TO: Responsive Bidders

FROM: Dean Haen, Brown County Port & Resource Recovery Director
Mark Vannieuwenhoven, GEI Consultants

RE: Summary of Alternative Technical Concepts and Responses to questions/comments on the 90% Design of the Port Development Site

DATE: October 21, 2025

1. **QUESTION:** Could PZC26 sheets or other equivalent sheets to the NZ sections specified on the drawings be used?
   RESPONSE: Yes, alternative sheetpile sections could be proposed and used for the combi wall, provided that they are equivalent in elastic modulus to the design. The NZ26 sheets have a width of 27.56 inches and a modulus of 48.50 in^3/ft. The PZC26 is 27.88 inches and a section modulus of 48.4 in^3/ft, so near equivalent. Another equivalent would be AZ 46-700N. The interlocks fabricated on the pipe piling would need to be compatible with the proposed alternative sheetpile section.

   Likewise, alternative sheetpile sections could be proposed for the NZ19 deadman wall, and changes could be proposed for the deadman wale provided that the changes result in an equivalent wall system.

2. **QUESTION:** Will a survey be required between removal of soft sediment and clay to verify quantities?
   RESPONSE: Yes, to accurately document the relative volumes of soft sediment and underlying clay, a survey should be performed following removal of the soft sediment, and again at the completion of dredging.

3. **QUESTION**: Permit restrictions for in-water work may require construction to extend into 2028. Please verify if the restriction also includes sheetpile driving, or just dredging.
   RESPONSE: The restriction on in-water work corresponds to both sheetpile driving and dredging activities. We are working with WDNR to request a fisheries waiver from these restrictions and will provide an update as soon as possible.

4. **QUESTION**: Add stationing to dredging sections.
   RESPONSE: We can do that to better identify locations relative to the dockwall.

5. **QUESTION:** Replace structural fill above tie rods with aggregate fill to reduce compaction requirements.
   RESPONSE: Ok.

6. **QUESTION:** Make habitat observers part of owner's responsibility on dredging spec.
   RESPONSE: Ok.

7. **QUESTION:** Clarify what is meant by 'debris' in dredging spec. Make a separate bid item for handling debris.

RESPONSE: Assume that all 'debris' encountered during dredging can be taken to Bay Port for disposal.

8. **QUESTION:** Remove professional surveyor from dredging requirement?
   RESPONSE: Ok.

9. **QUESTION:** Clarify turbidity monitoring requirements for dredging?
   RESPONSE: Spec will be revised.

10. **QUESTION:** Do we need marine signaling equipment?
    RESPONSE: Contractor will need to provide appropriate signaling and controls based on what equipment is proposed to be used for the project.

11. **QUESTION:** Clarify timing of final payment surveys on dredging.
12. **RESPONSE:** Survey will be completed within 2 weeks of completion of dredging.

13. **QUESTION:** Can an easement be used for site access?
    RESPONSE: Not currently. The County will work to obtain a temporary construction easement to improve access.

14. **QUESTION:** Battered Piles on crane pads?
    RESPONSE: The battered piles were shown incorrectly on the 90% design. Revisions have been made for the proposed crane pads for the 100% design to make compatible with the dockwall tierods and bollards, etc.

15. **QUESTION:** Would lightweight fill like cellular concrete be acceptable for use behind the dockwall?
    RESPONSE: Yes, lightweight fill would be an acceptable alternative to the marine stone fill. Based on our design iterations for the dockwall, we do not expect the shift to lightweight fill to result in a significant decrease in the required steel member sizes for the dockwall. That is, we would still expect the wall to need to be a combi wall, and not a conventional sheetpile wall even with lightweight fill reducing the loading.

16. **QUESTION:** Will there be compaction requirements on the dredge spoil clay fill?
    RESPONSE: Yes, the earthwork specification has been modified to include compaction requirements of the dredge spoil clay fill, being nominal 8-inch lifts and 90% of the modified Proctor. We anticipate that some spreading and drying time will be required to get the clay material dried back close enough to the optimum moisture content to allow for compaction.

17. **QUESTION:** Do you anticipate needing to import additional general fill?
    RESPONSE: No, the earthwork and grading plan took into consideration significant settlement of the soft sediment material within the boat slip and on the north end of the site. The grading plan also tried to balance and used the majority of the anticipated clay dredge volume. If additional general fill is needed, clay could be made available from the Brown County South Landfill.