

Port of Port Townsend

INFORMATIONAL BULLETIN NO. 1

Quilcene Herb Beck Marina Boat Ramp Replacement

**Port of Port Townsend Project No. QC-01-016
Washington State Recreation and Conservation Office
Project No.: 22-2095D**

TO ALL BIDDERS:

The following is an informational bulletin and is not considered an addendum. This information bulletin does not modify the bidding documents for the above-named project. There is no need to acknowledge this informational bulletin on the Bid Form – Signature Page.

The following questions were received thus far during the bid advertisement process.

1. Reference - G1.2, Note 1 (In-Water Work Restrictions); 00 72 00, Contract Time, Para. E and F: Sheet G1.2, "In-Water Work Restrictions" Note 1, states the in-water work window is July 15 to February 15. Section 00 72 00, Contract Time, Paragraph E, states all in-water work shall be completed between July 15 and January 15, and the Paragraph F milestone table lists "Late Finish of In-Water Work below OHWM" as 1/15/2027. Please confirm which date governs the permitted in-water work window. If January 15 governs, please confirm that G1.2 Note 1 will be revised by addendum. Please note that a response confirming the January 15 date will materially change the in-water work window, sequencing, and schedule assumed in our bid. Should that be the case, we respectfully request that the Contracting Agency allow additional time prior to the Bid submittal deadline for bidders to re-price the Work.

See Addendum No. 2. In-water work window has been revised.

2. Reference - C2.1, Section B (cut on C2.0): Section B on Sheet C2.1 calls out "CIP Conc Landing Float" in the same manner as Section A. Our understanding is that the cast-in-place float landing does not occur at the Section B location. Please confirm whether the CIP concrete landing float is intended in Section B, or whether that callout should be deleted.

See Addendum No. 2, Revised Sheet C2.1, Section B.

3. Reference - S1.2, Detail 2; S2.1 and S2.2, Precast Panel Plans; S2.3, Detail 1: Please confirm whether the first precast ramp panel is to be tied to the cast-in-place approach slab with a 1/2" thick hot-dip galvanized flat bar connection

consistent with the panel-to-panel connections shown in Detail 1/S2.3. If a different connection is intended at the cast-in-place approach, please provide the detail.

Yes.

4. Reference - S2.4, CIP Floating Landing Plan and Detail 2/S2.4: Detail 2/S2.4 provides the construction joint section, but no minimum or maximum spacing for construction joints is dimensioned on the S2.4 plan. Please provide the required construction joint spacing. Alternatively, will the Contracting Agency permit the cast-in-place float landing to be placed monolithically with construction joints eliminated?

Construction Joints should be placed at a 40' max interval.

5. Reference - S2.1, Section A - Typical Precast Concrete Panel P1-P5: Detail A on sheet S1.1 is depicting a 3" thickened edge 1' wide on each side of the precast panels. It is not feasible to grade the CSTC to these precise dimensions and a void is likely to develop which will worsen with repeated tide cycles. Request that the thickened edges be eliminated and the panel be cast at a uniform thickness for full bearing on the prepared base.

The thickened panel edge as shown on S1.1/Section A must be maintained.

6. Reference - C1.0, Section; Detail 4 (Ramp End) on S2.3: The section on Sheet C1.0 calls out "CIP Conc End, see 4/S2.2." Detail 4 ("Ramp End") appears on Sheet S2.3, not S2.2, and the detail depicts a precast concrete panel with V-groove finish rather than cast-in-place concrete. Please clarify whether the ramp end is precast or cast-in-place, and correct the sheet reference.

See Addendum No. 2. On Sheet C1.0/ Section A , the callout at the end of the ramp that reads "CIP Conc End, See 4/S2.3" has been revised to "Precast Conc End, See 4/S2.3". The end panel will be precast.

7. Reference - G1.2, In-Water Work Restrictions Notes 2 and 3; C2.1; 00 41 13 Bid Form: The design calls for earthwork to approximately elevation -10, which is below the waterline. Note 2 on Sheet G1.2 requires all excavation, backfilling, and concrete placement to be conducted in the dry. Please confirm the Contracting Agency's intent is for the Contractor to dewater the work area, including any required cofferdam or temporary shoring, for placement and compaction of the Crushed Surfacing Top Course. If dewatering is required, please confirm that it is incidental to the Contract, as no bid item is provided for dewatering, cofferdam, or temporary water control. If dewatering is not required, please confirm the placement and compaction requirements applicable to material placed underwater. Please note that a response confirming dewatering, cofferdam, or temporary water control is required and incidental to the Contract will materially change our bid, as no bid item is provided for this Work. Should that be the case, we respectfully request that the Contracting Agency allow additional time prior to the Bid submittal deadline for bidders to price this scope.

The intent is for the contractor to dewater the work area at lower elevations where it is not possible / feasible to work in the dry with the tide cycles, (e.g. cofferdam, temporary shoring, or other approved means) for placement and compaction of the Crushed Surfacing Top Course. This work is incidental to the Contract. All work shall be confined to the limits depicted on the contract drawings, including the JARPA drawings in the Appendix. However, with Addendum #2 specifying a July 15, 2027 to January 15, 2028 in-water work window, ample opportunity for low tide excavation will be available to avoid these measures.

8. Reference - 31 20 00, Sections 2.1.B and 2.1.C, 2.2.A.2, 3.3.E, and 3.5.B: Section 31 20 00, Paragraph 2.1, specifies Quarry Spalls per WSDOT 9-13.1(5) and Light Loose Riprap per WSDOT 9-13.1(3), and Paragraph 2.2.A.2 establishes visual inspection as the quality control method for both. However, Paragraph 3.3.E.2 requires backfill to be compacted "to dense, unyielding state," Paragraph 3.3.E.4 sets 95%/90% ASTM D1557 compaction under pavement, and Paragraph 3.5.B.1 states the Contracting Agency's Geotechnical Testing Agent will perform compaction testing, none of which exclude quarry spalls or riprap. Due to their open gradation, these materials cannot be compacted to, or tested for, a percentage of maximum density by ASTM D1557 or verified by ASTM D6938. Please confirm that quarry spalls and riprap are excluded from the compaction and density testing requirements of Paragraphs 3.3.E and 3.5.B, and that acceptance will be by visual inspection and placement to a firm, unyielding condition per the WSDOT Standard Specifications. Please note that a response requiring compaction effort or density testing of quarry spalls or riprap will materially change our means, methods, and pricing for these items. Should that be the case, we respectfully request that the Contracting Agency allow additional time prior to the Bid submittal deadline for bidders to price the Work accordingly.

There will be no compaction and density testing requirements for the quarry spalls and riprap. Acceptance will be by visual inspection by the Contracting Agency. Material placement to a firm, unyielding condition per WSDOT Standard Specifications will be required.

9. Reference - G1.0, Sheet Index; Sheets S2.3 and S2.4: Sheets S2.3 (Precast Concrete Panel Details) and S2.4 (Cast-In-Place Float Landing Plan and Details) are included in the drawing set but are omitted from the Sheet Index on Sheet G1.0, which lists 17 sheets while the set contains 19. Please confirm that S2.3 and S2.4 are Contract Documents and issue a revised Sheet Index by addendum.

See Addendum #2: Sheet Index has been revised.

10. Reference - G1.2, Geotechnical note; 31 20 00, Section 1.5.D: Sheet G1.2 cites a geotechnical engineering report by Aspect Consulting dated July 1, 2026. Section 31 20 00, Paragraph 1.5.D, requires compliance with a geotechnical engineering report by Geosyntec dated April 2, 2026. Please confirm which report governs, and provide both reports if both are applicable

The document titled "Geotechnical Engineering Report Herb Beck Marina Boat Launch Replacement" dated July 1, 2026 by Geosyntec Consultants is the governing report.



Digitally signed by David K. Nakagawara
DN: C=US, E=dnakagawara@portofpt.com,
O=Port of Port Townsend, OU=Engineering,
CN=David K. Nakagawara
Reason: I am the author of this document
Date: 2026.09.02 15:09:57-07'00'

Bulletin issued by: _____