Request for Proposals: Boat Ramp Design & Wave Attenuator Feasibility

General Information:
Date of Request: September 30, 2019
Project Title: Preliminary Engineering for Boat Ramp Design & Wave Attenuator Feasibility
Submittal Date: 4 pm eastern time November 15, 2019.
Late submittals will not be considered.
Submit 3 paper copies and one digital copy to:
Washington County Council of Governments (WCCOG)
Attention Judy East.
PO Box 631 Calais ME 04619
jceast@wccog.net

Please label the sealed envelope of the submittal: Engineering Services RFP. No faxed or electronic proposals will be accepted.

Contact Person: Judith Cooper East
Executive Director
Washington County Council of Governments
PO Box 631 Calais ME 04619
207-454-0465 office
207-214-8403 cell

RFP Purpose:
The Washington County Council of Governments is seeking proposals from qualified firms to design and study two pieces of infrastructure that will enhance existing working waterfront amenities on the campus of the Downeast Institute in Beals, Maine. Both projects, a boat ramp and wave attenuator, are needed to increase the usability of, and access to, 2000 feet of deep-water working waterfront and a 100 ft. concrete and fiber composite pier.

Project Background:
The Downeast Institute (DEI) is a nonprofit organization that has been conducting research on commercially important shellfish for over 30 years in the town of Beals, Maine. DEI also serves an educational mission as the Marine Science Field Station of the University of Maine at Machias. They have a working waterfront campus with more than 2,000 feet of deep-water frontage, which is largely underutilized by the public.

In 2006, DEI purchased a former lobster buying station on Great Wass Island in the town of Beals. The pier that was part of the property collapsed about 4 years later, and DEI was fortunate to secure funding to replace it with a 100-ft by 30-ft concrete and fiber composite pier in 2012. The current pier has two seasonal floating docks that provide water access. Unfortunately, prevailing winds and currents make it difficult for smaller boats to gain access to the water on days when winds from the northwest and
southwest exceed 15 knots. In addition, the pounding from the combination of wind-generated waves and tidal currents regularly causes damage to the floating dock.

Engineering studies are needed to determine

1) the optimum design for a boat ramp to service DEI’s needs as well as the needs of recreational, research and commercial users; and,

2) alternative wave attenuation systems and alternative float systems to render DEI’s existing 100-ft x 30-ft pier more useful for smaller boats, provide greater protection for floating docks attached to the pier, and the feasibility of using the wave attenuator to generate electricity.

3) alternative float systems to use at the existing pier

Scope of Project

The proposed boat ramp would be located along a moderately protected stretch of hard-bottom intertidal, affording easy public access that is part of the larger, 16-acre campus.

The proposed parking area and boat ramp are located within the Special Flood Hazard Areas (VE El 14) as depicted on Panel 2001 of 20175 (Map # 23029C2001E, effective 7/18/2017). The proposed location (Latitude 44.481972 Longitude -67.59904 degrees) was chosen in as protected an area as possible relative to other existing infrastructure on the property. According to an ALTA/NSPS Land Title Survey prepared by CES Engineers, Environmental Scientists, Surveyors, dated Nov 7, 2017, the proposed location is above the high water mark, behind an existing lobster pound and protected from the southwest winds by the lobster pound, the commercial pier, and the headland on which the research facility is located. Not only is this the most protected location on the site but will serve to minimize conflicts among recreational, research and commercial users. A gravel parking area near the launch is already in place.

The area proposed for the boat ramp rises relatively quickly from the shoreline to an elevation of ~18 feet at the existing parking area. A review of the Gulf of Maine Research Institute’s online map viewer of sea level rise in Maine (https://gmri.maps.arcgis.com/apps/Cascade/index.html?appid=a043f621616d4f8b8088f0117796 896d) indicates that the parking area is unaffected by SLR until it is partially inundated by the “intermediate scenario” of 3.9 feet of SLR in the year 2100. In both the “low” (1.2 feet of SLR) and the “intermediate low” (1.6 feet of SLR) scenarios, the proposed boat launch and existing parking area are still functional.

Project Timeline.

We hope to have a firm identified and under contract by December 31, 2019, and to receive deliverables by December 31, 2020.

Deliverables will include

1. preliminary drawings and specifications for a suitable boat ramp that can be used to generate construction cost estimates.
2. Written recommendations for wave attenuation
3. Written recommendations for alternative flats

Proposal Requirements
Proposals that do not address the items listed in this RFP may be considered incomplete and therefore nonresponsive at the discretion of the WCCOG. Proposals shall be no more than 10 pages in length and shall include the following:

1. A brief description of the firm including the experience of key staff people with similar projects. Brief resumes of the project manager and key technical people assigned to the project.
2. A list of relevant projects undertaken, designed by, or under the direction of the individual(s) named in the proposal.
3. Names and contact information for three client references.
4. A description of your understanding of the project, and the schedule you will follow to meet the project timeline.
5. A detailed schedule outlining cost of services.

The WCCOG is not liable for any costs incurred by firms prior to the signing of a contract. Expenses incurred in the preparation of submittal, presentations, and other incidental activities related to this solicitation are solely the responsibility of the respondent.

**Evaluation and Selection:**

Proposals will be evaluated on the basis of qualifications, experience, demonstrated ability to meet the schedule, evidence of understanding the scope of work, completeness of the proposal, references and cost of services.

**Budget**

WCCOG has a budget of $18,000.
Estimated ramp location on the left