

PORT OF ILWACO/PORT OF CHINOOK REQUEST FOR QUALIFICATIONS (RFQ) – Marina Structures Replacement and Dredging, Engineering and Permitting

A. Introduction

The Port of Ilwaco (POI) and Port of Chinook (POC) (Ports) are soliciting written proposals from qualified firms, or teams of firms, interested in completing engineering and environmental permitting services for:

- 1) Replacement of the eastern bulkhead of the Safecoast Seafoods facility and the West Gangway Access Pier located in the Port of Ilwaco Marina, and
- 2) Dredging of the Port of Ilwaco and Port of Chinook Marinas specifically related to the development of in-water beneficial use of dredge material disposal sites in Baker Bay.

The Ports of Ilwaco and Chinook are located in southwest Washington in Baker Bay near the mouth of the Columbia River at the Pacific Ocean (Figures 1 -3). The Ports are managed together by the Port of Ilwaco via an interlocal agreement. (Figures are provided in Attachment 1)

B. Scope of Work

Task 1 – POI Wharf East Bulkhead and West Gangway Access Pier Replacement

The Port of Ilwaco consists of a marina used for year-round moorage of recreational and commercial fishing vessels, upland commercial buildings, and a boatyard. The work included in this project consists of replacing the east bulkhead of the Safe Coast Seafoods wharf, the west marina gangway access pier, and improving slope protection on the shoreline between the two structures (Figure 4).

The Safe Coast Seafoods facility is located on a timber pile-supported wharf on the western portion of the north marina shoreline. The eastern portion of the facility is an earth-filled wharf. The bulkhead supported by a deteriorated timber bulkhead along the eastern side (Figures 5 and 6). A timber marina access gangway pier is located east of the Safecoast Seafoods facility (Figure 7); it is also in poor condition. The shoreline between the bulkhead and the gangway is supported by a separate timber bulkhead at the base of the slope (Figure 7).

A condition assessment and conceptual design have been completed for replacement of the wharf bulkhead and west gangway access pier and other structures by Moffatt & Nichol (June 2021). This RFQ addresses only replacement of the wharf east bulkhead, the west gangway access pier, and the bulkhead along the toe of the shoreline between the structures. The conceptual engineering includes preliminary geotechnical consultation (GeoEngineers, 2021) and conceptual design for replacement of the structures. Repair and replacement alternatives were considered but replacement was selected as the best option to meet the Port's goals. The replacement structures and shoreline elevation will need to be raised 2 to 3 feet to address flooding and future sea level rise (Note: see attachments).

Task 1-1. Engineering Design and Bidding Contract Package

The scope of work for engineering includes the following:

- Bathymetric/topographic survey in the vicinity of the structures
- Geotechnical investigation and engineering

- Draft (50%) and final engineering
- Draft and final construction cost estimates
- Construction bidding documents including plans and specifications.

Task 1-2 Environmental Permitting

The goal of this task is to obtain the applicable federal, state, and local environmental reviews and permits needed to complete the proposed repair and replacement activities described above. The work includes:

- Federal, state, and local permitting strategy
- Completing required permitting applications including JARPA, SEPA documents and other required supporting documents.
- Coordination with federal, state and local agencies prior to application submittal and during agency review of applications.

Task 2 – POI/POC Dredging and Beneficial Use - Engineering and Environmental Permitting

The scope of work is based on the conceptual alternatives study completed by Coast & Harbor Engineering [CHE]¹, and the preferred alternatives identified in the associated CHE Executive Summary² as described below. Note: <https://www.portofilwaco.com/request-for-qualifications-marina-structures-replacement-and-dredging-engineering-and-permitting/>

POI and POC each operate marinas that service recreational boating and commercial fishing. The dredging and disposal issues at the marinas are very similar in that both require large amounts of dredged material removal to restore the drafts to original depths, and both have limited capacity remaining in their designated upland placement areas.

The Port's existing upland dredged material disposal area is nearing capacity and the Port is evaluating various alternatives to accommodate dredged material generated during future dredging activities at the Ilwaco Marina. The Port of Ilwaco owns and operates a pipeline dredge used for maintenance dredging at both the Port of Ilwaco Marina and the Port of Chinook Marina. The ongoing maintenance dredging program for the marinas generates approximately 30,000 cubic yards (CY) per year (combined) and the ports are aware their current dredging programs may need to be modified to accommodate development of these sites.

The existing sediment accumulation in both marinas is extensive and functional draft has been reduced. The ongoing annual maintenance dredging is therefore critical for the functions of the marinas which serve both recreational boating and commercial fishing operations. The Port wishes to conduct a "capital" dredging event that will restore the navigational draft of the marinas to the design depth. This could reduce the frequency of future maintenance dredging. The capital dredging volume is estimated to be approximately 400,000 CY at Ilwaco Marina and about 50,000 CY at the Chinook Marina. The Port assumes the dredging projects will be combined as a single project for permitting and engineering purposes and the work will be conducted with a single dredging contract.

¹ CHE, 3 June 2019. "Technical Memorandum-Port of Ilwaco and Port of Chinook Engineering Study Solutions in Support of Maintenance Dredging."

²CHE, 11 June 2019 Technical Memorandum – Executive Summary. "Port of Ilwaco and Port of Chinook Engineering Study/Solutions in Support of Maintenance Dredging."

This “capital” dredging volume cannot be accommodated at the existing upland placement sites in their current condition. A feasibility study was completed in 2019 by Coast and Harbor Engineering (see attached) that evaluated several options for completing the work.

- Preferred Alternative #1 includes placement of the capital dredged material and future maintenance dredging at a nearby proposed beneficial use site that will be located to the northeast of the marina.
- Preferred Alternative #2 includes removing the existing material stored at the Port’s upland placement sites and transporting it by barge to one of the United States Army Corps of Engineers (USACE) disposal sites located near the entrance to Baker Bay; future maintenance dredging material will be placed at the restored upland site.

Task 2-1 Final Alternatives Analysis

- Coordination with USACE (Portland District), the Washington Department of Ecology (ECY), National Oceanic and Atmospheric Administration (NOAA) and other key regulators/stakeholders to present findings of the analysis, the LEDPA and verify the assumed path forward and permitting requirements.
- Refining the preferred alternatives including verifying the conditions at the proposed placement sites, along with confirming the material quantities and costs as assumed in the CHE studies.
- Completing alternative analysis to identify the “least environmentally damaging practicable alternative” (LEDPA) in accordance with USACE guidance (Section 10/ 404 b1).

Task 2-2 Preliminary Engineering Design and Permitting

- Developing the preliminary engineering design for dredging and disposal for the LEDPA.
- Completing federal, state, and local permitting applications and additional studies for the capital³ dredging for the identified LEDPA disposal method.

Task 2-3 Final Design and Bid Documents

- Completing final engineering design and a contract package for public bidding of the work including final engineering plans, specifications, and cost estimate.

C. Assumptions

- Surveying of the marinas and proposed beneficial use sites to obtain current bathymetry and verify dredging volumes and potential capacity of the beneficial use sites.
- Additional geotechnical engineering will be required for Task 1.
- Biological assessments and vegetation surveys for the beneficial use sites will be required.
- Both “preferred” alternatives will be included. The analysis may also incorporate the other conceptual alternatives as described in the CHE Technical Study to meet the 404b1 framework requirements. The approach and level of detail needed for the alternatives analysis will be coordinated with the USACE prior to proceeding.
- The contract documents for Task 1 will include the east bulkhead, west access pier and protection of the slopes between those structures as a single contract package.

³ Maintenance dredging is currently permitted by the USACE through 2025.

- The contract bidding documents for Task 2 will include dredging and disposal of both marinas as a single contract package.
- Permitting for both Task 1 and 2 will include US Army Corps of Engineers Section 10/404 permitting, US Fish and Wildlife Services and National Marine Fisheries Section 7 Consultation, State Environmental Policy Act (SEPA) review, Washington Department of Ecology 401 Water Quality Certification and Coastal Zone Consistency Determination, Washington Department of Fish and Wildlife Hydraulic Project Approval, , Section 106 Consultation, local shorelines and critical areas permitting (other approvals may be required). The Port anticipates Task 1 and 2 will be permitted separately,

D. Anticipated Review and Selection Timeline

Description	Date
Port Advertises Request for Professional Services	July 23, 2021
Site Visit	August 2, 2021 – 11am
Deadline for questions	August 9, 2021
Deadline for answers	August 16, 2021
Proposals Due	August 23, 2021
Port Selection Committee Meeting	September 10, 2021
Consultant Notification	September 22, 2021
Contract Scope	October 6, 2021
Contract signed by consultant	October 14, 2021
Execute Contract	October 20, 2021
Notice to Proceed	October 22, 2021

E. Evaluation Criteria

The following criteria and relative weights will be used to evaluate responses to this solicitation.

1) Experience and Technical Proficiency (40 Points)

Demonstrate relevant professional engineering and environmental expertise and practical experience by providing brief descriptions of at least five projects (each) for Task 1 and Task 2 with the project name, location, client, narrative regarding the nature of the project, and a list of key personnel that participated in the project. The selected projects should demonstrate:

- Repair/replacement of similar marine structures
- Experience with developing drawings, specifications and bid contract documents for marine structures demolition, construction, and dredging
- Environmental expertise related to federal, state and local permitting of in-water construction, dredging, and beneficial use of dredged material on the lower Columbia River

2) Description of Approach (40 Points)

- List proposed project team members and describe their relevant training and professional experience. Show all disciplines and personnel within an organizational chart.
- Provide proposed work plan including timeline for key tasks and milestones.

- c) Level of Effort, provided in a table format, that outlines the following:
- i) Tasks required to perform the services described in Sections B and C.
 - ii) Proposed team member(s) that will be assigned to each task.

3) Client List and References (20 Points)

Provide contact information for three references including contact name, email, and phone number.

F. Submittal Requirements

The deadline for submittals is 3:00pm PST. Submittals will only be accepted in digital (PDF) format. Respondents may use any of the following submittal delivery methods; acknowledgement of receipt will be provided within 24 hours of successful delivery.

- PDF Attachment (under 20 MB) E-mail Guy Glenn, Port of Ilwaco/ Port of Chinook Manager, gglenn@portofilwaco.org
- USB thumb drive, CD, or DVD Courier, US Mail, Fed-Ex, UPS, or other direct delivery services to Guy Glenn, 165 Howerton Ave, PO Box 307, Ilwaco, WA 98624
- Printed submittals -Not Accepted

Submittals shall not exceed twenty (20) pages in total length. Page size shall be 8.5” x 11”. There are no requirements or restrictions with regards to color, text size, or font, but please bear in mind that Selection Committee members may elect to print content after receiving digital submittals. All content (other than an appendix with resumes) is counted toward the page limit, including the following optional elements: cover sheet, introductory letter, table of contents, photos, exhibits, attachments, and appendices. Resumes may be included as a separate Appendix.

G. Inquiries

All inquiries related to this solicitation must be provided in writing by the date listed in Section D above. Direct inquiries to:

Guy Glenn, Port of Ilwaco/Port of Chinook Manager – gglenn@portofilwaco.org or 360-642-3143

Link to project documents: <https://www.portofilwaco.com/request-for-qualifications-marina-structures-replacement-and-dredging-engineering-and-permitting/>

Attachments:

Attachment 1 – Figures 1-7