completion date, rather than February 15.

In late April, Neptune was asked to return to the work site to roughen the pre-cast ramp panels, install a rub strip on the concrete abutment, and fill the gap/void between the existing ramp and the new ramp panels with concrete. The contractor completed this work by May 13, 2016.

Despite the conflicting survey datums, project delays, and final “punch list” work items, a functional product was delivered according to the construction plans, specifications and field direction. The engineer of record, MC2 of Olympia, formally signed off on the project and provided final record drawings on May 19, 2016.

On June 29, 2016, Washington State Recreation and Conservation Office (RCO) staff conducted a final boat ramp inspection to ensure that the completed project satisfied the granting agency’s requirements (i.e., relating to accessibility, current use, parking, signage, and boundaries). RCO’s inspection identified two (2) issues which required resolution before the agency would accept the project and allow reimbursement of the final invoice: 1) the installation of transition ramps between the sections of the boarding float; and 2) modifying the sidewalk along the retaining wall to comply with the Americans with Disabilities Act (ADA). Port Maintenance Staff addressed both of these issues, by ordering and installing aluminum transition panels, and by pouring a sloping concrete transition area between the sidewalk along the retaining wall and the parking lot. While not required by RCO, Port Maintenance Staff also installed “Ramp End” signage and yellow striping on both handling floats to provide a higher level of safety. These improvements were completed by August 11, 2016.

Although the contractor has fulfilled its obligations and the engineer of record has signed off on the project, Port staff intends to undertake further minor modifications to the ramp site to ensure public safety and satisfaction with the facility. These modifications include the following:

* Affixing high visibility flexible fiberglass polls on each handling float to further highlight the ramp end;
* Installation of flush mounted “Ramp End” signage on each handling float;
* Addition 1” washed rock in the void between the sheet piles and the base of the ramp;
* Addition of 4”-6” diameter rocks on the water-side of the sheet piles to eliminate the vertical drop off; and
* Excavating the void between the old and new ramp panels (i.e., approximately the bottom 10’ between the ramps) and filling the void with pre-cast concrete sections.

Maintenance Staff will complete this work during the -2 to -2.4 tides of November 14-17, 2016. Staff has concluded that installation of a “stop” at the base of the new ramp will be unnecessary following the placement of additional rock, as outlined above.

The Commission is being asked to approve the project to enable contract close out. Once the Commission has signed off on the project, the Port will notify Labor & Industries, the Employment Security Department and the Department of Revenue. If the contractor is found to be in conformance with the requirements of these agencies, the Port can release the retainage funds to the contractor, Neptune Marine. Further, in accordance with RCW 39.08.030 – Conditions of Bond – Notice of Claim – Action on Bond – Attorney’s fees, the governing body, Port Commission, is required to officially accept the project completion.

Finally, this project is still considered incomplete by the US Army Corps of Engineers (ACOE).  Certification for permit close out will be sent to the ACOE when all work outlined above is completed.

**Executive Director’s Recommendation:**

The Executive Director has carefully reviewed the record since this matter previously came before the Commission (June 22, 2016) and recommends that the Commission formally accept and approve the completed Port Townsend Boat Haven Ramp Expansion project.