

Invitation to Bid (“ITB”)
Port of Astoria
Marine Contractor Services for
Pier 3 Boatyard Haul Out Piers Rehabilitation
Amendment 2

ISSUE DATE: May 19, 2026
AMENDED BID SUBMISSION DEADLINE: **May 28, 2026, 2:30 P.M. PDT**
ISSUING PARTY: Port of Astoria
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This ITB, and supporting documents, will be available here:

<https://www.portofastoria.com/public-notices>

1 Selection Timeline

In accordance with Section 6.1 of the ITB, the Port hereby modifies the Solicitation Schedule (Addendum 3):

Marine Contractor Services for Pier 3 Boatyard Haul Out Piers Rehabilitation	
Estimated Solicitation Schedule	
Task Item	Anticipated Completion Date
Draft & Issue ITB for Haul Out Piers Rehab	4/13/2026
Pre-Bid Meeting	4/29/2026
Solicitation Protest Deadline	5/6/2026
Question Deadline	5/22/2026
ITB Submission Deadline	5/28/2026
Subcontractor Disclosure Deadline	5/28/2026
Bid Opening	5/28/2026
Issue Notice of Award	6/8/2026
Award Protest Deadline	6/15/2026
Port Commission Approval	7/7/2026
Execute Contract	7/21/2026

2 Questions

The document 'RESPONSES TO QUESTIONS RECEIVED, Issue Date: May 19th, 2026,' attached hereto, is hereby incorporated into this Amendment.

This ITB Amendment, including the incorporated document referenced in § 2 above, shall not be deemed to expressly or impliedly waive, amend or supplement any provision of the ITB other than as expressly set forth herein.

Invitation to Bid (“ITB”)
Port of Astoria
Marine Contractor Services for
Pier 3 Boatyard Haul Out Piers Rehabilitation
RESPONSES TO QUESTIONS RECEIVED
Issue Date: May 19th, 2026

1. The plans and specs for the project are issued for approval, not construction. Is the current ITB just a budget number and not a bid number? Example – the contractor provides a \$1M budget then negotiates the additional \$1M to cover costs not addressed in the budget number?
 - *The ITB requires a “bid number.” See § 4.2.4.*
 - What if a contractor budgets \$500k, then negotiates \$1,500,000?
 - *The primary justifications for an increase in the contract price are i) unforeseen conditions encountered during construction which genuinely increase the cost, and ii) change orders occasioned by modifications to the existing plans and drawings. As to the latter, the most likely cause would be final engineering (like geotechnical) work that uncovered unknown conditions that required changes to the design (example: larger piles due to weaker soil conditions than anticipated). Regardless, Bidders must base their bid on the existing plans and drawings (Exhibit 1).*
 - How is the current ITB to be evaluated?
 - *See § 5.1. A ‘Responsive Bid’ will respond adequately to all information requested in § 4.2.*
 - How is the not to exceed price to be achieved not knowing the complete scope of work for the project?
 - *See § 4.2.4, 2nd ¶. Bidders must base their bid on the existing plans and drawings (Exhibit 1), supplemented, if applicable, by any detailed scope questions submitted by May 26, 2026.*
2. Are there to be 2 EA mobilizations bid items? (Task Number 1 – Mobilization and Demobilization, Task Number 2 – Demobilization)
 - *Task 2 is “Demolition,” not “Demobilization” or “Mobilization”*
3. What is the definition of an excavated pile? (Sheet S-4 – Lower righthand corner – existing excavated pile to – 35.0’)

· The term “excavated” refers to the method of installing the pile when originally installed. For purposes of the solicitation, you can remove the term “excavated” and simply note that a pile exists at that location.

4. Is there any electrical work to be included in this project?

· Yes. See Question # 29 below.

5. What is the Ports cost estimate for the project?

· The Port’s cost estimate will not be disclosed. See Question # 10 below.

6. The permits included in the ITP indicate no impact hammer driving and/or impact driving only in certain months of the year. Will impact hammer pile driving be required for the project?

· The Port’s understanding is that piles are generally vibration driven, unless this proves inadequate to properly drive the pile — at which point impact driving is necessary. But these are details to be ultimately determined by the contractor and engineer. As to the in-water work window, see Question # 16 below.

7. What months of the year are impact driving allowed?

· See Question # 16 below.

8. The sample contract cover page (Exhibit 3) references “Port of Astoria Regional Airport Terminal Building Improvements” rather than the Pier 3 Boatyard Haul Out Piers Rehabilitation project. Please confirm this is the correct contract form intended for this ITB and that the project title will be corrected prior to execution.

· The sample contract provided with the ITB is the correct contract. The project title is incorrect and will be corrected once the final contract is negotiated.

9. Section 4.2.3 states that the anticipated time to complete the Work “will be part of the scoring criteria.” However, Section 5.1 states that the contract will be awarded to the Responsible Bidder submitting a Responsive Bid “at the lowest cost,” with no reference to schedule as a scored factor. Please clarify: will the proposed completion date and schedule narrative factor into bid evaluation, or is award based solely on lowest responsive bid price? (RFI #2 – Evaluation Criteria Conflict)

· Section 5.1 states, in part, that “. . . the Port will award the contract to the Responsible Bidder (see ORS 279C.375(3)(b) and OAR 137-049-0390(2)) submitting a Responsive Bid at the lowest cost.” A “Responsive Bid” is one that complies with all procedural requirements (primarily in § 4.1) and provides all the information requested in § 4.2.

· All Bidders that bring a sufficiently experienced team to this project and demonstrate sufficient experience with similar projects will be evaluated against other Bidders primarily based on project cost. Project cost is a combination of the Bid amount and the time to complete the project. The latter is critical to this project because a substantial portion of Boatyard revenue will cease during the construction period. Thus, the bid with the lowest project bid amount will not necessarily be awarded the project: it is possible that a submission with a higher bid amount but a shorter construction period may be lower in cost to the Port.

10. No engineer’s estimate or owner’s budget range was included in the ITB. In the interest of ensuring competitive and complete bids, please advise whether the Port is able to share its engineer’s estimate or a budget range for this project.

· As this project may involve federal funding, federal procurement rules apply. These rules require the Port to conduct a cost analysis of a project prior to issuing bid documents, the purpose of which is to be able to make an independent determination of the reasonableness of submitted bids. Disclosing the Port’s estimate undermines this purpose because it has no way to determine the extent to which its own cost analysis may have influenced the bids received. Therefore, the Port’s cost estimate will not be disclosed.

11. Section 4.2.4 states that the Bid Sheet (Addendum 2) “must be printed to and submitted as a single .pdf file,” yet the Addendum 2 bid sheet was provided in Excel (.xlsx) format. Please confirm: should bidders submit (a) the completed Excel file, (b) a PDF printout of the completed Excel file, or (c) both? This clarification applies to both the physical and electronic copies.

· The reason for supplying the Bid Sheet as an excel file is purely for Bidder’s convenience — to facilitate data entry and calculations (after which it can be printed to a .pdf file for submission). A Bidder is welcome to draft its own Bid Sheet, provided that it accurately reflects the categories in the Bid Sheet provided with the solicitation documents.

· As stated in § 4.2.4, the bid sheet should be submitted as a single .pdf file.

12. The ITB does not address whether the Port’s Pier 3 Boatyard will remain operational during construction, or whether there are scheduled haul-outs, vessel movements, or facility

constraints that the contractor must accommodate. Please advise on any operational restrictions, access limitations, or coordination requirements that will affect the contractor's means and methods or production schedule.

· Though it is the Port's intention to have this work completed as quickly as possible to minimize lift down time, all haul out operations will necessarily cease during the time that the haul out piers are being rehabilitated. All other boatyard operations unconnected with haul out operations will be re-located as necessary to provide full accommodation to the operational needs of the rehabilitation work.

13. The USACE NWP-2025-150 verification letter states it is valid until March 14, 2026, with a one-year extension to March 14, 2027 only if the authorized work was commenced or was under contract to commence before March 14, 2026. The contract execution date under this ITB is June 30, 2026, and no contractor was under contract before the March 14, 2026 expiration date.

· The Port has requested USACE re-verification based on the unchanged project scope and permit conditions. Rehabilitation work on the haul out piers will not proceed until a valid Corps re-authorization is in place.

14. Please confirm the current status of NWP-2025-150. Specifically:

· Has the Port obtained a new NWP verification or other Department of Army authorization that will be valid for the anticipated construction period?

· The request has been submitted to the Corps.

· If not, when does the Port anticipate obtaining reauthorization, and will a new or updated NWP verification be in place prior to contract execution?

· As with many permit matters, the Port cannot predict when the re-authorization will be issued by the Corps. Whether prior to contract execution or not, however, the NTP cannot be issued until the re-authorization is issued to the Port.

· Will the Port provide the contractor with written confirmation of a valid USACE authorization before issuing a Notice to Proceed?

· Yes

· Without a valid USACE authorization, any contractor performing in-water or below-mean-high-water work would be in violation of Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act. Bidders cannot commit to a construction schedule or price until this is resolved.

· The successful Bidder will not be contractually committed to a defined project schedule until contract execution. For purposes of the ITB, therefore, Bidders should proceed as requested: assume a contract execution date as stated in §

4.2.3. In the interest of further clarification, Bidders may also assume that the Notice to Proceed will be issued within two weeks thereafter. For purposes of bid evaluation, the Port's interest is in the firm's capability to complete the project in as short a time as possible (in order to minimize the down-time of the haul out piers), regardless of exactly when the work is done.

· The re-authorization will not change the permit conditions, which are fully disclosed in the permits provided with the ITB. To the Port's best knowledge and belief, the ITB package contains sufficient information on which to base a bid to complete the work. If design specifications change as a result of the remaining design work to be done for this project, the Port will negotiate a change to the contract price in accordance with the conditions of the contract.

15. The two environmental permits establish different in-water work windows, and the combined effect is a significantly constrained construction schedule that bidders must price accurately. (RFI #7 – Governing In-Water Work Window)

· See response to Question # 16 below.

16. DSL Permit 65501-RF (Special Condition 3) requires that all fill and removal activities below the highest measured tide elevation be conducted between November 1 and February 28, unless otherwise coordinated with ODFW and approved in writing by DSL. USACE NWP-2025-150 (Special Condition a) requires that all in-water work be performed between October 1 and November 30, and further restricts impact hammer use to November 1 through November 30 only. SLOPES IV PDC 18 additionally provides that pile driving in the Columbia River mainstem below Bonneville Dam must be completed between October 1 and November 30, while other in-water work must be completed between November 1 and December 31. Applying all three permit conditions simultaneously, the only calendar window during which all in-water work — including pile installation and timber pile removal — is permitted under every applicable authorization appears to be November 1 through November 30. Please confirm:

· Is November 1 through November 30 the correct combined in-water work window for all below-HMT activities on this project, including pile driving and timber pile removal?

· Yes

· Is there an approved ODFW coordination or written DSL approval in place that modifies or extends any of these windows?

· No

- If the in-water work cannot be completed within the authorized window in a single season, what process would the contractor follow to obtain an extension, and what is the realistic timeline for that approval?

· Those firms with the demonstrated capability to complete all in-water work within the required work window will be rated higher than firms without such capability, consistent with § 4.2.3 of the ITB. Further, with a contract execution, and NTP, four months prior to November 1st, the successful firm should have sufficient time to mobilize and otherwise prepare for the work to commence on November 1st.

· As the permit holder for this project is the Port, not the contractor, the Port would be responsible to secure any extensions. However, it is not the Port's intention to request such an extension, nor is the Port aware of any process by which an extension could be secured on such short notice. Bidders should be prepared to complete the in-water work within the month of November.

17. The permit restrictions discussed in RFI #6 apply to work below the highest measured tide elevation or below ordinary high water. The project scope also includes demolition and reconstruction of runway and approach slabs, which appear to be located above the waterline. (RFI #7 – Above-Water Work Prior to November 1) Please confirm:

- May the contractor proceed with concrete slab demolition, forming, and reconstruction above the HMT/OHW elevation prior to November 1 following NTP?

· The Port's understanding is that work above the highest measured tide may proceed outside of the in-water work window. However, the successful bidder is ultimately responsible to properly interpret the permit conditions.

- Are there any permit conditions, boatyard operational restrictions, or other constraints that would prohibit above-water slab work during the summer and fall months prior to the in-water work window?

· See immediately above. Also see Question # 12 above.

- This clarification directly affects the project schedule and the contractor's ability to sequence work efficiently between NTP and the November in-water window.

18. SLOPES IV PDC 23 requires that a qualified marine mammal biologist be on site during all pile driving operations when the project area is located between Bonneville Dam and the mouth of the Columbia River. This project site meets that criterion. The PDC further requires that pile driving cease if Steller sea lions approach within 1,200 feet of the pile being driven. (RFI #8 – Steller Sea Lion Marine Mammal Observer Requirement) Please confirm:

- Does the Port or its permitting consultant have any existing relationship or contract with a qualified marine mammal observer that the contractor would be expected to

coordinate with, or is the marine mammal observer entirely the contractor's responsibility to procure and fund?

· *No*

· Are there any known Steller sea lion haul-out locations or aggregation areas near the project site that would elevate the likelihood of work stoppages during pile driving operations in November?

· *Unknown*

19. The Bid Sheet provided includes a line item for "Soft Costs" which are to be itemized on another sheet. There is no measurement and payment section in the specification that provides further description of the bid items. What is to be included in this bid item?

· *Soft Costs refer to those costs with no direct connection to the physical rehabilitation work of the haul out piers. Soft costs include but are not limited to permits and licenses, legal fees, insurance premiums, taxes, architectural and engineering fees, feasibility studies, surveys and site assessments, expenses associated with a construction loan, project management fees, consultant fees, and marketing and sales expenses.*

Not all of the above categories of costs will apply to any particular project. For this project, the Port anticipates the primary soft costs to be insurance premiums and project management costs. However, the Port cannot perfectly anticipate every soft cost that applies to a particular project and/or for a particular firm; therefore, the ITB requests that bidders determine and itemize their soft costs.

20. The Bid Sheet provided includes a line item for "Other" which is to be itemized on another sheet. There is no measurement and payment section in the specification that provides further description of the bid items. What is to be included in this bid item?

· *Refer to § 4.2.4, 2nd ¶. "Other" refers to scope items not captured on the Bid Sheet, 'Main' tab. It is the bidder's responsibility to make its own determination whether any such scope items apply to this project.*

21. Does prevailing wage for "bespoke manufacturing" as outlined in Oregon HB 2688 apply to this project?

· *Because the solicitation for this project was issued on May 13, 2026, which preceded HB 2688's effective date, and because the project does not include any of the systems intended to be covered by the legislation, HB 2688 does not apply.*

22. The proposed contract outlines requirements for Commercial General Liability insurance. Since this is a marine project, should that be changed to Marine General Liability?

· *Yes. Marine General Liability will be required for this contract.*

23. The insurance requirements are silent with regards to Pollution insurance. Does the Port have specific requirements for Pollution Insurance?

· *See § 8.1.1.1 of the sample form contract. Pollution liability is required.*

24. The notes on sheet G-2 indicate the contractor shall coordinate all special inspection. Is the Port paying for the inspections, or is that also contractor responsibility?

· *Inspections by the engineer will be paid for by the Port under separate contract with the engineering firm that will complete the remaining design and engineering work.*

25. Steel Notes #4 on drawing sheet G-2 indicates that all structural steel to be HDG or coated. Please provide specifications for desired coating system.

· *Final piling design and cathodic protection of piles to be determined by Geotechnical Engineer. For bidding purposes, please assume that 50' of pile to be HDG/coated.*

26. Please confirm that the steel piles are also required to either be HDG or coated and if there is a minimum length of HDG/coating required and/or how far below mudline the HDG/coating needs to extend.

· *See Question # 25 above.*

27. Drawing S-1 indications that the piles only extend down to -35', which is only 15' below mudline. Original pile lengths are assumed to be 80' to 100' long. Please confirm what pile order length the Contractor is to assume for bidding purposes.

· *Final piling design to be determined by Geotechnical Engineer. For bidding purposes, assume pile length = 100'.*

28. Are the new piles to receive rubrails or fendering? If so, please provide details.

· *No*

29. Is the Contractor responsible for the disconnections, removal, and reinstallation of any existing utilities?

· *Yes. The anticipated electrical work will consist of the following:*

· *Electrical Junction Box: disconnect, store, and re-install an electrical junction box on the south side of the haul out piers (and all associated disconnections and reconnections)*

· *Conduit (running along the outside edge of both haul out piers): remove electrical wiring within conduit; uninstall, store, and re-install conduit; then re-install wiring*

· *Light Poles (at end of each haul out pier): disconnect wiring; uninstall and store poles; re-install poles and re-connect.*

· *New Exterior Outlet: install new electrical outlet at end of one of the haul out piers (120V, 30A; best location may be on one of the light poles)*

30. Is there a geotechnical report available near this location?

· *No.*

31. Is the contractor to install new handrail? If so, please provide details.

· *The handrail could be reused if demo is done carefully. Otherwise, new rail to match existing rail. Existing rail is shown on Details 3 & 4 of Sheet S2 in attached plan set.*