

# PORT OF PORT TOWNSEND

## INFORMATIONAL MEMO

**DATE:** 1/24/2018  
**TO:** Commission  
**FROM:** Sam Gibboney  
**SUBJECT:** Construction Window for Point Hudson South Jetty Project

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### **ISSUE**

Whether to prepare bid documents for the Point Hudson South Jetty Project in such a manner as to require two bid amounts: one that allows the project to commence on July 15<sup>th</sup>; and one that allows requires that the project commence no earlier than September 15<sup>th</sup>.

### **BACKGROUND**

The Commission voted unanimously to authorize staff to prepare bid documents for the Point Hudson South Jetty Replacement project at the regular business meeting of January 24, 2018. As described, the bid documents would call for the submittal of two bid tabulations; one that allows for in-water work to commence on July 15<sup>th</sup> and one that requires in-water work to commence no earlier than September 15<sup>th</sup>.

After the conclusion of regular business and during the public comment period, the Commission effectively modified the previous action and directed staff to draft the bid documents so that in-water work would be allowed only after September 15<sup>th</sup>.

Subsequent to the Jan. 24<sup>th</sup> meeting, Commissioner Putney expressed the desire to re-visit the issue.

### **DISCUSSION**

To facilitate a timely start and completion within the "fish window" (i.e., July 15, 2018 to February 15, 2019), it will be necessary to bid the project in March, with a bid award occurring approximately one-month later in April.

Port staff asked Mott MacDonald, the Engineer of Record, to consider the following options regarding restriction of construction access to the navigation channel in preparing a 70% design cost estimate.

**1. Overnight/Weekend Access.** Under this option, the barge/crane be clear of the navigation channel as follows:

- Overnight between 6:00 pm and 7:00 am each weekday
- Over weekends from 6:00 pm Friday until 7:00 am Monday
  - Rough order of magnitude (ROM) Project Cost Increase = **+\$50,000**

**2. End of Day + Overnight/Weekend Access.** Option 2 would require that the barge be clear of the navigation channel as follows:

- Overnight between 4:00 pm and 7:00 am each weekday
- Over weekends from 4:00 pm Friday until 7:00 am Monday
  - ROM Project Cost Increase = **+\$100,000**

**3. Middle of Day + Overnight/Weekend Access.** Option 3 would require that the barge be clear of the channel as follows:

- 45-minute access window during the middle of each work shift on weekdays (e.g., noon - 12:45 p.m.)
- Overnight between 6:00 pm and 7:00 am each weekday
- Over weekends from 6:00 pm Friday until 7:00 am Monday
  - ROM Project Cost Increase = **+\$200,000**

**4. Extended Weekend + Overnight Access.** Option 4 would require that the barge be clear of the channel as follows:

- Overnight between 6:00 pm and 7:00 am Monday through Thursday
- Over an extended weekend period from 6:00 pm Thursday until 7:00 am Monday
  - ROM Project Cost Increase = **+\$220,000**

After conducting outreach to Port tenants, it was concluded that Option 4 presented the best value towards mitigating the impacts of construction.

Bid specifications will be written to require a work stoppage between 6 p.m. Wednesday, September 5, through 7 a.m. Monday, September 10, 2018 to accommodate the Wooden Boat Festival.

Based upon their professional experience and contractor outreach, Mott MacDonald indicated that delaying the project start until after the Wooden Boat Festival (Tuesday, September 11, 2018) could add as much as \$250,000 to **\$500,000** to the anticipated bids. However, they emphasized that many factors could affect this estimate and that indeed there may be no cost difference at all.

## **RECOMMENDATION**

None from staff at this time.