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September 5, 2019

ADDENDUM NO. 03
TO
SPECIFICATIONS AND CONTRACT DOCUMENTS
FOR
REPAIR & REPOSITION ELASTOMERIC BEARING PADS – DAVE RAWLS FLYOVER BRIDGE
JPA CONTRACT NO. C-1694

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. 1

Extend Date for Submission of Qualifications, Technical and Price Proposals to **WEDNESDAY, SEPTEMBER 11, 2019 at 2:00 PM (EST)**.

Item No. 1

Extend Date for Price Proposal Opening to **THURSDAY, SEPTEMBER 19, 2019 AT 2:00 PM (EST)**.

ATTACHMENTS TO CONTRACT SPECIFICATIONS

Attachment No. 1

Response to Question(s) submitted via email following issuance of Addendum No. 01 and Addendum No. 02.

Attachment No. 2

Bearing Pad Numbering

Acknowledgment of the following addenda is hereby made:

Addendum #3, Dated: _____ Initials _____

Company _____

NOTE: THIS ADDENDUM SHALL BE ACKNOWLEDGED ON THE PRICE PROPOSAL FORM, FAILURE TO ACKNOWLEDGE ADDENDUM WILL BE GROUNDS FOR REJECTION OF PROPOSAL.

PLEASE VISIT [HTTP://WWW.JAXPORT.COM/PROCUREMENT/ACTIVE-SOLICITATIONS](http://www.jaxport.com/procurement/active-solicitations) OR CALL THE PROCUREMENT DEPARTMENT AT (904) 357-3017, PRIOR TO THE PRICE PROPOSAL OPENING TO DETERMINE IF ANY ADDENDA HAVE BEEN RELEASED ON THIS CONTRACT.



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**REPAIR & REPOSITION ELASTOMERIC BEARING PADS – DAVE RAWLS FLYOVER BRIDGE
BLOUNT ISLAND MARINE TERMINAL**

JPA CONTRACT NO.: C-1694

**RESPONSE TO QUESTIONS
ADDENDUM NO. 03**

1. Thank you, while we may identify more in the initial assessment, what are the two bearing locations requiring a restraint system ?

ANSWER: See Attachment No. 2

The following four (4) bearing pads are to receive restraints:

- Bearing Pad 6-2
- Bearing Pad 9-2
- Bearing Pad 9-3
- Bearing Pad 9-4

2. Received Addendum #02 for the subject project. The existing plans provided in Addendum 01 do not show Pier 10 which is specifically mentioned in the Ayres Associates Report dated October 9, 2017. The bearings on Pier 10 are showing the most displacement of the bearing pads, with 3 of the 4 bearings showing displacement from 1.5 to 7 inches. Are the piers (8, 9, 10, 11) not shown in the plans received in Addendum 1, excluded from this RFQ, or can supplemental plans be provided to show these piers to address the existing defects in the Dave Rawls Flyover Bridge?

ANSWER: See Attachment No. 2

Bearing pads identified by FDOT as having moved are numbered using FDOT's bridge inspection component numbering system. This numbering system is different from numbering used by the Engineer of Record in the record drawings of the bridge. The following Table of Equivalence resolves the difference in numbering systems:

<u>Record Drawing Numbering</u>		<u>FDOT Bent Numbering</u>
Bearing Pier 1	is	B5
Bearing Pier 2	is	B6
Bearing Pier 3	is	B7
Bearing Pier 4	is	B8
Bearing Pier 5	is	B9
Bearing Pier 6	is	B10
Bearing Pier 7	is	B11

Based on the above Table:

- Bearing Pad 6-2 is located at Bearing Pier 2 on the record drawings.
- Bearing Pads 9-2, 9-3, and 9-4 are located a Bearing Pier 5 on the record drawings.

Bearing pads are numbered 1 – 4 starting from the north side of the bridge structure.

BEARING PAD NUMBERING

Bearing pads identified by FDOT as having moved are designated using FDOT's bridge inspection component numbering system. This numbering system is different from numbering by the EOR in the record drawings of the bridge. The following information resolves the difference in numbering systems:

Record Drawing Numbering	FDOT Bent Numbering
Bearing Pier 1	B5
Bearing Pier 2	B6
Bearing Pier 3	B7
Bearing Pier 4	B8
Bearing Pier 5	B9
Bearing Pier 6	B10
Bearing Pier 7	B11

Bearing Pad 6-2 is located at Bearing Pier 2

Bearing Pads 9-2, 9-3, and 9-4 are located a Bearing Pier 5.

Bearing pads are numbered 1 – 4 starting from the north side of the bridge structure.

Bearing pad retaining devices are required for Pads 6-2, 9-2, 9-3, and 9-4.