



450 W. Business Park Road ● Shelton, WA 98584
Phone: (360) 427-9436 ● FAX: (360) 427-4396

ADDENDUM 2

Case Inlet Bulkhead Removal and Estuary Restoration MCD Contract #2026-01

To: Prospective Bidders for the MCD Contract #2026-01

From: Andy Sorter, P.E. - Mason Conservation District Engineer

Date: March 31, 2026

SUBJECT: Addendum 2 to Bid Solicitation "Case Inlet Bulkhead Removal and Estuary Restoration," MCD Contract #2026-01

This Addendum modifies the bid solicitation for the project, which is scheduled for bid opening on April 14, 2026, at 10:00 a.m.

All bidders are asked to review this addendum, consider it in preparation of their bids, and acknowledge this consideration by initialing the line on the bid proposal form for Addendum 2.

Addendum 2 lists the attendees at the mandatory job show and addresses questions and answers from said job show. It also addresses a request from the landowner, that shall become a part of the Work on this Contract, to retain on-site the "flat stepping rocks" that lead down to the beach.

Addendum 1, published on March 11 provided updated mapping showing the location of near-by oyster beds and approximate distances from those beds to the project site.

A mandatory job show for this project was held on Tuesday, March 10th, 2026 at 11:00 a.m. Attendees met at the Allyn Waterfront Park and then carpooled to the project site. The following firms attended this job show:

- Eric Seely of Quigg Bros., Inc.
- Brian Thompson of Rognlins Inc.
- Mark Roust of Brumfield Inc.
- Tim Legrande of East Slope Earthworks
- David Freitas of Thompson Pile Driving
- Eric Breske of Thompson Pile Driving
- Stephen Ohal of Sealevel Bulkhead

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- Jeremy Helser of Redside Construction
- Sam Berry of Redside Construction
- Bea McAlister of Riparia Environmental

The following are questions and answers from the mandatory job show held on March 10, 2026:

Question: Does everything need to be brought in and out of the project site via barge?

Answer: Yes. All materials and equipment shall be brought to the project site via the Contractor's barge. All materials to be removed from the project and all equipment brought to the project site shall be removed via the Contractor's barge. Project personnel, their vehicles, and equipment and tools that can be carried by hand to the beach do not have to be transported to the project site via barge. The project site has limited parking on the property so personnel vehicles should be kept to a minimum.

Question: Will all on-site excavated material be utilized as fill and incorporated back into the Work on the project?

Answer: No. It's estimated that 185 cubic yards of excavated spoils material will not be used as fill and will need to be hauled off-site and disposed of by the Contractor. It's estimated that 10 tons of debris and unusable material will need to be hauled off-site and disposed of by the Contractor.

Question: Can the barge remain onsite, in its beached location for the duration of the project or does it have to be moved each day?

Answer: Contractors are encouraged to review the full "Site Access and Barge Use" section (starting on Page 95) of the Project Specific Specifications within the published Bid Documents to gain full understanding of barge requirements and limitations. The following information is excerpted from these Specifications:

The Contractor's barge shall be large enough to remain stable under foreseeable loads and adverse conditions. Barges will be secured, stabilized, and maintained as necessary to ensure no loss of balance, stability, anchorage, or other conditions that can result in the release of contaminants or construction debris.

*Grounding of the barge shall be avoided and done so only when necessary. **The barge may be grounded out to facilitate loading and unloading of material and equipment as long as it is not over any aquatic vegetation and would not be in one place for more than a week** (Emphasis added by MCD).*

There are actively farmed oyster/ shellfish beds in the immediate vicinity of the project site (see Appendix E for oyster beds on the project site property). The barge shall not be grounded on any oyster/ shellfish beds. Any damage caused by the Contractor to oyster/ shellfish beds on the project site property or nearby oyster/ shellfish beds shall be the responsibility of the Contractor to rectify. Mason Conservation District is not responsible for any damage caused by the Contractor's barge to oyster/ shellfish beds.

Question: What is the distance from the shoreline to the existing actively farmed oyster/shellfish beds?

Answer: See Attachment 1, "Existing Oyster Bed Map".

Question: What is the process to attach anchor rocks to the beach wood?

Answer: Salvaged rocks meeting Plan specifications from the deconstruction of the rock bulkhead will be repurposed as “dead man” anchors for the large wood beach pieces. Rocks are to be drilled and eye anchors inserted and secured in the hole with approved epoxy. Connecting chain shall be double wrapped around the log and attached to the eye anchor. A ratcheting chain binder shall be used to pull chain ends tight to log. Rock anchors are to be buried 1-1.5 feet below finish grade or as directed by the Engineer. See details on Sheet C8 of the Engineering Plans for further information and specifications.

Question: Where are project stockpiles to be located?

Answer: Temporary excavation stockpiles are anticipated to be placed on the beach so long as they remain isolated from flowing/ tidal waters and are within the limits of disturbance. Nourishment gravels, rock and excavated material may be stockpiled waterward of the ordinary high-water line provided that the material is placed within the areas specified in the Engineer’s Plans (see sheet C10 of the Engineering Plans). Materials containing silt, clay, or fine-grained soil may NOT be stockpiled waterward of the ordinary high-water line. When stockpiling excavated material, keep surface gravels and deeper excavated sediments in separate stockpiles and backfill the beach and estuary in reverse order of excavation.

Question: How quickly does MCD anticipate being able to execute the Contract for this project?

Answer: MCD’s board plans to meet a week after the April 14th bid opening for this project. Our goal is to present the Contract for this project to our board for execution at this meeting.

No questions were received from prospective bidders after the mandatory job show held on March 10, 2026.

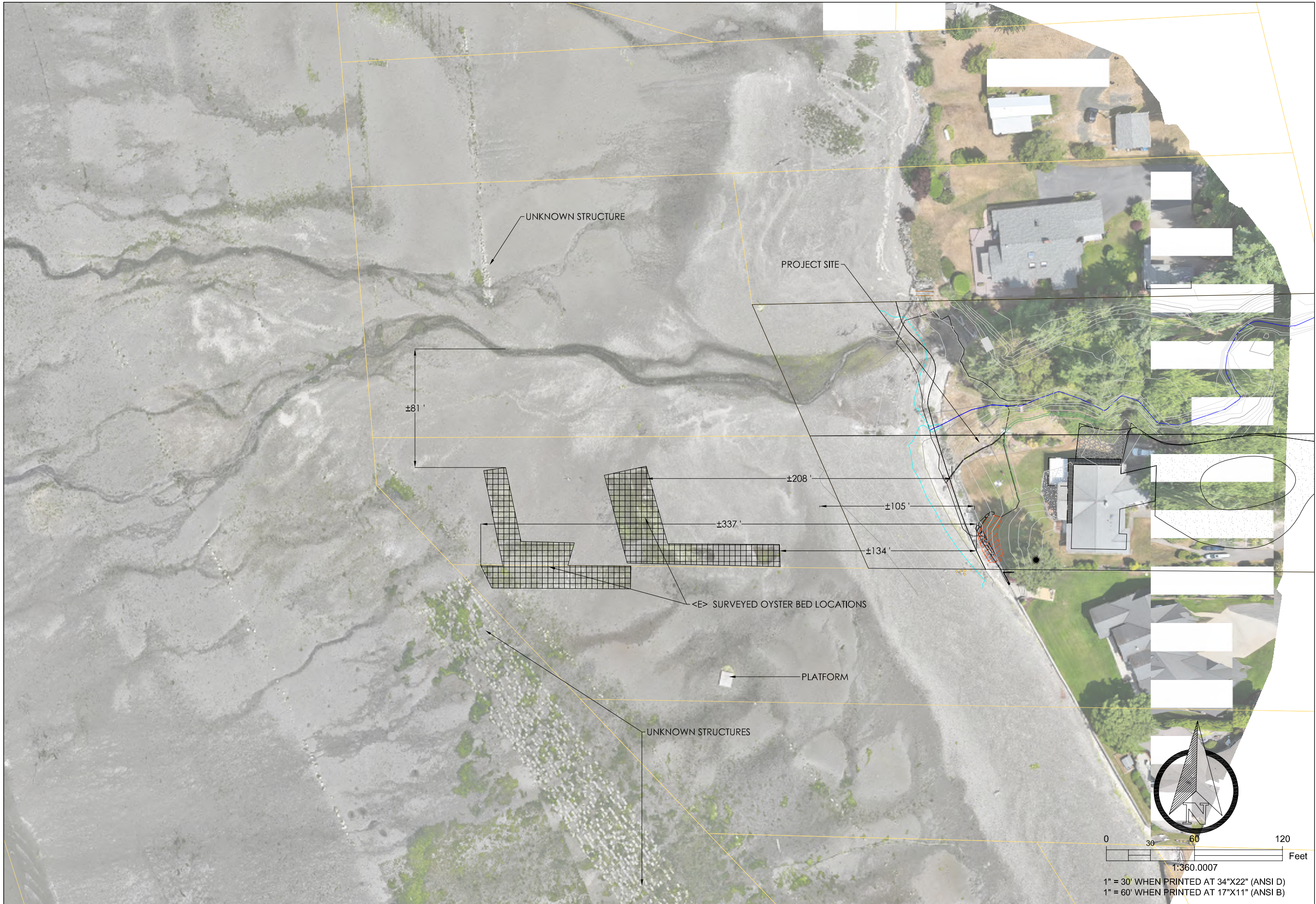
The following request was made by the landowner to salvage and retain the “flat stepping rocks” that lead down to the beach shall become a part of the Work on this Contract:

The landowner would like to salvage and retain the “flat stepping rocks” that lead down to the beach. They are currently a part of the rock bulkhead. When deconstructing the rock bulkhead, these “flat stepping rocks” shall be salvaged and placed outside of the construction limits and above the ordinary high-water mark by the Contractor. Consultation with the Engineer and landowner on identification and placement location of these “flat stepping rocks” will need to be coordinated prior to the deconstruction of the bulkhead. It is anticipated that these rocks will be placed just outside of the construction limits and the landowner will be responsible for them after they have been placed at the agreed upon location. Any and all costs to salvage and retain (for the landowner) the “flat stepping rocks” that lead down to the beach shall be incidental to and included in the unit or lump sum prices of the Contract and no additional payment will be made.

Thank you for your time and consideration,

Andy Sorter
asorter@masoncd.org
360 968-0736

Attachment 1 – Existing Oyster Bed Mapping



MASON CONSERVATION DISTRICT
450 W. BUSINESS PARK ROAD
SHELTON, WA 98584
360.427.9436

NO.	HISTORY / REVISION	BY	CHK	DATE

CASE INLET: BULKHEAD REMOVAL & ESTUARY RESTORATION
4620 EAST STATE ROUTE 302
BELFAIR, WA 98528

EXISTING OYSTER BED MAP

DRAWN	ACS
CHECK	ACS
APPROVED	ACS
DATE	03/11/2026
JOB NUMBER	MCD-87
SHEET	-