



Post Office Box 3005
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September 20, 2024

ADDENDUM NO. 01
TO
SPECIFICATIONS AND CONTRACT DOCUMENTS FOR
INVITATION TO BID
BIMT BERTH 20 WHARF EXPANSION
JPA CONTRACT NO. ITB C-1814

The item(s) of this Addendum shall modify and become a part of the contractual documents for this project as of this date.
(Failure to acknowledge this addendum will be grounds for rejection of proposal.)

PHYSICAL CHANGES TO CONTRACT SPECIFICATIONS

Item No. 01

*Reference to Bid Form, pages BF-1 to BF-3, **REPLACE WITH: "REVISED" BID FORM, pages BF-1 to BF-3.***

Item No. 02

*Reference to Required Limits of Insurance, pages RLI-1 to RLI-3, **REPLACE WITH: "REVISED" REQUIRED LIMITS OF INSURANCE, pages RLI-1 to RLI-3.***

Item No. 03

*Reference to the Technical Specifications, **REPLACE PAGE: Marine Concrete, Section 03 31 01 Marine Concrete, Page 7 of 15.***

Item No. 04

*Reference to the Specification Drawings, **REPLACE PAGES: Drawings Pages G-1 Index, S-7-Framing Plans, S-9-Pile Cap Details, and S-16-PSC Deck Panel Detail.***

ATTACHMENTS TO CONTRACT SPECIFICATIONS

Attachment No. 1 - Mandatory Pre-Bid Meeting Minutes, held 08/27/24 at 10:00 AM

Attachment No. 2 - Optional Site Visit Attendance List, held 08/27/24 at 2:00 PM

Attachment No. 3 - Response to Questions submitted by Email and in E-Builder

Attachment No. 4 - Revised Bid Form, Pages BF-1 through BF-3

ADDENDUM NO. 01 – (Con't)

Attachment No. 5 - Revised Required Limits of Insurance, Pages RLI-1 through RLI-3

Attachment No. 6 - Vessel Historical Schedule for SEPT23 thru AUG24 (Q&A #3)

Attachment No. 7 - Revised Section 03 31 01 Marine Concrete, Page 7 of 15 (Q&A #70 and #90)

Attachment No. 8 - Revised Framing Plans Map, Page S-7 (Q&A #21)

Attachment No. 9 - Revised Pile Cap Details Map, Page S-9 (Q&A #22)

Attachment No. 10 - Revised PSC Deck Panel Detail Map, Page S-16 (Q&A #35)

Attachment No. 11 - Revised Drawing Index, Page G-1 (updated with S-7, S-9, and S-16 revisions)

Acknowledgment of the following addenda is hereby made:

Addendum #1, Dated: _____ Initials _____

Company _____

NOTE: THIS ADDENDUM SHALL BE ACKNOWLEDGED IN YOUR BID SUBMISSION, FAILURE TO ACKNOWLEDGE ADDENDUM WILL BE GROUNDS FOR REJECTION OF BID.

PLEASE VISIT [HTTP://WWW.JAXPORT.COM/PROCUREMENT/ACTIVE-SOLICITATIONS](http://www.jaxport.com/procurement/active-solicitations) PRIOR TO THE BID OPENING TO DETERMINE IF ANY ADDENDA HAVE BEEN RELEASED ON THIS CONTRACT.

MANDATORY PRE-BID MEETING MINUTES**JPA Contract: ITB C-1814****BIMT BERTH 20 WHARF EXPANSION****Date: Tuesday, August 27, 2024****Time: 10:00 AM (START RECORDING)**

Good morning! It is now **10:00 AM** on **Tuesday, August 27, 2024** and the Pre-Bid Meeting for JPA Contract No. **ITB C-1814 BIMT BERTH 20 WHARF EXPANSION** will now begin. My name is Jerrie Gunder, I am the Sr. Contract Specialist for this project.

This meeting is being held via ZOOM teleconference which allows interested persons to view and participate remotely.

This meeting is subject to Florida Sunshine Laws and therefore, is being recorded.

Please type your name and the company you represent in the "Chat Box".

We will begin the meeting by introducing JAXPORT Staff Members:

JAXPORT STAFF IN ATTENDANCE:

☒ Name: Jerrie Gunder	Title: Sr. Contract Specialist
☒ Name: Retta Roger	Title: Director, Procurement Services
☒ Name: Terri Lemon-Scott	Title: Contract Specialist
☒ Name: Michael McCoy	Title: Coordinator, Vendor Mgmt & SEB Programs
☒ Name: Kelsey Cox	Title: Senior Director, Engineering & Construction
☒ Name: Jose Vazquez	Title: Director, Project Management
☒ Name: James "Tripper" Jones	Title: Project Manager
☒ Name: Ellen Carmosino	Title: Construction Program Administrator
☒ Name: Michael Johnson	Title: Director, Engineering & Construction Support
☒ Name: Brandon Braziel	Title: Project Manager
☒ Name: Chris Good	Title: Manager, Terminal Operations
☒ Name: Wade "Chip" Taylor	Title: Assistant Manager, Facilities
☒ Name: Brian Capprotti	Title: Assistant Manager, Facilities

IDENTIFY MEMBERS OF PUBLIC ATTENDEES

Because this is a **MANDATORY PRE-PROPOSAL CONFERENCE** to ensure that all Proposers are fully informed of the requirements for this contract and **FOR YOUR PROPOSAL TO BE CONSIDERED A REPRESENTATIVE FROM YOUR COMPANY MUST ATTEND THIS MEETING.**

FOR RECORDING PROPOSES, I WILL CALLED UPON EACH PERSON BY THEIR FIRST NAME; PLEASE UNMUTE YOUR MICS AND ANNOUNCE YOUR FULL NAME AND THE COMPANY YOU ARE REPRESENTING. HOWEVER, TO AVOID ANY OMITTANCE, I ASK THAT YOU ALSO CONFIRM YOUR ATTENDANCE AT THIS MANDATORY MEETING, BY PLEASE TYPING YOUR NAME AND THE COMPANY YOU ARE REPRESENTING IN THE "CHAT BOX". Please note, ONLY companies recorded/listed as attending this meeting will be allowed to submit a proposal.

Please clearly state your name and the company you are representing. (*Allow time for each person to speak, add their name to the Attendance list, and ask again at the conclusion of the meeting for verification*).

COMPANIES' ATTENDANCE RECORD OF MANDATORY PRE-BID MEETING		
NO.	REPRESENTING AGENT	COMPANY'S NAME
1.	<i>Vick Tollison</i>	<i>Allen & Graham, Inc.</i>
2.	<i>Michael Empey</i>	<i>Cashman Dredging & Marine Contract Co., LLC</i>
3.	<i>Shawn Byrd</i>	<i>Gemstone LLC</i>
4.	<i>Garrett Harrison</i>	<i>JB Coxwell</i>
5.	<i>KJ Johnson</i>	<i>Kethe's Contracting Services, LLC</i>
6.	<i>Getty Skinner</i>	<i>Manson Construction</i>
7.	<i>Tim Daniels</i>	<i>Manson Construction</i>
8.	<i>Keshav Vasudevan</i>	<i>McCarthy Building Companies, Inc.</i>
9.	<i>Jordan West</i>	<i>ORION Marine Construction</i>
10.	<i>Tyler Satterfield</i>	<i>Orion Marine Construction</i>
11.	<i>Claudio Dominguez</i>	<i>Orion Marine Construction Inc.</i>
12.	<i>Dillon Kost</i>	<i>RJ Gorman Marine Construction</i>
13.	<i>Jacob Gorman</i>	<i>RJ Gorman Marine Construction</i>
14.	<i>Alvin Lopez</i>	<i>RUSH Marine, LLC</i>
15.	<i>Josefino Doronila</i>	<i>RUSH Marine, LLC</i>
16.	<i>Matt Tate</i>	<i>RUSH Marine, LLC</i>
17.	<i>Suzanne Odisho</i>	<i>RUSH Marine, LLC</i>
18.	<i>Tony Landry</i>	<i>RUSH Marine, LLC</i>
19.	<i>Tyler Carswell</i>	<i>RUSH Marine, LLC</i>
20.	<i>Cameron Toups</i>	<i>Russell Marine LLC</i>
21.	<i>Joe Lane</i>	<i>S J Hamill Construction</i>
22.	<i>Dan Owsley</i>	<i>Seacoast Incorporated</i>
23.	<i>Jessica Welch</i>	<i>Shoreline Foundation, Inc.</i>
24.	<i>Brian McGarity</i>	<i>Superior Construction</i>
25.	<i>Chris Ertz</i>	<i>Superior Construction</i>
26.	<i>Daniel Moreno</i>	<i>Superior Construction</i>
27.	<i>Donald Anderson</i>	<i>Superior Construction</i>
28.	<i>Ethan Schwan</i>	<i>Superior Construction</i>
29.	<i>Jeffrey Bessent</i>	<i>Superior Construction</i>
30.	<i>Jake Sydnor</i>	<i>Taylor Engineering Inc.</i>
31.	<i>Cody Wilson</i>	<i>TIC - The Industrial Company</i>
32.	<i>Bo Thompson</i>	<i>TIC - The Industrial Company</i>
33.	<i>Matthew Romanowski</i>	<i>Vecellio & Grogan, Inc.</i>
34.	<i>Thomas Simnick</i>	<i>Weeks Marine. Inc</i>

Instructions for all participants/members of the public –

- i. To avoid any microphones transmitting sounds that causes feedback, echoes or sounds what will otherwise cause a disruption to this meeting, participants (regardless of how they are accessing this meeting) are asked to keep their microphones on “mute” at all times when not speaking. PLEASE TAKE A MOMENT AND “MUTE” YOUR MICs FOR THIS MEETING.
- ii. Any individual who wishes to speak, should “*unmute*” their microphones and wait to be recognized by the host before speaking.
- iii. When called upon, please announce your name and the company you are representing.
- iv. Each person speaking should do so clearly and slowly to ensure they are heard and understood for recording purposes and by other participants and attendees.

Key Dates:

- **Bids Due: TUESDAY, OCTOBER 1, 2024 before 2:00 PM (ET).** Invitation to Bids and all required supplemental material listed in the bid documents, must be submitted in **PDF Format Only** through E-Builder. **The PDF file name should read “C-1814” JAXPORT is not accepting any bid packages submitted by Email, Fax, Mail or Hand-Deliveries.** Bids and supplemental documents submitted other than through E-Builder will not be accepted or considered. **Please visit JAXPORT’s website at www.jaxport.com for more information and updates.**
- **AGAIN, FOR YOUR PROPOSAL TO BE CONSIDERED A REPRESENTATIVE FROM YOUR COMPANY MUST ATTEND THIS PRE-BID MEETING. PLEASE ENSURE YOUR NAME AND THE COMPANY YOUR ARE REPRESENTING IS LISTED IN THE CHAT BOX.**
- **Site Visit: An OPTIONAL Site Visit is scheduled for TUESDAY, AUGUST 27, 2024 at 2:00 PM (ET).** Attendees will meet in the parking lot of the Access Control Center (ACC) located at 9620 Dave Rawls Blvd., Jacksonville, FL 32226. Contact Person will be Brandon Braziel, Project Manager. Due to the secure area of the project, attendees will be transported by a JAXPORT Bus to the BIMT BERTH 20 WHARF location. **NO QUESTIONS WILL BE ANSWERED DURING THE SITE VISIT.**
- **Prior to the scheduled SITE VISIT, please email jerrie.gunder@jaxport.com or call at (904) 357-3455 to have your name, company’s name, driver’s license number (or TWIC badge acknowledgment) added to the Bus Roster. Verification of a valid driver’s license/TWIC badge must be presented prior to boarding the bus. All attendees must have a HARD HAT, SAFETY BOOTS AND VEST.**
- **Questions:** Any questions after the meeting must be e-mailed with the **SUBJECT: ITB_C-1814 or C-1814** to Jerrie.Gunder@jaxport.com OR submitted in E-Builder. Please do not send questions to anyone else. The deadline to submit questions is: **12:00 PM (ET), THURSDAY, SEPTEMBER 5, 2024.** After that time no questions will be answered concerning this ITB. **PLEASE REMEMBER, ALL QUESTIONS ADDRESSED AT THIS PRE-BID MUST BE PUT IN WRITING AND SENT TO MY EMAIL ADDRESS OR SUBMITTED IN E-BUILDER. AGAIN, NO QUESTIONS WILL BE ANSWERED DURING THE SITE VISIT.**

ARE THERE ANY QUESTION REGARDING HOW TO SUBMIT YOUR BIDS?

Scope of Services: Brandon Braziel, Project Manager will give an overview of the Scope of Work as outlined in the specification documents.

INVITATION TO BID DOCUMENTS

The Invitation to Bid document can be obtained from our website: <https://www.jaxport.com/procurement/active-solicitations/>.

If you should have any questions regarding the solicitation package, please submit them **by e-mail to Jerrie Gunder, Sr. Contract Specialist at: Jerrie.Gunder@jaxport.com** or **through E-Builder**.

- **Acknowledgment of Addenda** *(It is mandatory that the bidder acknowledge all addenda, the system will not allow you to submit your proposal until the addenda is acknowledged).*
- **Bidder Requirements:** Page BCF-1 (list of documents required to be submitted with bid. It is mandatory that all required documents be uploaded in e-Builder when submitting your bids.)
- **Bid Form – Total Bid Amount (Item 1-16)**
- **No SEB Goals, however, Participation is Encouraged,** please contact Michael McCoy at (904) 357-3003 for additional information

Question & Answers: Deadline for submitting questions is **THURSDAY, SEPTEMBER 5, 2024 by 12:00 PM (ET)** and must be submitted either in E-Builder or sent via email to Jerrie.Gunder@jaxport.com to be properly addressed via Addendum.

Bids Must be Uploaded in E-Builder: prior to 2:00 PM (ET), TUESDAY, OCTOBER 1, 2024.

Note: These minutes shall become a part of the solicitation documents and contract agreement. Any corrections, additions or errors will be brought to the attention of the Project Manager within 5 days after receipt of the minutes. It shall be the responsibility of the contractor submitting a proposal for this contract to ensure that all Subcontractors, Suppliers, and services that are incorporated into his proposal have received benefit of the minutes and any addenda that may be issued.

ARE THERE ANY QUESTIONS?

Thank you for your participation and we look forward to your bid submission.

Meeting adjourned at **10:43 AM**

Prepared By **Jerrie Gunder, Sr. Contract Specialist**

OPTIONAL SITE VISIT BUS ROSTER
JPA Contract: ITB C-1814
BIMT BERTH 20 WHARF EXPANSION
Tuesday, August 27, 2024 at 2:00 PM

Indiv. Name	FL	Company
Greg Tolbert	X	HJC / V&G
Chris Bergquist	X	Orion Marine Construction
James Tyler Satterfield	X	Orion Marine Construction
Frazier Thompson		RJ Gorman Marine Construction
Anthony "Tony" Landry	X	RUSH Marine, LLC
Matthew Tate	X	RUSH Marine, LLC
Tyler Carswell- Estimator	X	RUSH Marine, LLC
Jordan Adams	X	SJ Hamill Construction, LLC
Christopher Ertz	X	Superior Construction
Daniel Moreno	X	Superior Construction
Ethan Schwan	X	Superior Construction
JAXPORT STAFF		
Brandon Braziel	TWIC	JAXPORT / PCOB
Brian Capprotti	TWIC	JAXPORT / BIMT
Chris Good	TWIC	JAXPORT / BIMT
James "Tripper" Jones	TWIC	JAXPORT / PCOB
Jose Vazquez	TWIC	JAXPORT / PCOB
Keith Sanders	TWIC	JAXPORT / PCOB (BUS)
Wade "Chip" Taylor	TWIC	JAXPORT / BIMT

MEETING SIGN-IN SHEET

Project:	Berth 20	Meeting Date:	8/27/24 @ 1400
Facilitator:	TRIPPER JONES	Place/Room:	Site Visit

Name	Title	Company	Phone	E-Mail
✓ Tony Landry	PRESIDENT	RUSH MARINE	913 3937375	Handry@rushinc.com
✓ Matt Tate	ESTIMATOR	RUSH Marine	321-267-8100	mtate@rushinc.com
✓ Greg Tolbert	Project Manager	HSC Vecellio + Grogan	904 355 5885	Greg.Tolbert@haljonesvg.com
✓ Daniel Moreno	Project Engineer	Superior Construction	904 524 3951	dmoreno@superiorconstruction.com
✓ Tyler Carswell	Estimator	RUSH Marine	321-624-2700	tcarswell@rushinc.com
✓ CHRIS ERTZ	ESTIMATOR	SUPERIOR CONSTRUCTION	904-292-4240	CERT@SUPERIORCONSTRUCTION.COM
✓ CHRIS BERNEUWIST	Estimator	ORION MARINE	(813) 786-0404	CBERNEUWIST@ORIONMARINEGROUP.COM
✓ Tyler Satterfield	Project Manager	ORION Marine	813-981-9159	TSatterfield@orionmarinegroup.com
✓ JAKE SYDNOR	Engineer/PM	Taylor Engineering (EAT)	407-729 8935	jsydnor@taylorengeerng.com
Keith Wicker	Avea Mgr	TIC	912-429-5167	Keith.Wicker@ticus.com
Cody Wilson	Estimator	TIC	912-663-3201	Cody.Wilson@ticus.com
JOSEPH ADKISON	PROJECT MNGR.	TIC	912-429-5166	josh.adkison@ticus.com
✓ Frazier Thompson	Superintendent	RJ Gorman	229-1313-4403	fthompson@gorman.com



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**INVITATION TO BID
BIMT BERTH 20 WHARF EXPANSION
JPA CONTRACT NO. C-1814**

**ADDENDUM NO. 01
RESPONSE TO QUESTIONS**

1. Is it required that a potential subcontractor to have been present at the mandatory meeting and are you going to post who attended the meeting?

ANSWER: Potential subcontractors did not have to be present for the mandatory Pre-Bid Meeting. See the attached attendance sheet.

2. Reference technical specification 03 31 01.2.04.C: "Form ties or wall ties shall be non-metallic". Typical form ties for marine construction are steel, however, they are imbedded in the concrete inside of the reinforcing steel thus providing required concrete cover. Are industry standard steel form ties acceptable here?

ANSWER: Per Technical Specification section 03 31 01 paragraph 2.04.C, form ties or wall ties shall be non-metallic. Use of stainless-steel form ties or wall ties is acceptable.

3. Please provide ship schedule for the existing berth.

ANSWER: Past data or current forecasts give no direction as to the actual future Berth 20 schedule. For Information Purposes Only, See the attached vessel log for Berth 20, for the year to date per Attachment No. 6.

4. Drawing S-27 Pile Jacket Repair Type 1A Non-Structural, please confirm the annulus size fill?

ANSWER: The size of annulus will vary depending on the amount of damaged and/or unsound concrete removed. At minimum, the annulus shall be 2 inches from the undamaged concrete face of pile. The annulus shall be defined as the distance between the undamaged edge of pile and inside edge of pile jacket

5. Drawing S-27 Pile Jacket Repair Type 1A Non-Structural, will the top of the repair be at the underside of the Concrete Cap or equally spaced over the repair?

ANSWER: The pile jacket repair shall extend at least 2 feet above the damaged region as depicted on the Construction Drawings. If the distance from the damaged region to the bottom of the concrete cap is less than 2 feet, then the jacket shall terminate at the bottom of cap.

6. What is the date of the anticipated Notice to Proceed?

ANSWER: With a bid within the project budget and a successful award at the October 28th Board Meeting. An NTP is expected to be issued in November 2024, or early December 2024,

7. Please provide clarify if any Prevailing Wage Tables are applicable for this project.

ANSWER: Not applicable

8. Please confirm you will allow Fiberglass vs Steel on this JAXPORT BIMT Berth 20 Wharf Extension project?

ANSWER: The question is unclear and lacks context; no response can be provided.

9. Will the Authority considering extending the time frame for questions to allow further examination of the bid documents?

ANSWER: The Question Period will not be extended.

10. Is the contractor required to capture the spoils from the required pile predrilling / preforming and dispose of off of the project site?

ANSWER: All state and federal permits for the BIMT Berth 20 Wharf Expansion were issued with the understanding that pre-drilling is required for pile installation. There are no permit conditions requiring the capture and disposal of subsurface material that may be displaced during pre-drilling operations. The Contractor shall review all state and federal permits within the Contract Documents and adhere to all turbidity monitoring and control requirements.

11. Can you confirm if Buy America will apply to the steel components required for the fender systems or are they exempt?

ANSWER: BUY AMERICA: In accordance with Special Conditions (Page No. SC-9), the project is subject to the "Buy America Requirements for Iron and Steel." As such, the Contractor's bid must include pricing in compliance with these provisions while meeting all technical requirements of the Contract Documents. The Contractor must include pricing to Furnish and Install Marine Bollards and Furnish and Install Marine Cone Fenders (Items 13 and 14) as part of the Base Bid.

However, the Authority recognizes that questions of quality or availability for "Buy America" compliant bollards and fenders MAY exempt one or both of these products, and only these products, from the "Buy America" requirement. Therefore, if the Bidding Contractor feels that its preferred supplier for these elements, while not being Buy America compliant, offers better availability produced in sufficient quantities and with satisfactory quality in full compliance with Construction Documents, the Contractor should complete the Alternate Bid (Items 17 and 18) to Furnish and Install Marine Bollards and Furnish and Install Marine Cone Fenders using pricing from its preferred supplier.

Line “D” of the Bid Form will serve as the Basis for Award. Completion or lack thereof of and/or the value of the Alternate Bid (Items 17 and 18) will have no bearing on the award. However, if the winning Contractor completed the Alternate Bid items, after Award and during the technical submittal review process, if requested, the winning Contractor should be prepared to provide technical submittals for both “Buy America” and “Non-Buy America” alternatives. The Authority may also require the winning Contractor provide summary justification for exempting bollards and fenders under the Alternate Bid (Item 17 and 18) from the “Buy America” requirement. The Authority reserves the right to choose any combination of base and alternate bid items for the costs noted on the Bid Form, and there will be no cause for price change, regardless of the Authority’s chosen options.

12. When pouring the caps with the horizontal construction joint to eliminate the use of mass concrete, how much time shall elapse before the next lift of the cap can be poured?

ANSWER: Please refer to revised Technical Specification section 03 31 01 MARINE CONCRETE, Page 7 as provided with this addendum. If pouring in two lifts, Contractor must complete curing of the first lift for 7 days before placing the second lift.

13. Should we reach out to you for engineering approval of our fender and bollards? We are a Spanish company with over 20 years in the marine product business.

ANSWER: Per the Technical Specifications, the fender and bollard manufacturer shall engage the services of an engineer, licensed in the United States or International equivalent, to provide calculations demonstrating that the proposed bollard, fender, and corresponding anchorage and accessories meet the loading requirements outlined in the Contract Documents. The Engineer of Record (Taylor Engineering Inc.) will not provide services as the Contractor’s or Fender/Bollard Manufacturer’s Engineer.

14. My company is essentially a maritime international company, which have been in the marine fenders business since mid-90s and have sold many projects throughout the US and several port of the world. Understanding that this project has BA requirements, we would like to respectfully request that our products (fenders and bollards) be accepted as approved equivalents to the specified products in this bid.

ANSWER: Substitutions will not be reviewed prior to Contract award. If a substitution is anticipated, it is the responsibility of the Contractor and the Contractor’s third-party vendor to carefully evaluate the product’s conformance to the Contract Documents. Further, the Owner or Engineer cannot guarantee that a substitution will be accepted. Rejection of a substitution due to failure to meet Contract Document requirements will not be considered bounds for a Change Order.

15. We would like to request a review of our cone fenders, super arch fenders, and SBD series bollard so they can be accepted as an equivalent to Trelleborg cone fender, Trelleborg / Shibata arch fender, Trelleborg MSB bollard specified.

ANSWER: Substitutions will not be reviewed prior to Contract award. If a substitution is anticipated, it is the responsibility of the Contractor and the Contractor’s third-party vendor to carefully evaluate the product’s conformance to the Contract Documents. Further, the Owner or Engineer cannot guarantee that a substitution will be accepted. Rejection of a substitution due to failure to meet Contract Document requirements will not be considered bounds for a Change Order.

16. Please confirm if Buy American Requirements for Iron and Steel are applicable to the fenders and bollards required for the project.

ANSWER: See Response for Question #11

17. Drawing S-27 Type 1A Unreinforced Pile Jacket Repair requires Pre-Packaged Epoxy Grout. If the annulus fill of the Fiberglass Jacket is greater than 1 inch, Epoxy Grout is a very expensive material and is often substituted by a non-shrink underwater flowable cementitious grout with excellent adhesion to concrete. Is the Sea Shield 510 UW Grout an approved material to fill the annulus?

ANSWER: Repair grout for pile jacket repairs shall be pre-packaged epoxy grout as specified in the Construction Drawings.

18. Drawing S-27 for Reinforced Pile Jacket requires a 4½ inch minimum annulus fill. Notes 1 & 2 specify Epoxy Grout material. Please confirm material for a 4½ minimum annulus fill for a Reinforced Pile Jacket.

ANSWER: Repair grout for pile jacket repairs shall be pre-packaged epoxy grout as specified in the Construction Drawings.

19. The roughening detail of the concrete caps have been really difficult to work with on things like that. The detail says to "roughen" the surface, does a vibrated and raked surface suffice for a roughened surface or are other means necessary?

ANSWER: Horizontal construction joints shall be prepped in conformance with the Contract Documents to produce ¼ roughness amplitude. Raked surfaces shall be considered acceptable ONLY after inspection and approval by the Engineer.

20. Reference Drawings E-4: What spacing is required for unistrut conduit pipe clamps mounted to concrete wall?

ANSWER: The NEC (National Electric Code) requires support for rigid metal conduits spaced 10ft maximum and within 3ft of junction boxes or termination.

21. Reference Drawings S-2 / S-7: There is a discrepancy in quantity of pile types due to the pile at K-37 and 6'-6" south of K-37, being shown differently between Sheets S-2 and S-7. Please advise which is correct and confirm the quantities given on the pile schedule on sheet S-2.

ANSWER: Sheet S-2 is correct; the pile quantities given on the pile schedule on Sheet S-2 are confirmed as correct. Sheet S-7 incorrectly shows Pile K-37 as compression test pile. Sheet S-7 also neglected to show the pile immediately south of K-37 as a tension test pile. Sheet S-7 is corrected and attached to this addendum. See Attachment No. 8.

22. Reference Drawings S-9 / S-16: The continuous grout bearing pad is shown as 8" wide on Sheet S-9 and shown as 10.5" wide on Sheet S-16. Which is correct? Can the continuous grout and shim plates be replaced with neoprene or asphaltic bearing pads?

ANSWER: Sheet S-16 is correct with a 10.5-inch-wide continuous grout pad. Contractor's bid shall assume continuous grout pads poured around Korolath shims. Drawings are corrected and attached to this addendum. See Attachment No. 9.

23. Reference Drawings C-1: If siltation occurs in the dredge limits during the duration of the project, will maintenance dredging be required prior to substantial completion? If so, please add a pay item.

ANSWER: Refer to Specification Section 35 20 23, Section 3.23, Final Examination and Acceptance regarding final acceptance of dredging work. Once final acceptance is achieved, the Contractor will not be responsible for continued maintenance dredging.

24. Reference Drawings MD-101: Does temporary water need to be supplied to the dock for the vessels during the demolition of the existing water lines? If so, what's the GPM required?

ANSWER: Because this is both potable and fire water service. The Authority would expect that the interruption to service would be of reasonable time outlined in an approved work plan and providing a temporary service would not be needed.

25. Reference Bid Document Page 103 of 132: According to the bid document, the Buy America requirement only applies to items "made primarily of iron or steel." Since fender systems are not predominantly made of steel, but rather, polymeric material, please confirm that they are not governed by this requirement.

ANSWER: See Response for Question #11

26. Reference Bid Document Page 103 of 132: Unlike the fender systems, the mooring bollard systems are predominantly made using a steel or iron casting process. Please confirm that the bollard body and its associated components (comprehensive system) are required to be melted, cast, and produced domestically?

ANSWER: See Response for Question #11

27. Reference Drawings S-27: The cross-section shown is for reinforced pile jackets. Please provide a cross-section for Type 1A unreinforced pile jackets as the annular void is usually smaller per manufacturer's instructions.

ANSWER: The size of annulus will vary depending on the amount of damaged and/or unsound concrete removed. At minimum, the annulus shall be at least 2 inches from the undamaged concrete face of pile. The annulus shall be defined as the distance between the undamaged edge of pile and inside edge of pile jacket.

28. Reference ITB / E-Builder Deadline: Can the questions due date be extended from 9/5/24 to 9/19/24?

ANSWER: See response to question #9.

29. Reference Drawings S-9: In reference to the construction joints that are required to be roughened to 1/4" amplitude, does a vibrated and raked surface suffice for a roughened surface or are other means necessary?

ANSWER: Horizontal construction joints shall be prepped in conformance with the Contract Documents to produce ¼ roughness amplitude. Raked surfaces shall be considered acceptable ONLY after inspection and approval by the Engineer.

30. Is the contractor required to put any Traffic Control Measures on the trestle to separate the construction traffic from the ship loading and unloading?

ANSWER: See Sheet G-7; Contractor Access & Staging Areas Notes, specifically 3. It will be the responsibility of the Contractor to submit a MOT plan to the Owner/Engineer for approval. Adequate and safe separation will be one of the basic requirements of that plan.

- 31.** The Barrier Rail on the South end of the existing Wharf is required to be removed, is the contractor required to place Temporary Barrier to protect the edge?

ANSWER: Yes. The Contractor shall adhere to all requirements outlined on sheets G-7 and G-8 of the Construction Drawings.

- 32.** What is the Anticipated Notice to Proceed?

ANSWER: See Response to Question #6.

- 33.** Page S-17 of the plans call for 3" ID Corrugated Steel Tube to be used a sleeve for the rebar. Talking to some precast companies the 3" ID Sleeve seems larger than standard practices, what is the required width between the rebar and the sleeve?

ANSWER: The Contractor shall coordinate with the grout manufacturer on the minimum required annular space. If the grout manufacturer's recommended annular space results in smaller diameter corrugated sleeves, then the grout manufacturer shall provide formal documentation to the Engineer for review and approval.

- 34.** Will the FDOT Standard specifications be used to determine the number of pull tests for the rebar in the piles?

ANSWER: No pull tests are required for pile dowels.

- 35.** Please confirm that the precast deck slabs will not be sitting on any type of Neoprene Bearing Pads.

ANSWER: Deck slabs will be shimmed with Korolath bearing pads and a continuous grout bearing pad poured around and adjacent to shims. See "12-in Bearing Detail" on Sheet S-16. Drawings are corrected and attached to this addendum. See Attachment No. 10.

- 36.** On page S-2 the pile table calls for all piles to have a 20" Dia. Predrill, will the port require casing to be used with the predrill to prevent sediment in the river?

ANSWER: All state and federal permits for the BMT Berth 20 Wharf Expansion were issued with the understanding that pre-drilling is required for pile installation. There are no permit conditions requiring the capture and disposal of subsurface material that may be displaced during pre-drilling operations. The Contractor shall review all state and federal permits within the Contract Documents and adhere to all turbidity monitoring and control requirements.

- 37.** What do you need from us to consider our AVL.200.1 and AVL.125.1 an approved equal to the Trelleborg MSB-125 and MSB-200? We have sold bollards directly to JAXPORT in the past. I have also attached a list of ten projects than have been in service for at least 5 years.

ANSWER: Substitutions will not be reviewed prior to Contract award. If a substitution is anticipated, it is the responsibility of the Contractor and the Contractor's third-party vendor to carefully evaluate the product's conformance to the Contract Documents. Further, the Owner or Engineer cannot guarantee that a substitution will be accepted. Rejection of a substitution due to failure to meet Contract Document requirements will not be considered bounds for a Change Order.

38. Will JAXPORT consider having mandatory pre-bid meeting via ZOOM for the subject project? We missed the first pre-bid meeting because there was not enough time for us to get the notification from our plan room.

ANSWER: A second pre-bid meeting will not be held.

39. Can you confirm if utilities (power & potable water) are available at provided contractor lay down areas?

ANSWER: Utilities are not readily available at the indicated lay-down areas.

40. The Deck Panel design shown on Sheet S-16 and indicated in item 2 (Design of Prestressed Deck Panels) says to consider all plank reinforcement shown and detailed in the drawings as minimum reinforcement required. Following this basis for design, If the submitted design is inadequate will we be able to get a change order for our Specialty Engineer for additional design?

ANSWER: As indicated on Sheet S-16, the Specialty Engineer shall design and sign/seal deck panels. All costs for Specialty Engineer should be included in bid price.

41. We would to request the RFI Period be extended to 7 calendar days before the Bid Date.

ANSWER: See Response to Question #9.

42. Article 4 of Section 1 of the General Conditions states that "the Owner reserves the right to let other contractors perform work without conflict on the same or adjacent property". Please confirm that Contractor may seek an equitable adjustment to the price and/or time to complete the work for impacts from Owner's other contractors, or explain what is intended.

ANSWER: The Article speaks for itself. For any contractor claim inquiry please refer to General Conditions Section III.

43. Article 2 (c) of Section 1 of the General Conditions requires Contractor to notice Owner of any error or omission in the plans or specifications, and requires that failure to timely notice results in Contractor performing the work at its own cost. But, the Article is silent on compensability when notice is timely. Please confirm that the Contractor may seek an equitable adjustment to the price and/or time to complete the work for impacts from error/omissions in the plans and/or specifications, or explain what is intended.

ANSWER: For any contractor claim inquiry please refer to General Conditions Section III.

44. Article 1 of Section 2 of the General Conditions states that "Owner will furnish such information as is available at the time of Contract award as to control points, benchmarks, recent surveys, or soundings, concerning the worksite, and adjacent facilities, utilities, or structures." Please confirm that the Owner will handle Contractor encountering unmarked, undisclosed subsurface infrastructure as a compensable changed condition and allow for equitable adjustment to the time and/or price to complete the work, or explain what is intended.

ANSWER: For any contractor claim inquiry please refer to General Conditions Section III.

45. Article 2(p)(5) of Section 2 of the General Conditions states that the Contractor's sole remedy for an Owner directed work stoppage for its convenience is additional time. And the Construction Sequencing Notes in G-7 drawing state that bidders are to assume 3 days of work stoppage each week for berthing vessels. Time alone doesn't adequately compensate Contractor for the costs incurred during the stoppage. Please confirm that the awarded Contract will allow Contractor to seek an equitable adjustment to the time and/or cost to complete the Work for impacts from an Owner directed stoppage that exceeds the limits stated the Construction Sequencing Notes, or explain what is intended.

ANSWER: Section II - The Work, 2. Execution of the Work, p. Cooperation with Port Operations speaks for itself in its entirety and will remain unchanged. Sheet G-7 speaks for itself and will remain as-is. If the Authority acts in a manner other than outlined, then a Contractor would address a claim per General Conditions, Section III.

46. Article 3(a) of Section 3 of the General Conditions provides that after Contractor gives Owner notice of a claim, it "shall not proceed with the Work until receipt of the Owner's written directive to do so." Requiring the Contractor to stop work until written directive is received is an extraordinary measure that will have a ripple effect. If Contractor continues to work in order to avoid/mitigate delays, it will waive its right to a compensable event. So, the Owner has a significant financial incentive to not timely issue a written directive. Please confirm that if Owner's doesn't issue a written directive within 7 days of receiving Contractor's notice, Contractor will be allowed to proceed with the noticed work without waiving entitlement to compensation, or explain what is intended.

ANSWER: If what is stated is not adhered to, the contractor could seek a claim per General Conditions, Section III.

47. Article 3(b)(2) of Section 3 of the General Conditions states that "the Contractor waives any claim for extended home office overhead that may result from any delay on the Project." Typically, home office overhead is available for instances of unreasonable interference or active interference. Please confirm that Contractor will be able to seek home office overhead in accordance with Florida law, or explain what is intended by prohibiting such recovery.

ANSWER: General Conditions, Section III Changes and Disputes, 3. Claims, b., (2) speaks for itself in its entirety and will remain unchanged.

48. Article 6(a) and (b) of Section 3 of the General Conditions states that there are no damages for delay and Contractor's sole remedy for delay is additional time. This results in Contractor not receiving full compensation for the delay, including for Owner caused delays. Please confirm that the awarded Contract will allow an equitable adjustment to the time and/or price to complete the work for impacts from Owner caused delays and similar events that are not Contractor's fault, or explain what is intended.

ANSWER: General Conditions, Section III - Changes and Disputes, 6. Delays and Extensions of Time, a. and b. speaks for itself in its entirety and will remain unchanged.

49. There are three different general indemnity articles in the bid documents that each contain different obligations. The three articles are: Article 1(g)(1) of Section 5, Article 1(g)(5) of Section 5, and Article 7(3) of the Agreement between Owner and Contractor. Please confirm that each Party shall be responsible to the other Party to the extent and in the proportion that the Party's acts or omissions result in impacts to the other Party or to third parties, or explain what is intended.

ANSWER: Each provision speaks for itself.

50. Article 1(g)(5) of Section 5 of the General Conditions appears to impose broad form indemnity obligations onto the Contractor which would result in Contractor indemnifying Owner for the Owner's own negligence. This is contrary to the industry standard. Please confirm that each Party shall be responsible to the other Party to the extent and in the proportion that the Party's acts or omissions result in impacts to the other Party or to third parties, or explain what is intended.

ANSWER: Section V(g)(5) on Page No.: GC-41 speaks for itself.

- 51.** Article 4 of the Special Conditions states that the Owner will obtain Federal and State permits and has applied for Federal and State dredge and fill permits. Please confirm that Contractor may seek an equitable adjustment to the price and/or time to complete the work for impacts from untimely acquiring of permits, or explain what is intended.

ANSWER: The Authority has already acquired State and Federal Permits and they were included in this solicitation. The Authority would expect no claim.

- 52.** Article 1.08(A)3 of Section 01 29 00 states that either Owner or Contractor can seek a Contract Price adjustment when the actual quantities of unit items differs by more than 50% from the bid quantities. Please confirm that the awarded Contract will provide that if the actual quantity of a unit item varies by more than 25% from the estimated quantity, either Owner or Contractor may seek an adjustment to the Contract Price. The increase shall apply only to the variation above 125% or below 75% of the estimated quantity.

ANSWER: This article specifies that if a unit price item's quantity differs more than 50%, whether 50% more or 50% less, than the unit price item's quantity indicated on the bid form, then either the Owner or Contractor may claim for a Contract Price adjustment

- 53.** Article 1.03E of Section 01 31 00 provides that Contractor shall coordinate its efforts with those of the Owner's other contractors, the Owner, and the Engineer, and is to schedule Contractor's work so there are no conflicts. All at no cost to Owner. Resequencing or rescheduling work can have significant financial and logistical complications. Please confirm Contractor may seek an equitable adjustment to the price and/or time to complete the work for impacts from coordinating and scheduling accommodation of Owner's other contractors, Owner, and Engineer, or explain what is intended.

ANSWER: JAXPORT is an active operating marine terminal, please see General Condition Section 2 Item 2(p) for intent in combination with Technical Specification Section 01 31 00, Part 1.03 in its entirety.

- 54.** Article 1.03(K) of Section 35 20 23 states that Owner isn't liable for any damage to utilities regardless of the cause, which would include improperly marked or disclosed utilities. Please confirm that Contractor may seek an equitable adjustment to the price and/or time to complete the work for impacts from encountering unmarked, undisclosed, improperly marked/disclosed utilities, or explain what is intended.

ANSWER: As noted in that section of the Specifications, "It is the Contractor's sole responsibility to investigate the location of all utility crossings, via an independent and comprehensive pre-construction utility survey..."

- 55.** The Bid Documents include Issue to Bid drawings and plans, not a construction set. There could be differences between the two sets that could render a bidder's means and methods deficient or could result in a windfall for one at the expense of another. Please confirm that if a construction set of drawings is issued after the bid deadline, the successful bidder will be allowed to seek an equitable adjustment to the price and/or time to complete the work for impacts from the differences between the issued to bid and construction drawings, or explain what is intended.

ANSWER: IFC drawings will be signed & sealed set that will only differ by pages issued, revised, or made evident in the Contract Addendums. No claims or disputes will be expected.

56. Please confirm that if the Owner takes beneficial occupancy of the Project or any identifiable portion of the Project, such beneficial occupancy shall commence warranty obligations with respect to the occupied portion of the Work, or, if not, clarify what is intended.

ANSWER: Warranty Periods will commence once the Substantial Completion Certificate is executed by all parties.

57. The Contract Documents indicate that Contractor's remedy for delays caused by the Client/Owner shall allow for an extension of Contract Time but not an adjustment of Contract Price. Such a remedy is inadequate to compensate the Contractor for the direct cost impacts of such compensable changes. Please confirm that Client/Owner-responsible delays will be fairly negotiated as to impacts on time and cost, or explain why not.

ANSWER: See Question #45

58. The Contract Documents do not expressly exclude damages other than direct damages or liquidated damages. These other damages would be in the nature of indirect damages. Please confirm that each Party expressly waives any claim for indirect or consequential damages that could be demanded by either Party against the other, or explain what is intended.

ANSWER: The provision speaks for itself.

59. Please confirm that Liquidated Damages ("LDs") are the Owner's sole and exclusive remedy with respect to any late substantial completion caused solely by Contractor, and confirm that the Owner agrees that the Parties shall consider LDs to be direct damages and not to be considered indirect damages, or explain what is intended.

ANSWER: The Authority agrees that the Parties shall consider liquidated damages to be direct damages and not to be considered indirect damages

60. Article 4 of Section 3 of the General Conditions appears to allow the Owner to direct acceleration without compensation when the cause for critical path delay is by other than the Contractor. Please confirm that the Parties shall negotiate the compensable impacts of any directed or constructive acceleration of the Work except where such acceleration or recovery of delay to the Project critical path due solely to Contractor critical path delay and without corresponding critical path delay by the Owner or others, or explain what is intended.

ANSWER: General Conditions, Section III - Changes and Disputes, 4. Completion of Work by Owner speaks for itself in its entirety and will remain unchanged.

61. Article 4 of Section 3 of the General Conditions indicates that Owner may take control or possession of Contractor's equipment. This would be acceptable as to equipment that is incorporated into the Project, but not as to construction equipment, vehicles and tools. Such action would violate existing covenants and enforceable agreements and is not permitted. Owner's proper remedy in Default for Work completion is the Performance Bond. Please confirm that Owner will not take possession or control of Contractor's construction equipment, vehicles, or tools, or explain what is intended.

ANSWER: General Conditions, Section III - Changes and Disputes, 4. Completion of Work by Owner speaks for itself in its entirety and will remain unchanged.

62. Please confirm that if the Contractor encounters any site condition that is undisclosed in the plans, not observable or disclosed in the pre-bid site inspection and not known by Contractor when bidding the work, the Parties shall reasonably negotiate adjustment of the Contract Time, the Contract Price, or both, as reasonably necessary to address such differing site condition, or explain what is intended.

ANSWER: Refer to General Conditions, Section III - Changes and Disputes

63. The Contract Documents are unclear on existing HAZMAT. Please confirm that the Contract Documents disclose any presently existing HAZMAT within the project limits and include the location, the specific material(s) and concentrations determined, when such HAZMAT is expected to be remediated by the Owner, or explain what is intended.

ANSWER: Refer to General Conditions, Section III - Changes and Disputes

64. The Contract Documents appear unclear on payment for stored materials/material on hand. Please confirm that so long as Contractor stores, segregates and safeguards project materials procured for the Project in a mutually-agreed manner, and makes such material available for Owner/Client inspection, Contractor may invoice and shall be paid 80% of the cost of such stored material with overhead and profit for such stored materials or explain what is intended.

ANSWER: Refer to General Conditions, Section IV - Administrative, 3. Payments.

65. Please confirm that any and all Project/building permits shall be the sole responsibility of the Client/Owner, or explain what is intended.

ANSWER: The Authority has acquired the FDEP and USACE Permits as attached in the Bid Documents. For any other responsibility see Special Conditions, page SC-9, Item 4.

66. Please clarify that with respect to any directed suspension of work, that Owner/Client shall compensate Contractor for resulting costs, including but not limited to stand-by time, demobilization and remobilization, if any, or explain what is intended.

ANSWER: Please See General Conditions, Section II, page GC-14, Item p; For claims see General Conditions, Section III.

67. The Contract Documents do not appear to indicate any specific Utility Conflicts of conflicts with underground infrastructure. Please confirm that the Plans properly reflect all known, existing subsurface utilities and infrastructure (whether in the ground or adjacent waters, if any), or specifically identify what inaccuracies exist, where, and with respect to what specific utilities services (like water, sewer, gas, low voltage); and, provide the expected date of relocation or removal, indicating the responsible entity and point of contact for each separate utility.

ANSWER: See response to question #54

68. With reference to the JAXPORT Berth 20 wharf expansion, our company in the Netherlands, would like to request your consideration to use our products as an alternative brand for supply of the fender and bollard systems. According to the Specification 35 59 13 (section 2.06) and Specification 35 59 33 (section 2.01) alternative brands to those listed must be reviewed and approved by the project engineer.

ANSWER: Substitutions will not be reviewed prior to Contract award. If a substitution is anticipated, it is the responsibility of the Contractor and the Contractor's third-party vendor to carefully evaluate the product's conformance to the Contract Documents. Further, the Owner or Engineer cannot guarantee that a substitution will be accepted. Rejection of a substitution due to failure to meet Contract Document requirements will not be considered bounds for a Change Order.

69. As the statute says "Section 255.0993 - Public works projects; United States-produced iron and steel products". This Buy America requirement is only applicable to items which are "primarily made of Iron or steel". As fenders are procured as system and its made primarily using polymeric and other composite material along with steel, please confirm Buy America clause does not apply to Fender Systems as its not primarily made of steel.

ANSWER: See Response for Question #11

70. As the statute says "Section 255.0993 - Public works projects; United States-produced iron and steel products". This Buy America requirement is only applicable to items which are "primarily made of Iron or steel". Mooring Bollard System is "primarily" made of steel or iron, Please confirm the bollard body and its components, whole system is required to be melted, cast, and produced US Domestically.

ANSWER: See Response for Question #11

71. Please consider adding a pay item for the dredging mobilization.

ANSWER: No.

72. In reviewing the drawings, I noticed all the pipe and conduit supports are steel. Our company have supplied hundreds of our fiberglass conduit and pipe supports on wharf projects in Savannah, GA for over the past 10 years? It is pretty much a standard now for GPA and the owner, engineer, and marine/electrical contractor have been most pleased with the ease of installation and long-term performance/corrosion resistance of using Fiberglass Conduit/Pipe Supports. Will JPA allow Fiberglass vs Steel on this Berth 20 Wharf Extension project?

ANSWER: Contractors shall bid the project with the conduits supports as specified.

73. In ITB_C-1814 (1-BID DOC), it states normal project working hours are 0800 to 1700; however, the FDEP permit (special condition 9) limits dredging to daylight hours only. Please confirm dredging activities will be allowed during all daylight hours.

ANSWER: Dredging activities shall occur during daylight hours only. The contractor shall adhere to all requirements outlined in the permit documents

74. We are submitting this Request for Information to address the current requirement for builder's risk insurance on the Jacksonville Port Authority BIMT Berth 20 Wharf Expansion bid. Recently, obtaining builder's risk insurance has become increasingly challenging due to several factors impacting the insurance marketplace. In particular, the construction insurance sector in Florida has been strained by recent natural disasters, both locally and nationally, leading to higher premiums, more restrictive coverage, and diminished capacity from insurance carriers. These market conditions have made securing builder's risk coverage for this project both difficult and costly. We believe these options will provide the required risk management while helping to manage project costs and timelines more effectively. To mitigate these challenges and streamline the bidding process, we respectfully propose the below alternatives. We appreciate your consideration of these suggestions and look forward to your guidance on how best to proceed.

- 74.1. Elimination of Builder's Risk Requirement: Given the current market difficulties, we suggest eliminating the builder's risk insurance requirement for this project. Other similar agencies have recently removed such requirements, finding alternative solutions that provide sufficient coverage while easing the burden on contractors.

ANSWER: What is suggested in 74.1 is not accepted

- 74.2. Client-Provided Builder's Risk Insurance: Alternatively, we propose that the client provide builder's risk coverage through their existing port insurance policies. This approach would centralize and simplify the insurance process, allowing for more efficient project management. If necessary, bidders could include the required deductibles as part of their proposals, which is an approach that has been adopted by other agencies in similar projects.

ANSWER: What is suggested in 74.2 is not accepted

- 74.3. Limiting Windstorm Coverage: As another option, we suggest limiting or reducing the windstorm coverage to a maximum of \$5 million. This would help address one of the most-costly aspects of builder's risk insurance in Florida, where windstorm coverage can significantly impact premiums and availability. Reducing the windstorm limit may strike a balance between providing adequate risk management and managing insurance costs, particularly given the current market constraints.

ANSWER: What is suggested in 74.3 is not accepted

75. Section 35 59 33. MARINE BOLLARDS. 2.01 Bollards C Coating. Please confirm SSPC-SP10 is acceptable as blast primer?

ANSWER: Yes. "Bollard shall be blasted to SSPC-SP6, or greater..." in accordance with the specifications.

76. Section 03 31 01 MARINE CONCRETE is asking for a 5500 psi mass concrete mix with silica fume. Do you want to go with an FDOT SPECS or can we have a NON FDOT mix?

ANSWER: The Contractor shall adhere to all requirements outlined in the Contract Documents and Specifications. No concrete mix substitutions will be approved unless noted otherwise. See Attachment No. 7.

77. Would the owner permit us to utilize a teaming agreement for the project if our past project sizes would otherwise disqualify us from consideration?

ANSWER: No

78. Would the Owner allow our company to participate in the project as part of a Joint Venture (JV), maintaining majority ownership, if our past project sizes would otherwise disqualify us from consideration?

ANSWER: No

79. If our company has completed four projects with values exceeding \$5 million, rather than the required five, can we provide supplementary information to demonstrate our qualifications and capabilities to perform the work, and potentially offset the shortfall in project experience?

ANSWER: Yes

80. Can pile driving operations start while dredging operations are taking place if the area of pile driving has been fully dredged?

ANSWER: Commencement of pile driving is acceptable after required dredge depths in that area are achieved with Final Acceptance (See Specification 35 20 23).

81. Will dredging be allowed 24 hours per day or shall the dredging activity be anticipated during daytime hours only?

ANSWER: All dredging activity shall be confined to daylight hours only. The contractor shall adhere to all requirements outlined in the permit documents.

82. Will the Engineer of Record and JAXPORT Management allow construction joints to be placed in the topping slab to allow for breakpoints and/or various widths as needed during construction?

ANSWER: Construction joints in the concrete deck topping are acceptable, however, the location and type of joint(s) shall be submitted to the Engineer for review and approval. Rejection of construction joint plan will not be considered bounds for a Change Order.

83. Will JAXPORT allow the selected contractor to secure and utilize the south side of the existing trestle to be utilized during construction for staging materials, trucks, or other items as needed?

ANSWER: For bidding purposes assume no. The awarded bidder could propose a plan to utilize a defined area subject to approval from the Owner/Engineer. A restriction would be that the area would be not accessible on days a vessel is in Berth.

84. Will the contractor's employees be required to have TWIC credentials or will the new construction site be deemed secured in lieu of restricted?

ANSWER: All employees are required to have TWIC.

85. Will builders' risk be required due to the nature of the concrete structure being installed, and given the fact that there are no building structures to be constructed?

ANSWER: Yes

86. Given that pre-drilling is a requirement for the pile driving activity, will it be acceptable to drill and leave the spall material on the seabed or will the contractor be required to remove and dispose of the overburden?

ANSWER: All state and federal permits for the BIMT Berth 20 Wharf Expansion were issued with the understanding that pre-drilling is required for pile installation. There are no permit conditions requiring the capture and disposal of subsurface material that may be displaced during pre-drilling operations. The Contractor shall review all state and federal permits within the Contract Documents and adhere to all turbidity monitoring and control requirements.

87. Will JAXPORT confirm that material procurement is not part of the Buy America or Buy American Act as part of this contract?

ANSWER: See Response for Question #11

88. Please provide minutes of the meeting from the pre-bid meeting and list of the pre-bid meeting attendees?

ANSWER: See Attachment No. 1 and Attachment No. 2

89. We have been in contact with a company interested in bidding on this project and we would like to schedule a site visit, if possible, to survey the mechanical scope of work involved with this project. Can you make this happen and what, if any, credentials are needed to access the site?

ANSWER: An additional site visit can be scheduled on a per request basis at the convenience of JAXPORT. The request must be made to Procurement Services at (904)357-3455 or jerrie.gunder@jaxport.com no later than Tuesday, September 24, 2024 by 4:30 PM to be considered. A valid driver's license or TWIC badge is needed to access the site. NO QUESTIONS WILL BE ANSWERED DURING THE SITE VISIT.

90. The Concreter Ready Mix suppliers are concerned about the specification Marine Concrete, Section 03 31 01 on Page 7 of 15, Section 2.06 Mass Concrete part C. Concrete mix design calls for Fly Ash Content at 45-50%. They have never used that high of a cement replacement of Fly Ash in past mixes and do not recommend it. Can they use the recommended Slag as a better alternative for mass placement?

ANSWER: Substitutions for fly ash will not be accepted for Mass Concrete as defined in Technical Specification section 03 31 01 MARINE CONCRETE. Fly ash is a critical supplemental material in mitigating cracking caused by extreme concrete temperatures and temperature differentials. See Attachment No. 7.

"REVISED" BID FORM
JAXPORT PROJECT NO.: B2022-10
JAXPORT CONTRACT NO.: C-1814
BIMT BERTH 20 WHARF EXPANSION
BLOUNT ISLAND MARINE TERMINAL

BIDDER'S NAME: _____

The undersigned hereby proposes to furnish all materials, equipment, labor, and supervision for the above identified project, in accordance with the specifications and drawings for Contract No. **C-1814**, at the following price:

Scope of Work: Furnish all labor, materials, equipment and supervision for the expansion of existing Berth 20 located at Blount Island Marine Terminal, to provide a second mooring berth for a 750-foot LOA Ro/Ro Vessel, in accordance with the Conditions of the Contract, Specifications, and Drawings.

"REVISED" BID FORM					
JACKSONVILLE PORT AUTHORITY CONTRACT NO: C-1814 BERTH 20 WHARF EXPANSION					
The undersigned hereby proposes to furnish all materials, equipment, labor, and supervision for the above identified project, in accordance with the Conditions of the Contract, Specifications, and Drawings for Contract No. C-1814 at the following price:					
A. LUMP SUM WORK					
Item Number	Description	Total Item Amount			
1	Mobilization and Demobilization	\$			
2	General Requirements (Includes Project Management; General Administrative Costs; Construction and Payment Surveys; Construction Materials Testing, submittals, etc.)	\$			
3	Environmental Protection	\$			
4	Demolition (includes removal of existing bollard, traffic railings/barriers, and preparation of deck at wharf expansion)	\$			
5	Electrical and Lighting	\$			
6	Mechanical (Potable Water and Fire Water Utilities)	\$			
A. SUM OF ALL LUMP SUM WORK EXCLUDING UNIT PRICED WORK (Items 1-6):					\$
B. ITEMIZED UNIT PRICED WORK (NOT INCLUDED IN LUMP SUM WORK); TO BE PAID BASED ON ACTUAL QUANTITY AUTHORIZED AND INSTALLED					
Item	Description	Estimated Quantity	Unit	Unit Price	Total Item Amount
7	Underdeck Concrete Spall Repair	150	CF	\$	\$
8	FRP Pile Jacket Repair (Unreinforced)	140	LF	\$	\$
9	FRP Pile Jacket Repair (Reinforced) - If Required	20	LF	\$	\$
10	Furnish and Install 24" Prestressed Concrete Piles	50,860	LF	\$	\$
11	Furnish and Install Prestressed Concrete Deck Planks	480	EA	\$	\$
12	Cast-in-Place Concrete (Includes pile caps, deck topping, bull rail, and traffic railings/barriers, etc.)	8,525	CY	\$	\$
13	Furnish and Install Marine Bollards	26	EA	\$	\$
14	Furnish and Install Marine Cone Fenders	10	EA	\$	\$
15	Furnish and Install Ancillary Marine Fenders (includes Arch fenders and Corner fenders)	27	EA	\$	\$
16	Dredging and Disposal	122,000	CY	\$	\$
B. ITEMIZED UNIT PRICED TOTAL (Items 7-16):					\$
C. ALTERNATE ITEMIZED UNIT PRICE WORK FROM CONTRACTORS PREFERRED VENDOR (NOT INCLUDED IN LUMP SUM WORK); TO BE PAID BASED ON ACTUAL QUANTITY AUTHORIZED AND INSTALLED IF SUBSTITUTED FOR ITEMS 13 or 14.					
Item	Description	Estimated Quantity	Unit	Unit Price	Total Item Amount
17	Furnish and Install Marine Bollards (Contractor Preferred Vendor)	26	EA	\$	\$
18	Furnish and Install Marine Cone Fenders (Contractor Preferred Vendor)	10	EA	\$	\$
C. ITEMIZED UNIT PRICED TOTAL (Items 17-18):					\$
BID SUMMARY					
D. TOTAL BID AMOUNT (LINES A + B) - ITEMS 1-16				\$	
Notes (1) Line Item "D." will serve as the Basis of Award (2) Bid prices for the various work items are intended to establish a total price for completing the project in its entirety. The Contractor shall include in the Bid, any item for which a separate pay item has not been established in the Bid Form (under any related pay item), to reflect the total price for completing the project in its entirety. (3) Bidder shall verify all quantities prior to bidding.					

"REVISED" BID FORM
JAXPORT PROJECT NO.: B2022-10
JAXPORT CONTRACT NO.: C-1814
BIMT BERTH 20 WHARF EXPANSION
BLOUNT ISLAND MARINE TERMINAL

(Submission of more than one bid form for the same work by an individual, firm, partnership or corporation under the same or different names and/or any alterations, exceptions or comments contained within the bid form shall be grounds for rejection of the bid)

Basis of Award: The Authority reserves the right to award this contract to the bidder whose prices is the lowest based on Total Base Bid Amount (Lines A & B, Items 1 - 16), subject to availability of appropriated funds.

JAXPORT reserves the right to award this contract to the lowest, responsive, responsible bidder, whose bid is fully conforming to the requirements of the bid documents. Nevertheless, JAXPORT reserves the right to waive informalities or minor irregularities in any bid, to reject any or all bids, and to accept the bid which, in its judgment, will be in the best interest of JAXPORT. JAXPORT will be the sole judge of which proposal will be in its best interest and its decision will be final.

JAXPORT reserves the right to award this contract to the bidder offering the lowest price consistent with meeting all specifications, terms, conditions, delivery requirements set forth on this bid. No award will be made until all necessary inquiries have been made into the responsibility of the lowest conforming bidder and JAXPORT is satisfied that the lowest bidder met all the requirements, is qualified and has the necessary organization, capital and resources required to perform the work under the terms and conditions of the contract. JAXPORT reserves the right to accept or reject any or all proposals, in whole or in part.

The required bid guaranty is attached hereto (see "Supplemental Instructions to Bidders") of the contract documents.

Acknowledgment of the following addenda is hereby made (see "Supplemental Instructions to Bidders"):

Addendum No. 1, Dated: _____ Initials: _____

Addendum No. 2, Dated: _____ Initials: _____

Addendum No. 3, Dated: _____ Initials: _____

Addendum No. 4, Dated: _____ Initials: _____

See also "Bid Contents and Format" section of the "Supplemental Instructions to Bidders".

Name of Contractor

AUTHENTICATION (see "Supplemental Instructions to Bidders")

Firm

Business Address

City

State

Zip Code

"REVISED" BID FORM
JAXPORT PROJECT NO.: B2022-10
JAXPORT CONTRACT NO.: C-1814
BIMT BERTH 20 WHARF EXPANSION
BLOUNT ISLAND MARINE TERMINAL

Mailing Address, if different from above

Authorized Signature

Date Executed

Typed Name

Title

E-Mail Address

Telephone Number

Facsimile Number

Company Federal Tax I.D. No.

Company's Business License No

"REVISED" REQUIRED LIMITS OF INSURANCE

Prior to commencing Work, Contractor shall furnish Owner with Certificates of Insurance (COI), and copies of required Endorsements and Forms, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth below.

Additional Insured Endorsement must be submitted with COI document.

Owner shall be included as an additional insured under the Commercial General Liability policy for on-going and completed operations.

Primary & Non-Contributory Endorsement must be submitted with COI document.

Contractors CGL coverage must be Primary and Non-Contributory.

Waiver of Subrogation is required for Workers Compensation, CGL, and Auto Liability.

Waiver of Subrogation Form must be submitted with COI document.

1. WORKERS' COMPENSATION/EMPLOYERS' LIABILITY

Part One - There shall be no maximum limit (other than as limited by the applicable statute) for liability imposed by the Florida Workers' Compensation Act, or any other coverage required by the contract documents, which are customarily insured under Part One of the standard Workers' Compensation Policy.

Part Two - The minimum amount of coverage required by the contract documents which are customarily insured under Part Two of the standard Workers' Compensation Policy shall be:

- \$1,000,000 (Each Accident)
- \$1,000,000 (Disease-Policy Limit)
- \$1,000,000 (Disease-Each Employee)

NOTE: If the project is to be accomplished on the face of the wharf, the concrete area where crane rails are located to the edge of the wharf and underneath the wharf (piling, deck repairs, etc.) the Longshoremen's and Harbor Workers' Compensation will be required.

2. MARINE GENERAL LIABILITY

The limits are to be applicable only to work performed under this contract and shall be those that would be provided with the attachment of the Amendment of Limits of Insurance (Designated Project or Premises) endorsement to a Marine General Liability Policy with the following minimum limits:

- \$15,000,000 Each Occurrence, \$10,000,000 General Aggregate
- \$15,000,000 Products/Completed/On-Going Operations Aggregate
- \$1,000,000 Personal and Advertising Injury (each occurrence)
- \$5,000,000 Bodily Injury and Property Damage (each occurrence)

with maximum deductible or self-insured retention not exceeding \$100,000.

"REVISED" REQUIRED LIMITS OF INSURANCE

3. BUSINESS AUTO POLICY

Limit no less than \$5,000,000 per accident for bodily injury and property damage. Maximum deductible or self-insured retention in an amount not exceeding \$10,000. Any deductible or self-insurance retention should be indicated on the Bidder's COI document.

Covering any auto (code 1);

If no owned autos, hired (Code 8) and Non-owned autos (Code 9)

Failure of Contractor to maintain the required insurance shall constitute a default under this Agreement and, at Owner's option, shall allow Owner to terminate this Agreement.

4. UMBRELLA LIABILITY

\$50,000,000 per Occurrence excess of required Marine General Liability.

Minimum underlying coverages shall include Marine General Liability, Automobile liability and Contractors Pollution Liability.

5. PROPERTY INSURANCE / BUILDER'S RISK

If this contract includes construction of or additions to above ground buildings or structures, Contractor shall provide Builder's Risk insurance written on 'All-Risk' coverage form with the minimum amount of insurance to be 100 percent of the completed value of such building(s), structure(s) or addition(s).

If the contract does not include construction of above ground buildings, structures or additions but does involve the installation of machinery or equipment, Contractor shall provide an Installation Floater with the minimum amount of insurance to be 100 percent of the completed value of such installed machinery or equipment.

5. CONTRACTORS LIABILITY

Contractor shall obtain Contractors Liability coverage for property damage to such building(s), structure(s) or addition(s) with applicable sub-limits, or equivalent policy form with the minimum amount of insurance to be 100 percent of the completed value of such building(s), structure(s) or addition(s).

Contractor shall maintain such Contractor Liability insurance from the inception of its services, and until at least three (3) years after completion of all services required under this Agreement.

6. POLLUTION LIABILITY

\$5,000,000 Each Occurrence, \$5,000,000 Aggregate with maximum deductible or self-insured retention not exceeding \$100,000. Any deductible or self-insurance retention should be indicated on the Proposer's Certificate of Insurance.

Such coverage will include bodily injury, sickness, disease, mental anguish or shock

"REVISED" REQUIRED LIMITS OF INSURANCE

sustained by any person, including death; property damage including physical injury to or destruction of tangible property including the resulting loss of use thereof, clean-up costs, and the loss of use of tangible property that has not been physically injured or destroyed; defense including costs, charges and expenses incurred in the investigation, adjustment or defense of claims for such compensatory damages; coverage for losses caused by pollution conditions that arise from the operations of the contractor.

Coverage will also include any Environmental/Pollution related services including but not limited to testing, design, consulting, analysis, or other consulting work, whether self-performed or subcontracted, contractor will also maintain Contractor's Pollution Liability coverage. The Jacksonville Port Authority shall be named as additional insured.

Prior to commencement of services, the Proposer / Consultant shall provide to JPA a certificate or certificates of insurance, signed by an authorized representative of the insurer(s) evidencing the insurance coverage specified in the foregoing Articles and Sections. The required certificates shall not only name the types of policies provided, but shall also refer specifically to this Agreement and Article, and to the above paragraphs in accordance with which insurance is being furnished, and shall state that such insurance is provided as required by such paragraphs of this Agreement.

Cross-Liability Coverage: If Contractor's liability policies do not contain the standard ISO separation of insured's provision, or a substantially similar clause, they shall be endorsed to provide cross-liability coverage.

Sub-Contractor's Insurance: Contractor shall cause each subcontractor employed by Contractor to purchase and maintain insurance of the type specified in this agreement. When requested by Owner, Contractor shall furnish to Owner copies of certificates of insurance evidencing coverage for each subcontractor.

Failure of Contractor to maintain the required insurance shall constitute a default under this Agreement and, at Owner's option, shall allow Owner to terminate this Agreement.

Failure of Owner to demand such certificate or other evidence of full compliance with these insurance requirements, or failure of Owner to identify a deficiency from evidence that is provided, shall not be construed as a waiver of Contractor's obligation to maintain such insurance.

No Representation of Coverage Adequacy: By requiring the insurance as set out in this Agreement, Owner does not represent that coverage and limits will necessarily be adequate to protect Contractor, and such coverage and limits shall not be deemed as a limitation on Contractor's liability under the indemnities provided to Owner in this Subcontract.

If the Contractor/Consultant maintains broader coverage and/or higher limits than the minimums shown above, the Owner requires and shall be entitled to the broader coverage and/or the higher limits maintained by the contractor/consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Owner.

BERTH 20 VESSEL SCHEDULE SEPT23 - AUG24

Visit Start	Arrival Time	Berths	Vessel Class	Agent's LOA
9/3/2023 2:00	9/3/2023 4:00	BI20	Vehicle Vessel	656
9/5/2023 3:00	9/5/2023 5:00	BI20	Vehicle Vessel	750.3
9/6/2023 5:27	9/6/2023 7:00	BI32 - BI34 - BI20	Vehicle Vessel	655
9/6/2023 16:01	9/6/2023 19:54	BI20	Vehicle Vessel	655.97
9/11/2023 16:16	9/11/2023 18:23	TMT3 - BI20	Vehicle Vessel	655.97
9/14/2023 3:00	9/14/2023 10:20	BI20	Vehicle Vessel	656
9/15/2023 9:08	9/15/2023 10:45	BI20	Vehicle Vessel	599
9/19/2023 3:03	9/19/2023 5:00	BI20	Vehicle Vessel	654
9/20/2023 8:41	9/20/2023 10:24	BI20	Vehicle Vessel	775
9/24/2023 4:04	9/24/2023 5:42	BI20	Vehicle Vessel	750
9/25/2023 19:41	9/25/2023 21:18	BI20	Vehicle Vessel	655
9/28/2023 19:04	9/28/2023 20:50	BI20	Vehicle Vessel	656
9/29/2023 23:10	9/30/2023 0:54	BI20	Vehicle Vessel	656.13
10/1/2023 21:00	10/1/2023 22:42	BI20	Vehicle Vessel	692
10/3/2023 9:00	10/3/2023 11:21	BI20	Vehicle Vessel	775
10/4/2023 11:03	10/4/2023 12:42	BI20	Vehicle Vessel	750
10/7/2023 3:00	10/7/2023 4:40	BI20	Vehicle Vessel	603
10/8/2023 18:31	10/8/2023 20:30	BI20 - BI32 - BI33	Vehicle Vessel	655.8399
10/11/2023 3:00	10/11/2023 4:30	BI20	Vehicle Vessel	750
10/11/2023 21:00	10/11/2023 23:15	TMT3 - BI20	Vehicle Vessel	655.97
10/13/2023 18:14	10/13/2023 20:10	BI20	Vehicle Vessel	621
10/14/2023 19:07	10/14/2023 21:06	BI20	Vehicle Vessel	656
10/18/2023 17:17	10/18/2023 19:25	BI20	Vehicle Vessel	656
10/20/2023 5:10	10/20/2023 7:10	BI20	Vehicle Vessel	750
10/26/2023 18:17	10/26/2023 19:48	BI20	Vehicle Vessel	655.97
10/28/2023 5:00	10/28/2023 6:52	BI20	Vehicle Vessel	775
10/31/2023 3:09	10/31/2023 5:05	BI20	Vehicle Vessel	656
11/3/2023 9:15	11/3/2023 11:50	TMT3 - BI20	Vehicle Vessel	621
11/6/2023 5:00	11/6/2023 6:55	BI20	Vehicle Vessel	750
11/7/2023 17:00	11/7/2023 19:45	BI20	Vehicle Vessel	656
11/12/2023 10:15	11/12/2023 11:54	BI20	Vehicle Vessel	656
11/14/2023 3:08	11/14/2023 5:05	BI20 - BI22	Vehicle Vessel	655
11/15/2023 20:04	11/15/2023 22:11	TMT3 - BI20	Vehicle Vessel	655.97
11/16/2023 6:06	11/16/2023 8:18	BI20	Vehicle Vessel	655
11/20/2023 4:04	11/20/2023 5:45	BI20	Vehicle Vessel	653
11/24/2023 2:59	11/24/2023 5:18	BI20	Vehicle Vessel	775
11/25/2023 3:13	11/25/2023 5:10	BI20	Vehicle Vessel	750
12/2/2023 9:41	12/2/2023 11:36	BI20	Vehicle Vessel	750
12/4/2023 3:14	12/4/2023 5:12	BI20	Vehicle Vessel	750
12/6/2023 3:03	12/6/2023 5:00	BI20	Vehicle Vessel	656
12/10/2023 19:03	12/10/2023 20:30	BI20	Vehicle Vessel	656
12/12/2023 11:56	12/12/2023 13:36	BI20	Vehicle Vessel	655
12/15/2023 4:16	12/15/2023 6:10	BI20	Vehicle Vessel	655.97
12/15/2023 21:07	12/15/2023 22:42	BI20 - BI22	Vehicle Vessel	655.97
12/16/2023 19:56	12/16/2023 21:30	BI20	Vehicle Vessel	655.97
12/19/2023 10:00	12/19/2023 11:40	BI20	Vehicle Vessel	775
12/22/2023 0:20	12/22/2023 2:30	BI20	Vehicle Vessel	655
12/26/2023 4:00	12/26/2023 6:15	BI20	Vehicle Vessel	750
12/27/2023 18:59	12/27/2023 20:45	BI20	Vehicle Vessel	655
12/29/2023 16:53	12/29/2023 18:42	BI20	Vehicle Vessel	655.97
12/31/2023 7:02	12/31/2023 9:00	BI20	Vehicle Vessel	655

ATTACHMENT NO. 6 - (Con't)

1/2/2024 6:30	1/2/2024 9:05	BI20	Vehicle Vessel	599
1/3/2024 2:11	1/3/2024 4:05	BI20	Vehicle Vessel	655.97
1/3/2024 16:31	1/3/2024 16:30	BI20	Barge (Tanker)	326
1/5/2024 2:00	1/5/2024 4:20	BI20	Barge (Tanker)	326
1/8/2024 0:42	1/8/2024 2:40	BI20	Vehicle Vessel	652
1/10/2024 4:25	1/10/2024 6:20	BI20	Vehicle Vessel	774
1/14/2024 3:00	1/14/2024 5:18	BI20	Vehicle Vessel	750
1/14/2024 23:01	1/15/2024 0:30	BI20	Vehicle Vessel	655.97
1/15/2024 18:01	1/15/2024 19:00	BI20	Vehicle Vessel	655.97
1/16/2024 19:45	1/16/2024 21:42	BI20	Vehicle Vessel	655
1/18/2024 5:00	1/18/2024 7:24	BI20	Vehicle Vessel	750
1/19/2024 3:00	1/19/2024 4:55	BI20	Vehicle Vessel	750
1/21/2024 21:00	1/21/2024 23:10	BI20	Vehicle Vessel	656
1/23/2024 4:00	1/23/2024 5:55	BI20	Vehicle Vessel	656
1/25/2024 17:00	1/25/2024 18:45	BI20	Vehicle Vessel	656
1/27/2024 1:00	1/27/2024 10:36	BI20	Vehicle Vessel	691
1/28/2024 17:00	1/28/2024 18:54	BI20	Vehicle Vessel	655.97
1/29/2024 19:00	1/29/2024 21:06	BI20	Vehicle Vessel	656
2/1/2024 16:00	2/1/2024 17:42	BI20	Vehicle Vessel	655.97
2/7/2024 9:00	2/7/2024 10:48	BI20	Vehicle Vessel	750
2/11/2024 18:00	2/11/2024 20:30	TMT3 - BI20	Vehicle Vessel	655.97
2/17/2024 3:17	2/17/2024 5:00	BI20	Vehicle Vessel	656
2/18/2024 3:05	2/18/2024 4:50	BI20	Vehicle Vessel	750
2/20/2024 21:07	2/20/2024 23:05	BI20	Vehicle Vessel	652
2/22/2024 6:00	2/22/2024 9:25	BI20	Vehicle Vessel	653
2/23/2024 15:42	2/23/2024 17:55	BI20	Vehicle Vessel	603
2/24/2024 17:30	2/25/2024 8:02	BI20	Vehicle Vessel	775
2/29/2024 20:00	2/29/2024 21:54	BI20	Vehicle Vessel	655
3/4/2024 10:30	3/4/2024 12:52	BI20	Vehicle Vessel	656
3/5/2024 13:00	3/5/2024 13:05	BI31 - BI20	Barge (Tanker)	326
3/8/2024 18:00	3/8/2024 20:00	BI20 - BI33	Vehicle Vessel	655
3/10/2024 18:01	3/10/2024 19:36	BI20	Vehicle Vessel	655.97
3/11/2024 20:00	3/11/2024 21:40	BI20	Vehicle Vessel	774
3/19/2024 2:59	3/19/2024 4:40	BI20	Vehicle Vessel	655.97
3/19/2024 18:48	3/19/2024 20:30	BI20 - BI33	Vehicle Vessel	656
3/22/2024 7:04	3/22/2024 8:50	BI20	Vehicle Vessel	655
3/23/2024 16:55	3/23/2024 18:42	BI20	Vehicle Vessel	656
3/25/2024 6:40	3/25/2024 8:08	BI20	Vehicle Vessel	774
3/26/2024 12:30	3/26/2024 13:30	BI20	Barge (Tanker)	326
3/30/2024 16:11	3/30/2024 18:00	BI20	Vehicle Vessel	750
4/2/2024 5:05	4/2/2024 7:12	BI20	Vehicle Vessel	655.97
4/3/2024 5:24	4/3/2024 7:06	BI20	Vehicle Vessel	750
4/6/2024 8:50	4/6/2024 11:15	TMT3 - BI20	Vehicle Vessel	655.97
4/7/2024 19:36	4/7/2024 21:15	BI20	Vehicle Vessel	775
4/9/2024 5:01	4/9/2024 6:48	BI20	Vehicle Vessel	750
4/10/2024 8:05	4/10/2024 9:45	BI20	Vehicle Vessel	599
4/14/2024 21:51	4/14/2024 23:30	BI20	Vehicle Vessel	655.97
4/18/2024 7:08	4/18/2024 9:02	BI20	Vehicle Vessel	652
4/19/2024 8:53	4/19/2024 10:50	BI20	Vehicle Vessel	656
4/24/2024 18:45	4/24/2024 20:30	BI20	Vehicle Vessel	655.97
4/27/2024 19:50	4/27/2024 21:42	BI20	Vehicle Vessel	499
4/30/2024 1:10	4/30/2024 3:05	BI20	Vehicle Vessel	775

4/30/2024 22:33	5/1/2024 0:15	BI20	Vehicle Vessel	751.349
5/2/2024 22:14	5/3/2024	BI20	Vehicle Vessel	655.97
5/3/2024 23:10	5/4/2024 1:00	BI20	Vehicle Vessel	656
5/4/2024 3:05	5/4/2024 5:35	TMT3 - BI20	Vehicle Vessel	655.97
5/8/2024 10:00	5/8/2024 10:50	BI20	Vehicle Vessel	775
5/10/2024 19:05	5/10/2024 20:35	BI20	Vehicle Vessel	750
5/12/2024 22:06	5/12/2024 23:50	BI20	Vehicle Vessel	655
5/14/2024 9:00	5/14/2024 5:40	BI20	Vehicle Vessel	655.87
5/19/2024 17:00	5/19/2024 18:56	BI20	Vehicle Vessel	775
5/21/2024 3:06	5/21/2024 5:05	BI20	Vehicle Vessel	750
5/22/2024 19:03	5/22/2024 20:35	BI20	Vehicle Vessel	656
5/25/2024 3:01	5/25/2024 5:05	BI20	Vehicle Vessel	656
5/26/2024 8:00	5/26/2024 7:10	BI20	Vehicle Vessel	603
5/28/2024 5:38	5/28/2024 7:35	BI20	Vehicle Vessel	750
5/29/2024 4:07	5/29/2024 5:48	BI20	Vehicle Vessel	653
5/31/2024 0:04	5/31/2024 2:10	BI20	Vehicle Vessel	599
6/6/2024 13:14	6/6/2024 15:13	BI20	Vehicle Vessel	750
6/8/2024 7:15	6/8/2024 9:20	BI20	Vehicle Vessel	773
6/10/2024 3:54	6/10/2024 5:40	BI20	Vehicle Vessel	656
6/11/2024 2:04	6/11/2024 3:55	BI20	Vehicle Vessel	656
6/14/2024 1:35	6/14/2024 3:20	BI20	Vehicle Vessel	655
6/17/2024 14:00	6/17/2024 16:08	BI20	Vehicle Vessel	655
6/19/2024 18:00	6/19/2024 19:47	BI20	Vehicle Vessel	599.7375
6/22/2024 2:06	6/22/2024 4:18	BI20	Vehicle Vessel	655
6/25/2024 0:24	6/25/2024 2:20	BI20	Vehicle Vessel	775
6/26/2024 15:02	6/26/2024 16:54	BI20	Vehicle Vessel	750
6/27/2024 2:03	6/27/2024 3:50	BI20	Vehicle Vessel	588
7/1/2024 9:42	7/1/2024 11:37	BI20	Vehicle Vessel	655.97
7/2/2024 21:05	7/2/2024 22:50	BI20	Vehicle Vessel	656
7/4/2024 17:57	7/4/2024 19:54	BI20	Vehicle Vessel	655
7/5/2024 20:08	7/5/2024 22:11	TMT3 - BI20	Vehicle Vessel	655.97
7/7/2024 20:00	7/7/2024 22:18	BI20	Vehicle Vessel	775
7/8/2024 21:38	7/9/2024 0:01	BI20	Vehicle Vessel	655.97
7/9/2024 20:23	7/9/2024 22:12	BI20	Vehicle Vessel	655.8399
7/11/2024 22:06	7/11/2024 23:55	BI20	Vehicle Vessel	655
7/14/2024 11:42	7/14/2024 13:54	BI20 - BI31	Vehicle Vessel	750
7/16/2024 2:07	7/16/2024 3:50	BI20	Vehicle Vessel	655
7/17/2024 19:59	7/17/2024 21:42	BI20	Vehicle Vessel	655
7/21/2024 5:00	7/21/2024 8:56	BI20	Vehicle Vessel	775
7/22/2024 8:11	7/22/2024 10:18	BI20	Container Vessel	655
7/23/2024 18:12	7/23/2024 19:54	BI20	Vehicle Vessel	655.97
7/26/2024 1:13	7/26/2024 3:00	BI20	Vehicle Vessel	762
7/28/2024 7:09	7/28/2024 9:18	BI20	Vehicle Vessel	656
7/29/2024 18:01	7/29/2024 20:18	TMT3 - BI20	Vehicle Vessel	655.97
7/31/2024 18:06	7/31/2024 19:42	BI20	Vehicle Vessel	750
8/1/2024 18:09	8/1/2024 19:54	BI20	Vehicle Vessel	751
8/4/2024 5:58	8/4/2024 7:52	BI20	Vehicle Vessel	775
8/7/2024 15:01	8/7/2024 16:54	BI20 - BI31	Vehicle Vessel	656.1352
8/8/2024 2:01	8/8/2024 4:25	BI20	Vehicle Vessel	655.97
8/8/2024 17:58	8/8/2024 19:54	BI20	Vehicle Vessel	656
8/10/2024 3:00	8/10/2024 4:54	BI20	Vehicle Vessel	655
8/11/2024 2:54	8/11/2024 4:45	BI20	Vehicle Vessel	656

ATTACHMENT NO. 6 - (Con't)

8/15/2024 8:02	8/15/2024 10:00	BI20	Vehicle Vessel	655
8/15/2024 22:57	8/16/2024 0:45	BI20	Vehicle Vessel	604
8/19/2024 7:30	8/19/2024 9:41	BI20	Vehicle Vessel	775
8/20/2024 21:02	8/20/2024 22:50	BI20	Vehicle Vessel	656
8/24/2024 10:04	8/24/2024 12:00	BI20	Vehicle Vessel	750
8/25/2024 16:59	8/25/2024 19:25	TMT3 - BI20	Vehicle Vessel	621
8/30/2024 3:02	8/30/2024 4:48	BI20	Vehicle Vessel	656

the use of a mass concrete mix design on the 5x6 cap and possibly on the 4x4 caps depending on expected high and low temperatures during concrete curing. Notably, depending on weather conditions and final approved mix design, even when pouring in two lifts, when using non-mass concrete mix, Engineer may require heat control measures for concrete caps. If pouring in two lifts, Contractor must complete curing of the first lift for 7 days before placing the second lift. Contractor is cautioned that Fly ash is required for mass concrete mix and substitutions will not be allowed.

- B. For bidding purposes, the Contractor shall assume that the mass concrete mix design is required on all caps where the construction joint is omitted (poured in one lift).
- C. Concrete mix design for cast-in-place concrete members requiring a 5500 psi mass concrete mix shall be as follows:

Minimum Compressive Strength:	5,500 psi (56-day break)
Minimum Cementitious Materials Content:	650 lb/cy
Maximum Cementitious Materials Content:	810 lb/cy
Maximum Water-to-Cement Ratio:	0.37
Minimum Cement Content:	40%
Fly Ash Content:	45-50%
Silica Fume Content:	7-9%
Corrosion Inhibiting Admixture:	None Required
Max Aggregate Size:	1 inch (#57 stone acceptable)
Air Content:	3-6%
Target Slump:	7-9 inches
High Range Water Reducer Required Yes/No	Yes, brand and amount per Contractor
Max Temperature at Time of Placement	95 degrees

Mass concrete shall use limestone coarse aggregate only. The Contractor shall submit a letter from the concrete supplier that they have experience with using limestone aggregate for 5500 psi concrete or higher and have met strength requirements when using the proposed limestone aggregate. If the concrete supplier is unwilling or cannot supply this letter, the Contractor shall assume a test batch is necessary and shall include the cost of the test batch and associated quality control testing in the bid price. Test batches shall be a minimum of two cubic yards.

Aggregate size for the mass concrete mix shall be limited to numbers 57, 67, or 78 stone unless otherwise approved by the Engineer.

2.07 CONCRETE MIX DESIGN 5500 PSI SILICA FUME CONCRETE

- A. Concrete Mix Design for precast OR cast-in-place concrete members requiring 5500 psi concrete with silica fume shall be as follows:

Minimum Compressive Strength:	5,500 psi
Minimum Cementitious Materials Content:	658 lb/cy
Maximum Water-to-Cement Ratio:	0.35
Fly Ash Content:	18-25%
Silica Fume Content:	7-9%
Corrosion Inhibiting Admixture:	None Required
Max Aggregate Size:	1 inch (#57 stone acceptable)
Air Content:	3-6%
Target Slump:	7-9 inches
Maximum Chloride Content	0.40 lb/cy
High Range Water Reducer Required Yes/No	Yes, brand and amount per Contractor
Max Temperature at Time of Placement	95 degrees

2.08 CONCRETE MIX DESIGN FOR 6000 PSI PRECAST PRESTRESSED SILICA FUME CONCRETE

ATTACHMENT NO. 8



TAYLOR
ENGINEERING, INC.
10199 SOUTHWEST BLVD
SUITE 110
JACKSONVILLE, FLORIDA 32206
(904) 751-7390
ISSUED FOR BID

ISSUED FOR BID

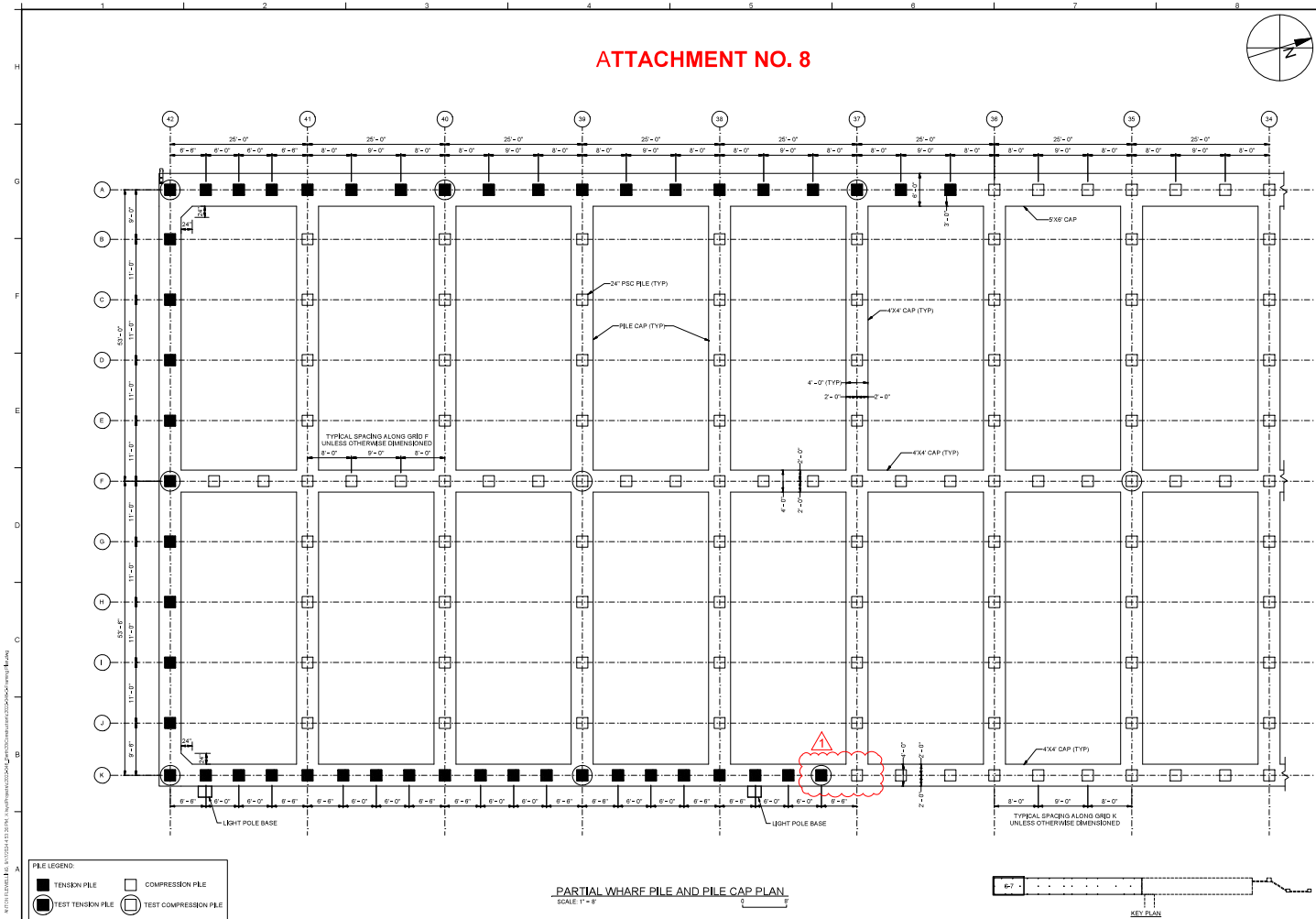
BERTH 20 WHARF EXPANSION
DUAL COUNTY, FLORIDA

NO.	DESCRIPTION	DATE
1	ISSUED FOR BID	01/15/2019
2	FOR CONSTRUCTION	01/15/2019
3	FOR CONSTRUCTION	01/15/2019
4	FOR CONSTRUCTION	01/15/2019
5	FOR CONSTRUCTION	01/15/2019

PROJECT NO.	2019-0408
DATE	JAN 15, 2019
DESIGNED BY	WILLIAM
CHECKED BY	WILLIAM
DATE	JAN 15, 2019
PROJECT FILE	

FRAMING PLAN

S-7
SHEET 15 OF 50



ATTACHMENT NO. 9

**TAYLOR
ENGINEERING, INC.**
10198 SOUTHWIDE BLVD
SUITE 310
JACKSONVILLE, FLORIDA 32256
(904) 751-7390
WWW.TE-INC.COM

**ISSUED
FOR BID**

BERTH 20 WHARF EXPANSION
DUAL COUNTY, FLORIDA

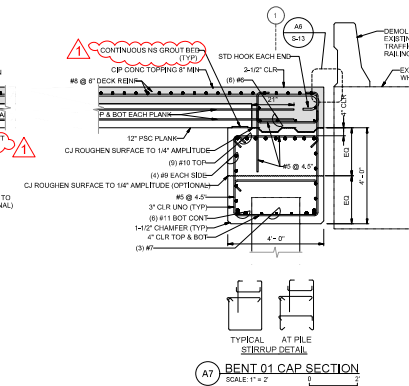
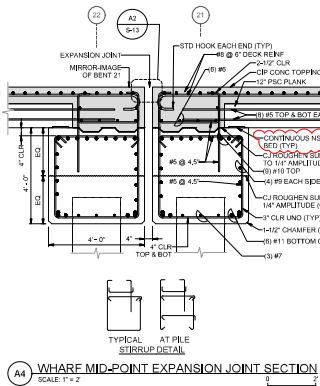
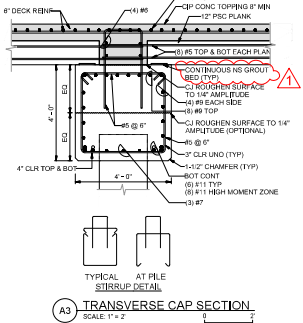
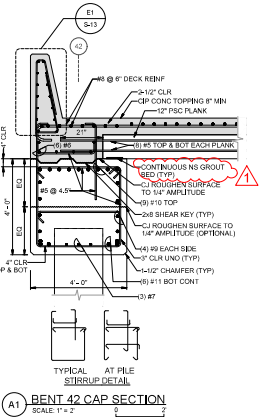
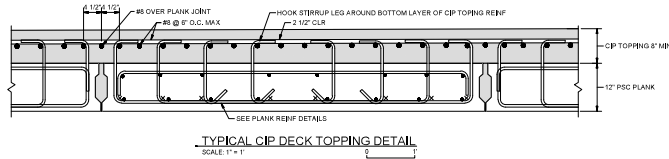
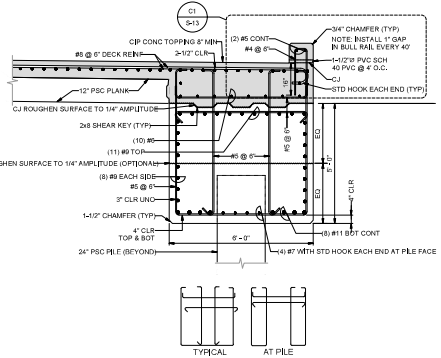
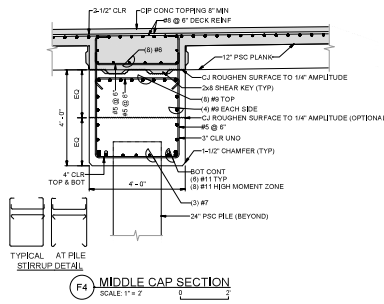
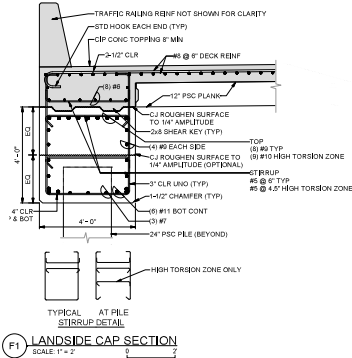
NO.	DESCRIPTION	DATE
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2	REVISION	01/11/2017
3	REVISION	01/11/2017
4	REVISION	01/11/2017
5	REVISION	01/11/2017
6	REVISION	01/11/2017
7	REVISION	01/11/2017
8	REVISION	01/11/2017
9	REVISION	01/11/2017
10	REVISION	01/11/2017

PROJECT NO.	2017-0048
DATE	01/11/2017
DESIGNER	TE
CHECKED	TE
PROJECT FILE	

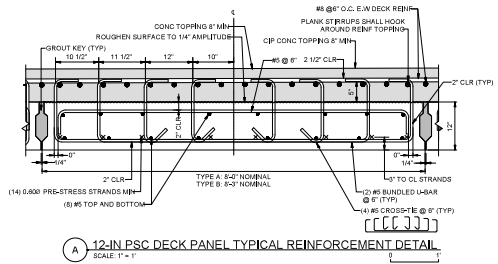
PILE CAP DETAILS

S-9

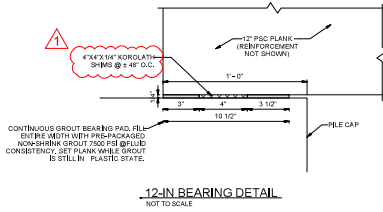
SHEET 17 OF 50



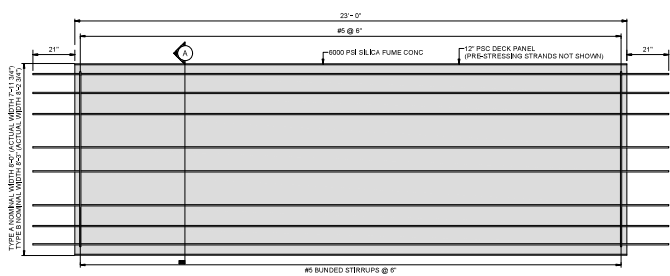
ATTACHMENT NO. 10



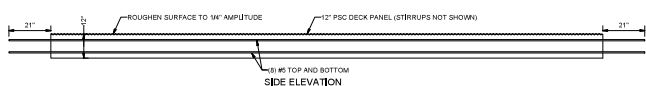
12-IN PSC DECK PANEL GROUT KEY DETAIL
NOT TO SCALE



12-IN BEARING DETAIL
NOT TO SCALE



PLAN VIEW



SIDE ELEVATION

12-IN PSC DECK PANEL DETAIL
SCALE: 1" = 2'

DESIGN OF PRESTRESSED DECK PANELS (PLANKS)

1. CONTRACTOR SHALL ENGAGE A SPECIALTY ENGINEER TO DESIGN THE PRESTRESSED PLANKS IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS. THE SPECIALTY ENGINEER SHALL BE A PROFESSIONAL ENGINEER LICENSED AND REGISTERED IN THE STATE THE PROJECT IS IN.
2. THE SPECIALTY ENGINEER SHALL CONSIDER ALL PLANK REINFORCEMENT SHOWN AND DETAILED IN THE DRAWINGS AS MINIMUM REINFORCEMENT REQUIRED FOR APPROVAL.
3. THE SPECIALTY ENGINEER SHALL DESIGN THE PLANKS FOR THE LOADS AND REQUIREMENTS SPECIFIED ON THE DRAWINGS AND IN THE SPECIFICATIONS.
4. THE SPECIALTY ENGINEER SHALL SUBMIT DESIGN AND SEALED CALCULATIONS AND SHOP DRAWINGS FOR ENGINEER APPROVAL.
5. SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS.

PRESTRESSED 12-INCH DECK PANEL DESIGN PARAMETERS

1. COMPOSITE ACTION DUE TO THE ADDITION OF TOPPING SHALL NOT BE CONSIDERED AT THIS STAGE.
2. DESIGN SPAN: 22 FT - 2 INCHES
3. CLEAR COVER OVER REINFORCEMENT SHALL BE 2 INCHES MINIMUM.
4. DEAD LOAD: SELF-WEIGHT PLUS 8 INCHES OF CONCRETE TOPPING.
5. DECK PANEL SHALL BE CLASS U UNCRACKED.
6. THE PRESTRESSING STRANDS SHOWN SHALL BE CONSIDERED AS MINIMUM REINFORCEMENT.
7. LIVE LOAD: NONE
8. $f_c = 6000$ PSI 8,800 PSI CONCRETE

PRESTRESSED COMPOSITE DECK PANEL DESIGN PARAMETERS (12-INCH PANEL AND 2-INCH CONCRETE TOPPING)

1. DESIGN SPAN: 22 FT - 2 INCHES
2. DEAD SERVICE LOAD: SELF-WEIGHT PLUS 8 INCHES OF CONCRETE TOPPING.
3. UNIFORM SERVICE LIVE LOAD: 800 PSF
4. MAXIMUM POSITIVE ULTIMATE LONGITUDINAL MOMENT NEAR MID-SPAN (FACTORED LOAD DUE TO MOBILE CRANE LOADING): 1,300 KIP-IN FT OF PANEL WIDTH.
5. MAXIMUM FACTORED HORIZONTAL SHEAR: 1000 KP PER PANEL.
6. HORIZONTAL SHEAR: 100 KIP PER PANEL.
7. MAXIMUM POSITIVE ULTIMATE TRANSVERSE MOMENT (FACTORED LOAD DUE TO MOBILE CRANE LOADING): 800 KIP-IN FT OF PANEL WIDTH.
8. MAXIMUM FACTORED VERTICAL SHEAR: 24 KIP FT OF PANEL WIDTH.
9. DECK PANEL SHALL BE CLASS U UNCRACKED UNDER SERVICE LOADS.

TAYLOR
ENGINEERING, INC.

10199 SOUTHWEST BLVD
SUITE 310
JACKSONVILLE, FLORIDA 32206
(904) 751-7390
WWW.TEFLA.COM

ISSUED
FOR BID

BERTH 20 WHARF EXPANSION
DUVAL COUNTY, FLORIDA

NO.	DATE	BY	CHKD.	APP'D.
1	10/1/2024	J. H. HARRIS		
2	10/1/2024	J. H. HARRIS		
3	10/1/2024	J. H. HARRIS		
4	10/1/2024	J. H. HARRIS		
5	10/1/2024	J. H. HARRIS		
6	10/1/2024	J. H. HARRIS		
7	10/1/2024	J. H. HARRIS		
8	10/1/2024	J. H. HARRIS		
9	10/1/2024	J. H. HARRIS		
10	10/1/2024	J. H. HARRIS		

DESIGNED BY: J. H. HARRIS
CHECKED BY: J. H. HARRIS
DATE: 10/1/2024

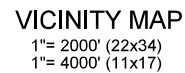
PSC DECK PANEL
DETAILS

S-16
SHEET 24 OF 50

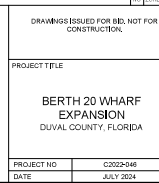
ISSUED FOR BID



G-1	TITLE SHEET
G-2	GENERAL NOTES
G-3	EXISTING CONDITIONS
G-4	SOIL BORING PLAN
G-5	SOIL BORING LOGS
G-6	PROJECT OVERVIEW
G-7	CONTRACTOR ACCESS AND STAGING PLAN
G-8	GENERAL ARRANGEMENT
S-1	STRUCTURAL OVERVIEW
S-2	PILE PLAN
S-3	FRAMING PLAN
S-4	FRAMING PLAN
S-5	FRAMING PLAN
S-6	FRAMING PLAN
S-7	FRAMING PLAN
S-8	PILE CAP KEY
S-9	PILE CAP DETAILS
S-10	ANCHOR CAP BOLLARD REINFORCEMENT DETAILS
S-11	BENT 42 CAP BOLLARD REINFORCEMENT DETAILS
S-12	WATERSIDE CAP BOLLARD REINFORCEMENT DETAILS
S-13	STRUCTURAL DETAILS
S-14	TYPICAL REINFORCEMENT DETAILS
S-15	PSC DECK PANEL
S-16	PSC DECK PANEL DETAILS
S-17	PSC PILE DETAILS
S-18	BOLLARD AND FENDER DETAILS
S-19	WATER VAULT DETAILS
S-20	CAP DETAIL AT FENDERS
S-21	REPAIR AND REHABILITATION PLAN
S-22	REPAIR AND REHABILITATION PLAN
S-23	REPAIR AND REHABILITATION PLAN
S-24	REPAIR AND REHABILITATION PLAN
S-25	REPAIR AND REHABILITATION PLAN
S-26	REPAIR AND REHABILITATION DETAILS
S-27	REPAIR AND REHABILITATION DETAILS
C-1	DREDGING PLAN
C-2	DREDGING CROSS-SECTIONS
M-001	MECHANICAL NOTES
M-101	MECHANICAL DEMOLITION PLAN
M-101	MECHANICAL - PLAN (1 OF 2)
M-111	MECHANICAL - PLAN (1 OF 2)
M-112	MECHANICAL - PLAN (2 OF 2)
M-501	MECHANICAL DETAILS (1 OF 4)
M-502	MECHANICAL DETAILS (2 OF 4)
M-503	MECHANICAL DETAILS (3 OF 4)
M-504	MECHANICAL DETAILS (4 OF 4)
E-1	ELECTRICAL LEGEND, SCHEDULE AND RISER DIAGRAM
E-2	ELECTRICAL PLAN EXISTING WHARF
E-3	ELECTRICAL PLAN EXPANSION WHARF
E-4	ELECTRICAL DETAILS



REFERENCE:
ESRI, USA TOPO MAPS



ISSUED
FOR BID

G-1

SHEET 1 OF 50

Call 811 before you dig.