

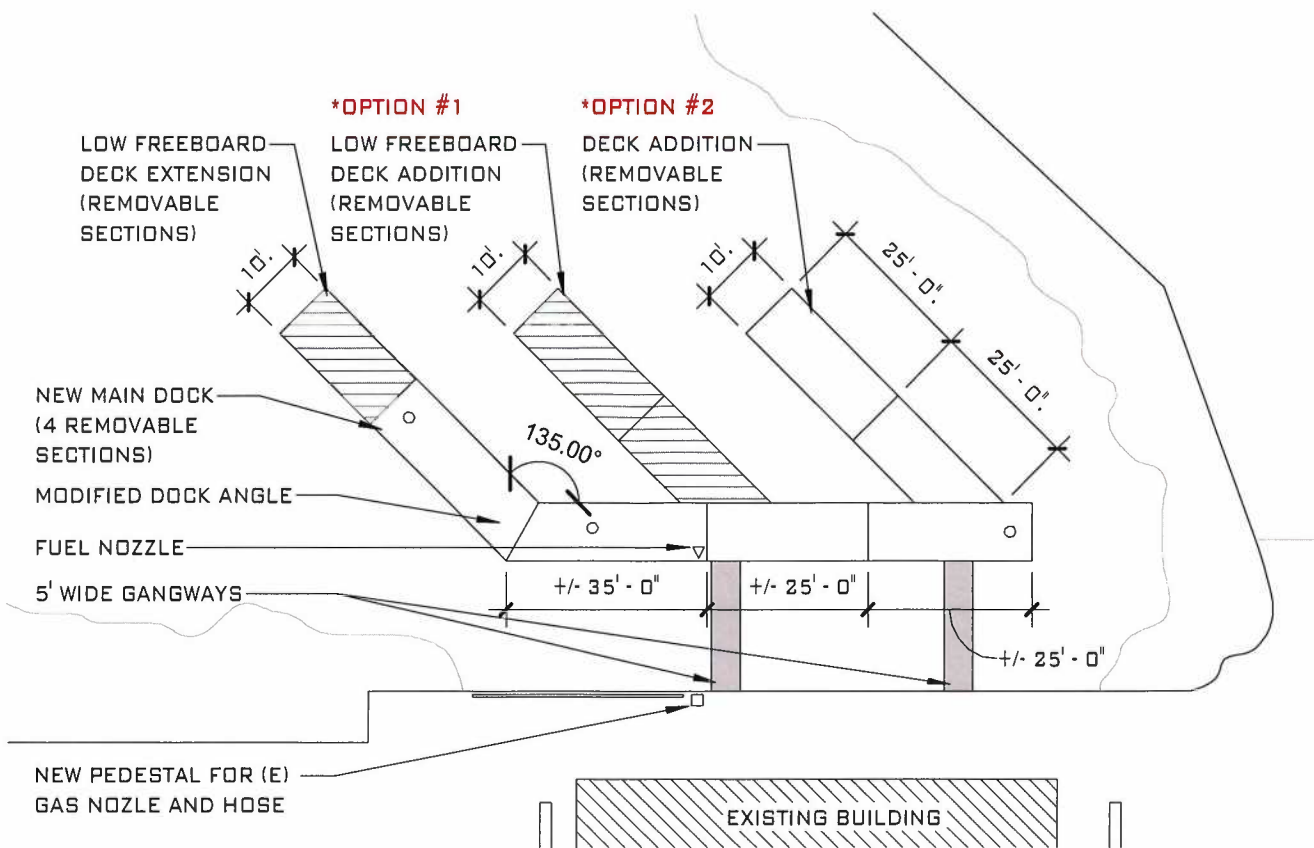
# PORT SAN LUIS DOCK REPLACEMENT PROPOSAL

(NOVEMBER 1ST, 2022)

SHOREY  
architecture  
DESIGN + BUILD



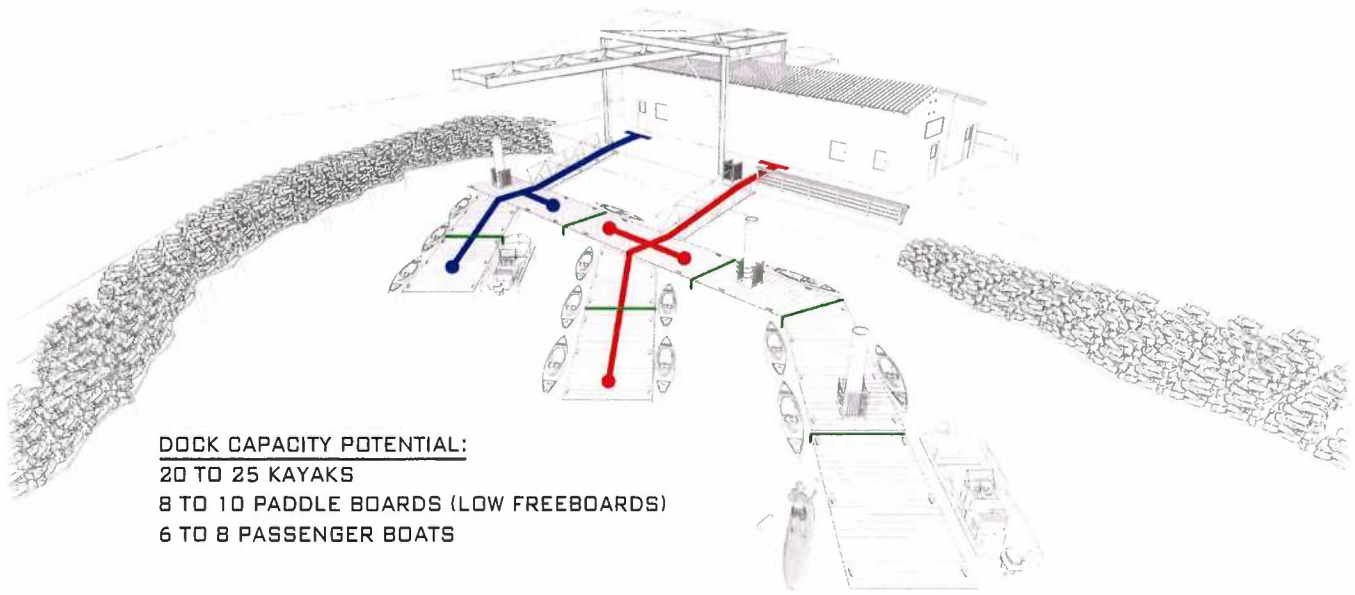
SOL  
CONSTRUCTION



**1**  
A2.0 3.1

# PROPOSED NEW DOCK PLAN

1/32" = 1'-0"



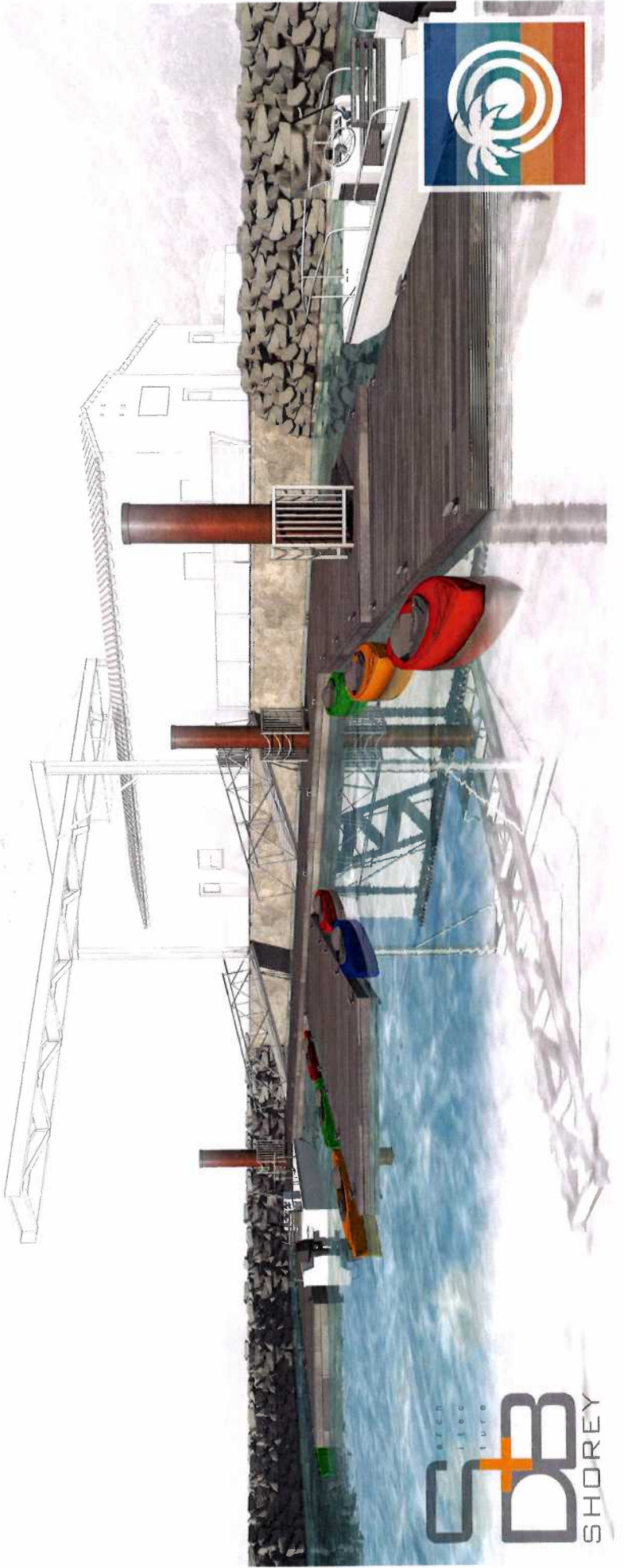
**DOCK CAPACITY POTENTIAL:**  
 20 TO 25 KAYAKS  
 8 TO 10 PADDLE BOARDS (LOW FREEBOARDS)  
 6 TO 8 PASSENGER BOATS

**2**

# CIRCULATION DIAGRAM

SCALE: NTS

THE PROPOSED DESIGN ALIGNS THE NEW 5' WIDE GANGWAYS WITH THE NEW DOCK EXTENSIONS IN ORDER TO MAXIMIZE CIRCULATION WITHIN THE NEW DOCK AREAS. THIS DEIGN ALSO PROVIDES SEVERAL "REMOVABLE" DOCK SECTIONS THAT CAN EASILY BE DRYDOCKED FOR CLEANING AND MAINTENANCE. THE GREEN LINES SHOWN IN THE DIAGRAM ABOVE INDICATE THE LOCATIONS AT WHICH THE DOCK SECTIONS CAN BE DISASSEMBLED INTO MANAGEABLE PIECES FOR EASY REMOVAL.



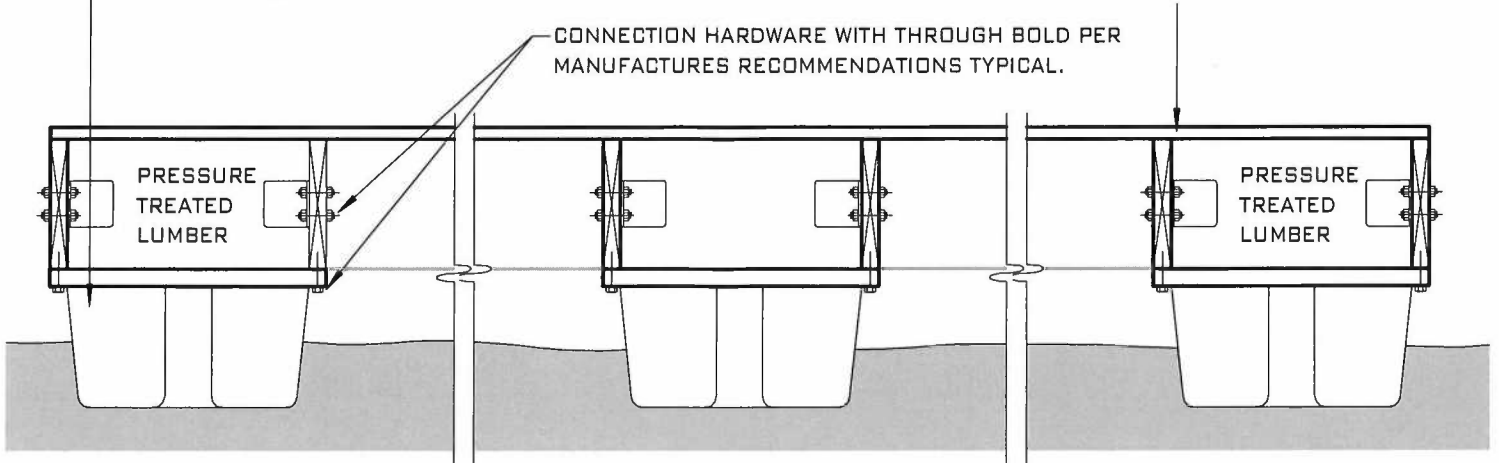
SEARCH  
FILED  
PURE

**SDB** SHOREY

RECTANGULAR BOARDING FLOAT PONTOONS TO BE RIGID ENCLOSED VESSELS COMPLETELY FILLED WITH MARINE GRADE FLOTATION FOAM. PONTOON TO BE MADE OF MDPE WITH A MIN. WALL THICKNESS OF .15 INCHES. TO BE BLACK IN COLOR.

MARINE GRADE COMPOSITE DECKING TO BE INSTALLED TO MEET ADA STANDARDS. GAPS BETWEEN ADJACENT DECKING MEMBERS SHALL BE PERPENDICULAR TO THE LENGTH OF BOARDING FLOATS AND SHALL NOT EXCEED 1/2" IN WIDTH.

CONNECTION HARDWARE WITH THROUGH BOLD PER MANUFACTURES RECOMMENDATIONS TYPICAL.



NOTE: CHANGES IN DECKING LEVEL UP TO 1/4" MAX. BETWEEN ADJACENT DECKING MEMBERS ARE PERMITTED TO BE VERTICAL. CHANGES IN LEVEL BETWEEN 1/4" AND 1/2" MAX. SHALL BE BEVELED WITH SLOPE NOT STEEPER THAN 1:2 (1 UNIT VERTICAL 2 UNITS HORIZONTAL). COMBINED VERTICAL AND BEVELED CHANGES IN DECKING LEVEL IN EXCESS OF 1/2" SHALL NOT BE PERMITTED.

1

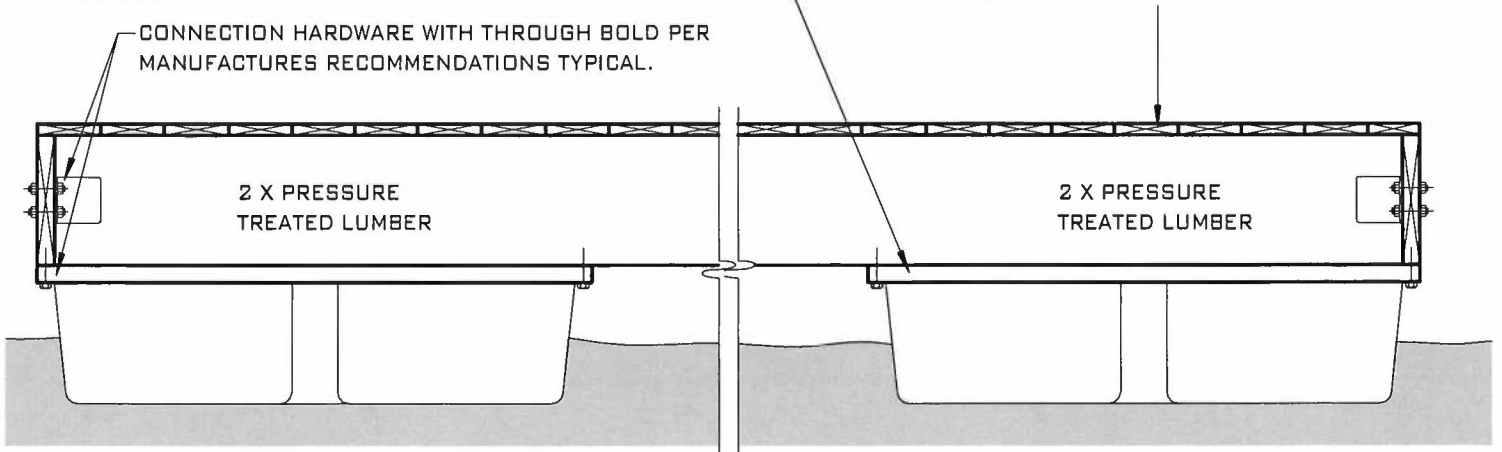
## DOCK CROSS SECTION (SHORT DIRECTION)

SCALE: NTS

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2

## DOCK CROSS SECTION (LONG DIRECTION)

SCALE: NTS

# PORT SAN LUIS DOCK REPLACEMENT (RFP)

Bid Due Date November 1<sup>st</sup> at 11:00 AM

Responses to Proposal Requirements:

## **COST:**

Total Project Cost: **\$338,750.00**

\*Optional 1 Deck Extensions: \$32,425.00

\*Optional 2 Deck Extensions: \$32,425.00

Note: The total cost includes design, fabrication, and installation of the dock and its required components.

## **DESIGN /QUALITY/DURABILITY:**

The design for the proposed dock replacement conforms to the most recent Department of Boating and Waterway Layout and Design and Construction Handbook for small Boat Launching Facilities. The drawings have been prepared by Shorey Architecture Design + Build (Licensed Architecture firm by the State of California). The proposed design aligns the new 5' wide by 24' long ADA compliant gangways with the new dock extensions to maximize circulation and minimize deck congestion. The dock is divided into several 25 foot "removable" sections to allow for periodic removal, drydocking, cleaning and maintenance. Both freeboard and lower freeboard sections have been provided to allow for power boat, kayak, and paddle board users. The design also includes a new pedestal for the existing gas nozzle and hose to be mounted.

### Dock Construction to include:

- All materials to be marine grade.
- All framing materials to be pressure treated lumber.
- Rectangular boarding float pontoons to be rigid enclosed vessels completely filled with marine grade flotation foam. Pontoon to be made of "MDPE" with a minimum wall thickness of .15 inches. Pontoons to be black in color.
- Decking to be marine grade composite decking. Decking to be installed to meet ADA standards.

## **EXPERIENCE:**

As a partnership, **Shorey Architecture Design + Build and SOL Construction** bring over 50 years of design and construction experience to this project.

**Thomas Shorey** is an award-winning designer and owner / principal architect of Shorey Architecture Design + Build. Thomas has a bachelor's and master's degree from Cal Poly San Luis Obispo and has been practicing architecture locally for nearly 15 years. Prior to working in

the San Luis Obispo area, Thomas Shorey was a partner at Shorey Construction from 1998 to 2008.

**Shorey Architecture Design + Build** is a Licensed Architecture firm currently licensed by the State of California and The Board of Architects of Queensland. Below is a list of Shorey Architecture Design + Build's current projects.

- 4 Story Mixed Use Building on Olive Street in San Luis Obispo.
- 14,000 S.F. Basketball Gym at 1051 Farmhouse Lane, San Luis Obispo.
- 3 Story Custom Residence at 2681 Nutmeg Ave, Morro Bay California.
- Large Custom Residence Remodel in Edna Valley, San Luis Obispo.

**Scott Hansen** has been working in the construction industry for nearly 25 years and has worked on a wide range of large and small scale construction projects. Scott is the owner of SOL Construction and has been working to the San Luis Obispo area for 20 years. Below is a list of notable current and past SOL Construction projects.

**SOL Construction, LLC** is a General Engineering / DIR licensed General Contractor

- Currently under contract with City of Santa Maria / County of SB Housing & Community Development – Emergency Shelter Restrooms
- Previous experience includes – Santa Barbara Airport – New construction parking kiosk
- UCSB – Volleyball Courts
- Housing Authority of Santa Barbara

### **EASE OF REPAIR / MAINTENANCE:**

All proposed materials to be marine grade in quality. Nevertheless, these materials are readily available, affordable, easy to repair or replace as needed. The dock is also divided into several 25 foot "removable" sections to allow for periodic removal, drydocking, cleaning and maintenance.

### **AVAILABILITY / SCHEDULE:**

Sol Construction and Shorey Architecture Design + Build are both local to San Luis Obispo County. The anticipated start date will be March 27<sup>th</sup> with 21 days of onsite construction / assembly. If conditions allow, construction and assembly time may potentially be shortened.

### **USE OF DISTRICT EQUIPMENT / PERSONNEL:**

Because we are local, we can be flexible, and we can be personally onsite quickly if the need emerges. Additionally, because our equipment and labor forces are local, we can keep the use of district equipment use and labor needs to a minimum.



