

PORT OF NEWPORT SPECIAL MEETING AGENDA

Tuesday, May 10, 2016, 8:45 am
Hatfield Marine Science Center – Visitors Center
2030 SE Marine Science Dr., Newport, OR 97365

Walter Chuck (Pos. #1), President; Ken Brown (Pos. #4), Vice President; David Jincks (Pos. #2), Secretary/Treasurer; Stewart Lamerdin (Pos. #3); Patricia Patrick-Joling (Pos. #5)

- I. Call to Order 8:45
- II. Award Hoist Dock Fill and Asphalt Repair Contract..... 8:46
- III. Adjournment..... 9:00

Regular meetings are scheduled for the fourth Tuesday of every month at 6:00 p.m.

Hatfield Marine Science Center – Visitors Center is accessible to people with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours in advance of the meeting to Port of Newport Administration Office at 541-265-7758.

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PORT OF NEWPORT WORK SESSION AGENDA

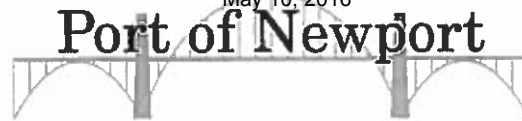
Tuesday, May 10, 2016, 9:00 am
Hatfield Marine Science Center – Visitors Center
2030 SE Marine Science Dr., Newport, OR 97365

- I. Call to Order 9:00
- II. DulsEnergy Seaweed – Tour of HMSC Facility 9:01
- III. Adjournment 10:30

Regular meetings are scheduled for the fourth Tuesday of every month at 6:00 p.m.

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NEW BUSINESS AGENDA ITEM

DATE: May 9, 2016
RE: Award Hoist Dock Fill and Asphalt Repair Contract
TO: Kevin Greenwood / Port of Newport Board of Commissioners
ISSUED BY: Rick Fuller – Director of Operations

BACKGROUND

Reference Regular Commission meeting 4/26/2016 Item VII. New Business, A.-Award Hoist Dock Fill and Asphalt Repair Contract. The recommendation to approve the contract for thin patch overlay for the N. Commercial hoist dock was removed from the agenda due to recent findings of erosion of the earthen fill adjacent and to the north of the center section of the existing hoist dock. The area was secured for safety and listed as a critical repair. A handout was provided and reviewed with the commission showing the erosion issue. Since the initial discovery on 4/22/2016, the following actions have occurred:

1. N. Commercial staff barricaded the area restricting it from all use. The barricaded area is in the middle of the hoist dock which has not stopped operations but is seriously impeding it.
2. Ron Stillmaker of SHN Consulting Engineering was contacted and provided a site inspection on 4/29/16. The resulting and attached Technical Memorandum provides recommendations and options for repair and infill. Further email correspondence supports the use of steel plates that are currently owned by the Port as an optional retainage material in place of horizontally placed sheet pile.
3. Because of the proximity to tidal water, the Department of State Lands (DSL) and the US Army Corps of Engineers (USACE) were contacted regarding permit requirements. DSL required an application for emergency authorization which was applied for on 5/5/16 and received prompt initial email approval. USACE also responded favorably with a follow-up email and will be providing a letter of exemption. See the attached correspondence.
4. Five local area contractors were contacted and presented with the opportunity to respond to a prepared Request for Quotation. Due to the immediacy and small size of the project, three contractors voiced interest and were capable of meeting a short schedule. Written quotes were received from two contractors on 5/6/16 with a non-committed verbal from a third. See the attached bid sheet for bid tabulations and results.
5. 5/9/16 - Review quotations, confirm work schedule and capacity with lowest bidding contractor. Prepare contract.

PURPOSE, SCOPE AND DETAIL

The replacement of the center wooden dock structure at Port Dock 7 hoist dock is listed in the Capital Facility Plan as a high priority replacement project with an estimated 2013 replacement cost of \$637,500. The recent investigation of the wooden hoist dock by staff and SHN Consulting Engineers reevaluates and considers the remaining life of the wooden structure to be ten or more years if relatively minimal repairs are performed. Given regular inspections and preventative maintenance as

needed, it is reasonable to consider a relatively short term repair to the existing erosion issue providing a bridge until the structures eventual capital expenditure replacement.

The current busy hoist dock operations are being affected by the safety barricades that were put in place to avoid further damage to property or risk to personnel. A relatively low cost repair will provide a suitable surface for equipment and personnel to provide service to the public and our paying customers.

In order to complete the repair, staff is asking the General Manager to award a hoist dock fill and asphalt repair contract to Road & Driveway Company for the total amount of \$19,978.13 with the following scope:

- Backfill center section of Port Dock 7 hoist dock per SHN memorandum using 5/8 steel plate provided by the Port of Newport and placed horizontally behind existing wooden structure for retainage.
- Cut, remove, prepare, and place 6,822sf of 1-1/2" asphalt at center section of hoist dock. (revised quotation #11718 adding added thickness at infill repair)

ALTERNATE CONSIDERATIONS

1. Consider a more permanent solution such as driven sheet pile (cost, permits, schedule)
2. Complete design and replacement of the wooden dock structure per the 2013 Capital Improvement Plan

BUDGET IMPLICATIONS

\$11,000 was appropriated and budgeted in the 2015/2016 budget for hoist dock asphalt repair. The Director of Finance has recommended the remaining amount of \$8,978 to be funded by the Facility Maintenance Reserve Fund as a repair project.

RECOMMENDATION

I would recommend that a Commissioner make a MOTION TO AWARD A HOIST DOCK FILL AND ASPHALT REPAIR CONTRACT TO TO ROAD & DRIVEWAY IN AN AMOUNT NOT TO EXCEED \$19,979.00

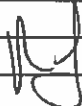
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CONSULTING ENGINEERS & GEOLOGISTS, INC.

275 Market Avenue • Coos Bay, Oregon 97420-2219 • Phone: 541/266-9890 • FAX: 541/266-9496 • info@shn-engr.com

Technical Memorandum

Reference:	615041
Date:	April 29, 2016
To:	Rick Fuller, Director of Operations, Port of Newport
Copy to:	
From:	Ronald F. Stillmaker, PE 
Subject:	Sink Hole Adjacent to Hoist Dock

As requested, I have inspected the area adjacent to the Hoist Dock where the surface is failing due to loss of fines and base materials beneath the asphalt deck. The materials are apparently eroding out from under the pressure treated 4x12 "lagging" buttressed by the dock support piers. I have discussed multiple options with our engineering geologist for making repairs to support the traffic associated with the Hoist Dock work area. The repair will basically consist of:

- Saw cut and remove asphalt over void area and along the full length of timber dock.
- Drive sheet pile 20 – 30' deep, fill void area

or

Excavate a "trench" along back of dock to install restraint to stop future erosion, backfill trench

- Re-pave surface.

Design considerations for performing trench type repairs associated with this project are:

- How to restrain the backfill materials from future erosion?
- How much material needs to be removed?
- What type of Backfill materials to use?
- How rigorous a repair should be undertaken considering age and condition of the dock?

When I was inspecting the current voids created by the erosion, I also took a cursory look at the dock structure that was visible at the time. It appears that all the piling, timber beams, and 4x12 deck joists (with the exception of one 4x12) are in good condition. I could see no signs of significant deterioration or other structural issues. The replacement of this timber structure is currently listed in the Capital Facility Plan as one of the Port's high priority projects; however, unless portions of the non-visible (submerged) piles have deterioration issues or there are loading limitations, I would estimate that the dock structure could serve for another ten or more years, (the decking may have to be evaluated and replaced sooner). Based upon that opinion, I would propose the Port undergo a relatively durable repair of the existing failed area and protect the rest of the land/dock interface from similar erosion activities.

Civil • Environmental • Geotechnical • Surveying
Construction Monitoring • Materials Testing
Economic Development • Planning & Permitting

Mr. Rick Fuller
Sink Hole Adjacent to Hoist Dock
April 29, 2016
Page 2 of 2

Recommendations

We recommend that an open graded rock material (6" ballast or greater) be placed in a trench that is excavated approximately two feet below the existing rock face of the slope. The ballast should be placed on a layer of geo-grid, fabric. Another layer of fabric is to be placed on the rock surface in order that a 12 inch layer of compacted aggregate can be placed for a base upon which an asphalt surface can be installed.

The ballast materials will have to be retained along the dock by some type of structure to avoid future erosion. Such structures could consist of:

- Maintaining the existing 4x12's along with using the existing dock piling to buttress an additional retaining surface consisting of one of the following:
 - o Treated 4x12s to the bottom of the trench
 - o Sheet piles, placed laterally behind existing piling
 - o Heavy gauge, galvanized woven wire (chain link) fence materials attached with large staples to piers and existing 4x12s
- Ballast filled, stainless or galvanized steel "Gabion" baskets.

The trench depth would be seven or more feet deep, depending upon the soil conditions encountered. The safest method would be to drive sheet piling. However use of stainless steel gabion baskets would most likely be at a much lower cost and should preclude entry into the trench.

Because of the unknown makeup of the subsurface, base materials associated with the area, we do not recommend the use of heavy, more solid materials that would not require a retainage structure such as large concrete blocks. Such heavy materials would be more likely to experience much greater settlement (sinking) over time resulting in continuous surface maintenance.

We also recommend that due to the unknown makeup of the subsurface ground materials and conditions, an engineer or engineering geologist be present during excavation to help guide the project.



EXPIRES: 06/30/16

Rick Fuller

From: LANDRUM Carrie <carrie.landrum@state.or.us>
Sent: Friday, May 06, 2016 6:02 AM
To: Rick Fuller
Subject: RE: Hoist dock

Rick,
Initial feedback from ODFW on the first set of drawings/photos sent to me yesterday, was that work should be done at low tide. Please consider this email your verbal authorization to conduct work. I don't think ODFW will have further concerns after looking at this application, but if they do, I will contact you immediately. I will follow up with the written authorization next week. Thanks,

Carrie Landrum
Aquatic Resource Coordinator
Western Operations
Oregon Department of State Lands
503-986-5285

From: Rick Fuller [mailto:rfuller@portofnewport.com]
Sent: Thursday, May 05, 2016 4:07 PM
To: LANDRUM Carrie
Subject: RE: Hoist dock

Carrie,
Per our discussions, attached please find the Port of Newport Hoist Dock repair, DSL Emergency Authorization application. The repair to the upland side of the hoist dock is critical to dock operations that is now being impeded by barriers placed for safety (see photo). We have favorable negative tides next week that I'd like to take advantage of in order to perform all work well out of the tidal area. I appreciate your prompt attention to this issue. I have contacted Brad Johnson of the USACE and have been asked to copy him on this application for consideration of NWP #3 exemption. Please call or reply with any questions

Rick Fuller
Director of Operations
Port of Newport
600 S.E. Bay Blvd.
Newport, OR 97365
O 541.265.7758
M 541.961.3904
rfuller@portofnewport.com

From: Rick Fuller
Sent: Thursday, May 05, 2016 8:09 AM
To: carrie.landrum@state.or.us
Subject: Hoist dock

Per our phone discussion

Rick Fuller

From: Johnson, Brad A NWP <Brad.A.Johnson2@usace.army.mil>
Sent: Monday, May 09, 2016 9:58 AM
To: Rick Fuller
Subject: RE: Port of Newport - Hoist dock repair

This activity falls outside Section 10 jurisdiction, and falls under a Section 404 exemption for emergency maintenance.

This project can move forward as long as the appropriate BMP's are employed,

-----Original Message-----

From: Rick Fuller [mailto:rfuller@portofnewport.com]
Sent: Thursday, May 05, 2016 4:12 PM
To: Johnson, Brad A NWP <Brad.A.Johnson2@usace.army.mil>
Subject: [EXTERNAL] Port of Newport - Hoist dock repair

Brad,

Per our phone discussion this morning, please find the DSL Emergency Authorization application that I have sent to Carrie Landrum of DSL. Please use this application as request for an exemption to NWP #3 permitting requirements. Please call or reply with any questions or additional information. Thanks for your prompt help with this small but critical upland project.

Rick Fuller

Director of Operations

Port of Newport

600 S.E. Bay Blvd.

Newport, OR 97365

O 541.265.7758

M 541.961.3904

rfuller@portofnewport.com

From: Rick Fuller
Sent: Thursday, May 05, 2016 4:07 PM
To: carrie.landrum@state.or.us
Subject: RE: Hoist dock



Road & Driveway Company
Cedar Creek Quarries, Inc.

CCB 16331
CCB 46114

BID

121 NE Harney • PO BOX 730 • Newport, OR 97365
P: 541.265.9441 • F: 541.265.9443
www.roadanddriveway.com

Job No. 11849
Date: 5/5/2016

We are pleased to submit the following bid

To:
Port of Newport
ATTN: Rick Fuller
600 SE Bay Blvd
Newport, OR 97365
P: 541.265.7758
F:
E: rfuller@portofnewport.com

For:
Port of Newport Hoist Dock Repair
Newport, OR

QUANTITY	UNIT	ITEM DESCRIPTION	UNIT PRICE	AMOUNT
		Backfill repair of center section of Port Dock 7 hoist dock per SHN technical memorandum #615041.	lump sum	\$ 7,991.88
		Rick -- Thank you for the opportunity to quote your project. Please call if you have any questions or wish to proceed.		
Total service charges:				\$ 7,991.88

Terms: cash, check, credit paid upon completion of work. In accordance with ORS 701.625, invoices not paid by Customer within thirty (30) days are delinquent and will bear interest at the rate one and one-half percent (1.5%) per month, or the max amount allowed by law, whichever is less, until paid.

Your signature on one copy, returned to this office, will make this a legal contract for the performance of the above work.

Accepted by _____
Date _____

Work approved by _____
Date _____

Ryley Wienert

5/5/2016

Price valid for 30 days after above date, prior to acceptance.

This document must be filled out and returned to Port of Newport as your quote for this project

PROJECT: Hoist Dock Repair

BIDDER: Salmon River Contracto

Pricing Breakdown if Applicable:
(Attach separate sheet if necessary)

Excavation back fill per RFQ	\$ 13,600.00
Steel Sheets	\$ 4,600.00
	\$
	\$
TOTAL BASE PRICE	\$ 18,200.00

Alternates (if applicable):
(Attach separate sheet if necessary)

Steel Sheets (if needed)	\$
Rip Rap (if needed)	\$
	\$
	\$
	\$

- * Price includes all materials FOB job location.
- ** Price includes all licensing, bonding, insurances, permits and taxes.
- *** Price is held for minimum 90 days.
- **** Please list on separate sheet, any additional alternates or value engineering pricing.

Quotation is in compliance with the entire project Drawings, Specifications and/or Work Scope? Yes No

Clarifications: East and west end will need some additional support either riprap or steel sheets.

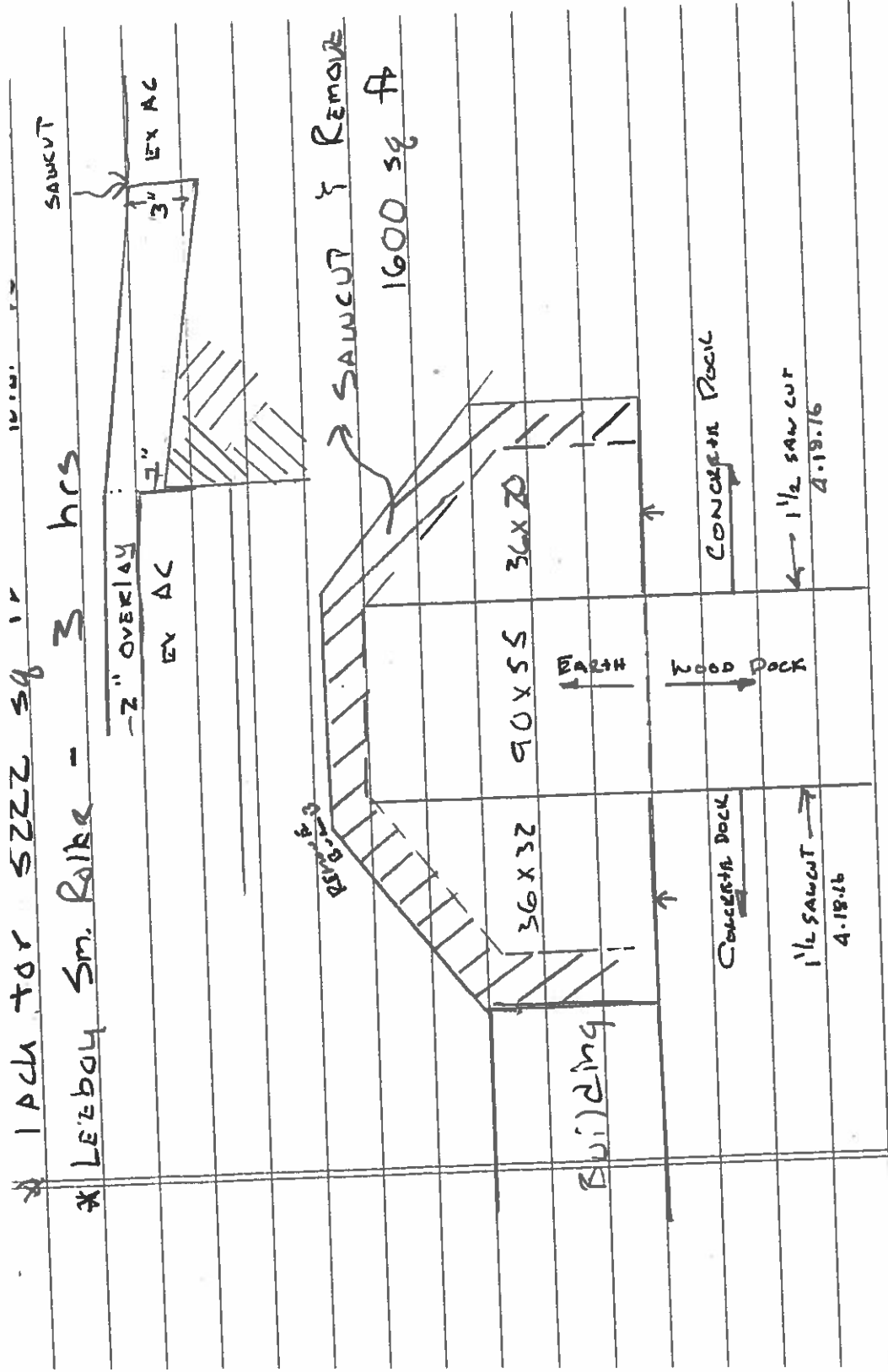
(Attach separate sheet if necessary)

Estimated Schedule:

Preparation of Shop Drawings/submittals	<u>1</u> work days
Fabrication, delivery of material to jobsite	<u>4</u> work days
Work performance on jobsite	<u>3</u> work days
Average Crew Size at 40 hr work week:	<u>3</u> workers

All Inclusive Labor Rates for Extra Work (or Attach Labor Rate Schedule):

Superintendent	\$ <u>85</u> /hour.
Foreman	\$ <u>76</u> /hour.
Craftsman	\$ <u>65</u> /hour.
Helper	\$ <u>55</u> /hour.
Markup on cost of Materials	<u>20</u> %





Road & Driveway Company
Cedar Creek Quarries, Inc.

CCB 16331
CCB 46114

BID

121 NE Harney • PO BOX 730 • Newport, OR 97365
P: 541.265.9441 • F: 541.265.9443
www.roadanddriveway.com

Job No. 11718
Date: 5/6/2016

We are pleased to submit the following bid

To:
Port of Newport
ATTN: Rick Fuller
[address]
[address]
P: 541.961.2559
[fax]
E: rfuller@portofnewport.com

For:
Asphalt Repair at Dock 7
Newport, OR

RECEIVED

MAY 06 2016

PORT OF NEWPORT

QUANTITY	UNIT	ITEM DESCRIPTION	UNIT PRICE	AMOUNT
		Item 1 -- Dig out and haul away existing asphalt where overlay will joint to existing. Shape, rock, grade, and compact base. Overlay 1.5" nominal compacted depth hot mix asphalt. Total area (+/-) 6,822 sf.	lump sum	\$ 11,986.25
		Price includes hot mix asphalt basing in hoist dock repair area at 3" depth.		
		Kent -- Thank you for the opportunity to quote your asphalt paving. Please call if you have any questions or wish to proceed.		
Total service charges:				\$ 11,986.25

Terms: cash, check, credit paid upon completion of work. In accordance with ORS 701.625, invoices not paid by Customer within thirty (30) days are delinquent and will bear interest at the rate one and one-half percent (1.5%) per month, or the max amount allowed by law, whichever is less, until paid.

Your signature on one copy, returned to this office, will make this a legal contract for the performance of the above work.

Accepted by _____
Date _____

Work approved by _____
Date _____

Ryley Wienert _____
5/6/2016

Price valid for 30 days after above date, prior to acceptance.



QUOTATION

CCB #2101

Project Name: **Commercial Marina Asphalt Repair**
Location: **600 SE Bay Boulevard
Newport, OR**

From: **Brodie Harvey**
Quotation Date: **3/31/2016**
Bid Date / Time: **3/31/2016**

Owner: **Port of Newport**
Address: **600 SE Bay Boulevard
Newport, OR 97365**

Customer: **Kevin Bryant**
Contact/Cell: **541-270-5557**
email/fax: kevin@portofnewport.com

BID ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL
1	2" ASPHALT OVERLAY	6,822	SF	\$ 3.00	\$ 20,466.00

\$20,466.00

TERMS: Net due and payable upon completion unless noted otherwise.

STATEMENT OF WORK:

Our price includes the cost to complete 4ft wide conform grinds at the tie-ins with existing asphalt to accommodate a 2" compacted depth overlay totalling approximately 6,822 SF. This price does not include any overexcavation or subgrade repair work.

CONDITIONS OF QUOTATION:

- * This is a UNIT PRICE quotation.
- * Quote valid for 30 days.
- * Includes 1 mobilization and continuous operations.
- * ODOT Level 3 - 1/2" Mix.
- * KR not responsible for drainage where grades are less than 1%.
- * Excludes Engineering/Testing/Surveying/Permits.
- * Prevailing wage rates excluded.
- * Addendums reviewed: NONE
- * Add 1% for performance and payment bond, if required.
- * Completion dependent upon weather and ground conditions.
- * Subject to additional terms and conditions attached
- * Quote contingent upon a mutually agreeable contract & schedule.

If Owner or Prime Contractor insists upon completion of work against advice of Knife River because of weather conditions or sub-surface conditions, the Owner or Prime Contractor shall assume all risk of defects due to weather or sub-surface conditions.

Knife River

By: X Brodie Harvey

Date 3/31/16

The acceptance of this project is subject to the approval of Knife River Credit Department.

Approved _____

Date _____

Job# **Commercial Marina Asphalt Repair**

Subject to additional terms and conditions attached

I (we) hereby accept this proposal and the additional terms and conditions, and authorize Knife River to proceed as specified.

By X _____

Owner / Prime Contractor

Date _____

Printed Name _____

By X _____

Co-Owner / Mortgagee

Date _____

Printed Name _____