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July 30, 2024

ADDENDUM NO. 03

TO INVITATION TO BID BIMT HANJUNG CRANES REFURBISHMENT AND PAINTING (8810,8811, 8841) JPA CONTRACT NO. EQ-1907B

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.)**

PHYSICAL CHANGES TO SPECIFICATIONS

Item No. 01

Reference to **Scope of Work**, **DELETE** in its entirety and **REPLACE** with **REVISED Scope of Work** referenced as "**Attachment No. 02**".

Item No. 02

Reference to **Bid Form, Pages BF-1 to BF-4**, **DELETE** in its entirety and **REPLACE** with **REVISED Bid Form, Pages BF-1 to BF-4** referenced as "**Attachment No. 03**". **FAILURE TO SUBMIT THE REVISED BID FORM WILL CAUSE YOUR BID TO BE REJECTED.**

ATTACHMENTS TO CONTRACT SPECIFICATIONS

Attachment No. 1 – *Questions received by E-mail and/or E-Builder*

Attachment No. 2 – *Revised Scope of Work*

Attachment No. 3 – *Revised Bid Form, Pages BF-1 to BF-4*

Acknowledgment of the following addenda is hereby made:

Addendum #3, 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> PRIOR TO THE BID OPENING TO DETERMINE IF ANY ADDENDA HAVE BEEN RELEASED ON THIS CONTRACT.



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**INVITATION TO BID
BIMT HANJUNG CRANES REFURBISHMENT
AND PAINTING (8810, 8811, 8841)
JPA CONTRACT NO. EQ-1907B**

**ADDENDUM NO. 03
RESPONSE TO QUESTIONS**

1. Would JAXPORT be interested in written specifications for an overcoat paint system with a warranty for those cranes? We have a system that will not require them to be blasted and give you years of coatings performance.

ANSWER: No, please review and refer to all specifications provided for this solicitation for pricing and bidding. After award, alternative means, methods and materials can be submitted for review and possible acceptance.

2. If the Port accepts Option 1 (Crane 8841), can the Contractor leave their equipment at Blount Island during the downtime, or do we need to demo everything?

ANSWER: Yes, JAXPORT will make arrangements for placement of equipment on the terminal. The specific location will be determined later.

3. If the Port accepts Option 2 and/or 3, is there going to be a time extension to the Contract?

ANSWER: No, we do not anticipate a time extension being granted for including options (2 and 3) for crane rehab.

4. Could you please verify the quantities needed for self-closing gates, and boom sheaves? There is a discrepancy between the Bid Spec and the Drawings.

ANSWER 1: We need 9 self-closing gates per crane. Locations are as follows, 3 @ back reach, 1 @ drive room roof ladder, 2 @ the boom tip, 1 @ the boom hinge east entrance, 1 midway on apex ladder, and 1 @ the top apex entrance.

ANSWER 2: The Bid Spec for the apex sheave replacement is 10 total sheaves per crane that need to be replaced, see photos.



5. Can the Port position the Cranes so they can be moved straight back and rotated in the Refurbishment Area?

ANSWER: Based on the new roll back location, there will be no need to rotate the crane once inside of the refurbishment/service area.

6. Does the Port know how many ground bonding straps need to be replaced?

ANSWER: Total of 38 per crane, locations are:

- 28 at the gantry level
- 4 at the lightning rods (1ea)
- 2 at the boom hinge east and west
- 4 at the upper shoulder bolt of each leg (1ea)

7. Has the Port considered removing/replacing the Boom cables if they decide to replace the sheaves? This makes the process more logical.

ANSWER: No, the boom cables on all 3 Hanjung cranes are in good condition.

8. Will the Port provide Concrete Blocks to be used as tie down ballast for the Severe Weather Plan?

ANSWER: Yes, 4-(39 Ton) blocks are available to be used for crane tie downs.

9. Will the Port provide "Jersey Barriers" to delineate the Refurbishment Area?

ANSWER: The refurbishment area will be inside of a fenced area. Jersey Barriers are not required to delineate the refurbishment area.

10. Based on the pictures of the existing rail at the hinge, the cut is a straight angle, as opposed to the notch cut shown on the Drawings. Can you verify that a straight angle cut is acceptable for the new rail?

ANSWER: Based on the photo, the cut is across the rail and at an angle of 45° which is acceptable for the new rail.

11. Can the Port provide any details/drawings/specifications on the TLS Cylinders?

ANSWER: Specifications for the TLS Cylinders are included in the SOW attachments.

12. Based on the pictures provided, and the situation we encountered with Crane 8844 at Talleyrand, there were some roof areas that were not able to be painted over due to the corrosion damage and had to be cut out and repaired. Does the Port have a square inch size that they would agree that a repair will be required?

ANSWER: Any corrosion damage with holes larger than a 2"x2" area will need to be cut and replaced with new material. Any holes smaller than 2"x2" will require filling /patching.

13. Are we to assume that all existing festoon bracket supports are able to be reused? In some of the pictures, there appears to be severe corrosion on some of the supports?

ANSWER: No, Per the SOW, all festoon brackets are to be replaced for all (3) cranes and the contractor will supply and install new ones.

14. Would the port extend the RFI deadline till after the second site visit date?

ANSWER: Yes, based on the timing of the second site visit, JAXPORT extended the RFI deadline to July 22, 2024 per Addendum No. 02.

15. Would contractors be allowed to use coatings from a different Brand than the ones listed in the bid document, provided they offer an equivalent coating of same generic type with matching topcoat shades, suitable for the area of use and service conditions, supported by testing reports meeting protective coatings industry standards such as ISO 12944, etc., and demonstrating sufficient global track record in Port Equipment?

ANSWER: No, please review and refer to all specifications provided for this solicitation for pricing and bidding. After award, alternative means, methods and materials can be submitted for review and possible acceptance.

16. Is there a process established to introduce new paint manufacturers not currently listed in the specification for this tender or in general?

ANSWER: Yes, after award, alternative means, methods and materials can be submitted for review and possible acceptance. However, please review and refer to all specifications provided for this solicitation for pricing and bidding.

17. For the Logos on the Cranes does JAXPORT want us to paint them on or use Vinyl?

ANSWER: For this solicitation, JAXPORT would like for the pricing and bidding to be based on painting the logos. After award, alternative means, methods and materials can be submitted for review and possible acceptance.

18. On the specs JAXPORT calls for Carbozinc 11 on all of the roofs, since it has to be sprayed can we use two coats of epoxy.

ANSWER: Yes, two (2) coats of epoxy is acceptable.

19. They are silicone on some of the motors does JAXPORT want us to remove the old and reapply?

ANSWER: Yes, or replace with gasket material to eliminate water intrusion.

20. The spec states Entire Crane Painting (Crane 8810 and 8811) Operator's Cab, Boom Hoist Station, Engine Room, Drive Room & Machinery House does this include the interior of the items?

ANSWER: No interior painting at all.

21. It was mentioned at the walk through that the Cranes will now need to be moved approximately 1000' back from the Wharf and that an Addendum would give the exact location. When can we expect this Addendum?

ANSWER: The location for the roll back area was be provided in Addendum No. 02.

22. Will Electricity and Water be available at the Refurbishment Area?

ANSWER: Yes, electricity and water will be made available at the refurbishment area for the contractor's use.

23. Who is responsible for taking down and replacing the current fencing (JAXPORT or Contractor)?

ANSWER: JAXPORT

24. Can our Temporary Fencing be Safety Cones and /or Caution Tape?

ANSWER: No, temporary 6' fencing will be installed to delineate and secure the perimeter of the roll-back area.

25. How tall are the Light Masts that we must move around?

ANSWER: High mast lights are between 80-100 feet.

26. Is Electricity and Water going to be available for the Contractor's use?

ANSWER: Yes, electricity and water will be made available at the refurbishment area for the contractor's use.



SCOPE OF WORK
(REVISED COPY)

FOR

**BIMT HANJUNG CRANES
REFURBISHMENT AND PAINTING
(8810, 8811, 8841)**

Project No.: B2022-13, B2022-14, B2022-15

Contract No.: EQ-1907B

Blount Island Marine Terminal

BIMT HANJUNG CRANES REFURBISHMENT AND PAINTING (8810, 8811, 8841)**Blount Island Marine Terminal****JAXPORT PROJECT NO.: B2022-13, B2022-14, B2022-15****JAXPORT CONTRACT NO.: EQ-1907B****(REVISED COPY)**

Scope of Work

Project work will be identified and shown in the contract drawings to refurbish three (3) Hanjung Cranes identified as 8810, 8811, and 8841 (Owner's Option) located at Blount Island Marine Terminal. The work will include, but not limited to all labor, material, equipment, supervision, testing, incidentals, means and methods to:

Base Bid:

- Roll back for each crane (move the crane from dock crane tracks to refurbishment/service designated area).
- Trolley Rail System Replacement for each crane, remove and replace existing trolley rail system of Hanjung Cranes 8810 and 8811(trolley rails system to be provided by JAXPORT).
- Replace Festoon systems for each crane. The contractor will be responsible for the complete replacement of the festoon system of Hanjung Cranes 8810 and 8811. This includes the removal and disposal of the existing festoon system and the installation, wiring, testing, and commissioning of the new festoon system, which will be provided by JAXPORT. Additionally, the contractor must remove and dispose of the existing festoon railway brackets and supply and install new JAXPORT-approved railway brackets. All work must comply with relevant safety regulations and JAXPORT's standards.
- Perform corrosion repairs and corrosion control upgrades, to include, but not limited to: critical structures repairs and painting, spot corrosion removal and painting, galvanized steel surface painting and crane painting. This will also include: all paint products for each specified paint system and all application equipment; all surface preparation materials and equipment, hand held and mechanical; all containment for wet abrasive blasting & disposal systems and operations for removing existing paint chips and other residue removed from the crane as a result of surface preparation; scaffolding, man lifts and other equipment necessary to access the specific areas described in these technical specifications. The contractor will also make this equipment available to JAXPORT staff for inspection services.
- Replace personnel opening safety chains with galvanized self-closing gates (9) locations per crane.
- Replace boom tip and apex lightning rods, 2 per crane, 1 at the Apex and 1 at the boom tip along with any ground bonding straps located throughout the cranes.

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- Machinery and Electrical Houses, spot-cut and remove sections of the exterior wall that needs replacement. Replace removed sections with appropriate material which can be prepped and painted to match crane.
- Entire Crane Painting – (Crane 8810 and 8811)
- Operator's Cab, Boom Hoist Station, Engine Room, Drive Room & Machinery House – Roof Painting (Each Crane).
- For additional information and details on the Scope of Work and Specifications of this project/contract, carefully review this document and all other project documents, including but not limited to: project drawings, specifications, photos and Bid Form.
- The work for this contract is to be performed during the crane scheduled outage whereby each crane (Hanjung # 8810 and 8811), will be removed from service and rolled back to a refurbishment/service designated area. Only one crane will be placed out of service during the time period and rolled back to the service area.
- Machinery House additional work required – Remove the rain gutters and two (2) window A/C units. Repair areas with welded material and paint (Each Crane).
- Structural issues and /or Hole Repair Required – Inform Owner Immediately when identified to determine corrective measures.
- JAXPORT Logo Installation to be painted on east and west side of machinery house (Size 10X10 on east side and 10X20 on west side).
- Remove and Replace the conduit from the boom hinge walkway to the boom tip for the walkway lights.

Owners Option 1:

- Crane 8841 (Owners Option), All upgrades performed on the previous two (2) Cranes 8810 and Crane 8811, as described/specified in the Base Bid Section above, will also be performed on this Crane 8841 as an owner's option. Due to time constraints, it is anticipated that the roll back and intended rehabilitation services for the crane will be delayed. The contractor should make allowances for this delay, which could be a period of 6-months (180-Days) added to the construction schedule. Any additional charges incurred as a result postponing the start of Crane 8841 construction services shall be included in this owner's option.

Owners Option 2:

- Boom Sheave Replacement on the Apex for each Crane (Owners Option), (remove existing apex boom sheaves x10 each crane and replace with new sheaves) JAXPORT will provide the sheaves for installation.

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Owners Option 3:

- Trim, List, and Skew Cylinder rebuild for each crane (Owners Option), remove existing TLS cylinders x4 each crane and have them fully rebuilt, painted then reinstalled.

The service area is located behind the crane's operating area and identified on the contract drawings (Exhibit 1 Drawings). All work to be performed on the crane is to be completed prior to the crane being re-installed onto the gantry rails and placed back into service. Only one crane can be out of service at any specific time.

Project shall be phased per crane. This work is to be performed during scheduled outages whereby the individual crane will be removed from service and rolled back into a service area behind the crane's operating area. All work on this crane is to be completed prior to the crane being re-installed on the gantry rails before the next crane in the sequence is taken out of service for its repairs. The Contractor shall be responsible to establish the sequence of work per crane to complete the project. This project is time sensitive therefore, it is anticipated that the notice to proceed (NTP) will be issued in early September 2024.

All labor performed, materials and equipment to be furnished shall be in accordance and compliance with all applicable local, state and federal codes, standards and regulations, including structural, environmental and safety related standards. The Work will also be performed in accordance with all JAXPORT's bid/contract documents. The Contractor will adhere to all notes and technical specifications as written and referenced herein.

General Notes

TWIC and JAXPORT badges are required for access to the Blount Island Marine Terminal.

The Contractor is responsible to visit, inspect, evaluate, and assess all areas where Work is required prior to the bidding and prior to the crane entering the refurbishment/service area.

The Contractor will take due care to protect and prevent damage to any and all JAXPORT and/or tenant adjacent property. The Contractor is responsible for any damage caused to existing Owner property caused by his/her Operations. All areas affected by the construction will be restored to pre-construction conditions.

The site refurbishment/service area will be cleaned and maintained daily. No accumulation of debris and waste material will be stored or allowed to be stockpiled. The site area is to be left in an operational condition each day that will not impede or cause damage to Owner operations.

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All waste and debris generated from this project will be removed from JPA Property by the Contractor. This includes, but it is not limited to, the existing trolley rail system components, it's wiring and all parts/components being replaced. All associated scraps, old paint, containment for wet abrasive blasting materials, and trash not identified as to be retained by JAXPORT will be removed.

Compliance with all applicable safety requirements will be the responsibility of the Contractor. The Contractor will be required to submit a Safety Plan, and implement the plan during the execution of the project.

Where applicable: all new plates and structural shapes will be fabricated and installed to match the original construction and material grade; structural steel repairs will be performed in accordance with AISC Steel Construction Manual, latest edition; all work is to be performed by trained workers experienced in similar projects; all welding is to be performed per AWS and by AWS certified welders.

JAXPORT Progress and Performance Inspections - JAXPORT reserves the right to inspect the crane for progress and quality of work at any time during the project activities. All equipment used to access the crane will be made available to JAXPORT to facilitate the inspections.

Work Plan / MOT Plan

The Contractor will prepare and submit for approval a Work Plan showing approximate footprint of the construction/installation areas, type and quantity of equipment and personnel, and control devices (if needed) to identify the work areas. Refurbishment/service areas are adjacent to active operations, and pedestrian and vehicular traffic areas. Strict coordination is required between the Contractor and the JPA. The Contractor will keep all work areas clearly identified and isolated. In case that vehicular traffic is anticipated to be impacted, the Contractor will prepare and implement a MOT plan. The MOT Plan should follow the FDOT standards.

Work hours:

Approved hours for project work are 24 Hours/day, 7 days a week. Strict coordination is needed during the execution of the project, to ensure minimal impact to JAXPORT/Tenants operations. If overnight and weekend work will take place, the Contractor will familiarize himself, and work within with the applicable local, state, and federal noise restriction ordinances and codes.

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For information and details on coordination, submittals, project duration, warranty, insurance and bonds, contract documents, etc. refer to all project documents, including but not necessarily limited to: drawings, specifications, Special Instructions to Bidders, General Conditions, Special Conditions.

Project duration:

Project total duration is 180 calendar days, for cranes 8810 and 8811 (if Owner's Option 1 is not executed). This accounts for 90 calendar days per crane to be fully refurbished (crane to roll back, refurbishment, painting and re-install on gantry rails). If Owner's Option 1 is executed, then a 180-day delay period between finishing crane 8811 and starting crane 8841 will be in effect. The total time allotted for this project will be (#8810-90-days + #8811-90days + Delay Period -180 days + #8841-90 days)= Total Project duration(450-days). Prior to the end of the construction services conducted on Crane 8811, JAXPORT will provide a 30-day written notice indicating the delay period and subsequent intent for starting Crane 8841 construction services. The contractor is responsible to clean and remove all material stored and debris from the designated roll back area upon the completion of Crane 8811 construction services. The area shall be left in the same manner as it was when possession was given.

Coordination and Points of Contact:

From roll back to re-installing to gantry rails, a very strict coordination and effective communication is needed between the Contractor, and all JAXPORT's parties involved/impacted. Main JAXPORT's POC's for this project are:

- JAXPORT's Engineering & Construction – Michael Johnson; 904-357-3013; 904-676-7542
- JAXPORT's Equipment – Brandon Blanton; 904-357-3208; 904-362-0340
- JAXPORT's Terminal Operations / Facilities
 - Blount Island Marine Terminal – Chris Good; 904-357-3210; 904-545-6838
 - JAXPORT's Vessel Planning – Barry Nelson; 904-357-3204; 904-738-6384

Submittals:

Submittals to be provided by the Contractor for review/approval will include, but not limited to:

- Work Plan/Sequence

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- Lifting/Rigging Plan
- Equipment to be used
- Work Schedule (Weekly)
- MOT Plan
- Safety Plan
- Weather (Storm/Hurricane) Plan
- All materials to be used (steel, welding, paint, etc.)
- Welders / Workers Certifications
- Thermite welding plan; Weldlok clip base welding plan
- Scaffolding system/certificates
- Containment plan/system

References:

In addition to this document with SOW and Specifications, the Contractor will refer to and carefully review all documents in the Bid Package, including but not limited to: Photos section of Bid Package, Drawings section of Bid Package, Data Sheets and Instructions section of Bid Package.

Technical Specifications and Notes

I. Corrosion Repairs and Controls

A. General

The Contractor shall be responsible to determine the best means and methods to perform all work included in this contract. The following are minimum recommendations for works related to corrosion control and painting:

1. The small critical structures areas are to be mechanically cleaned to bare metal, "de-salted" and prepared for painting.
2. The rest of the crane's preparation is typically best accomplished with high pressure water blasting to remove the loose paint coat(s) and profile the paint that continues to adhere to the crane which can then be painted over.

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3. The water / paint spray mix needs to be contained by the contractor's erected containment. The Contractor shall be responsible to determine and submit containment for wet abrasive blasting method(s). The Contractor is responsible to provide environmental measures to prevent contamination, debris, paint etc. to get into the adjacent storm water drains.
4. The field drains also need mesh containment to permit clean water to drain, but retain the debris.
5. Field painting is typically done with rollers and brushes. With the normal wind exposure, spray painting is too difficult to apply consistently. For smaller components and/or parts, spray painting can be accommodated provided there is a containment area erected for inside spraying and the spray paint residue is controlled. The contractor will contact JAXPORT to discuss the means and methods for spraying options prior to receiving approval.
6. The Contractor will provide in writing a 5-year paint adhesion warranty.

Surface Preparation and Paint System for Entire Crane Painting

Remove all loose scale, rust and loose paint by mechanical means (needle gun, chipping hammer, power wire wheel) to SSPC-SP2 & SP3. It is also acceptable to use dustless blasting or vapor blasting methods for scale, rust and loose paint removal.

Painting Contractor's containment for wet abrasive blasting shall be sufficient to reclaim all removed debris for offsite disposal by the contractor.

Clean all surfaces to be painted with Chlor-Rid Salt remover or approved equivalent in accordance with the manufacturer's instructions.

Apply paint system by brush or roller in accordance with the PPG manufacturer's instructions:

- a. **Amerlock Clear Sealer:** This acts as a protective layer to seal the surface 1-2mil DFT.
- b. **Amercoat 240 Primer:** Serves as a base coat to enhance adhesion and corrosion resistance 4-6mil DFT. (Gray color)
- c. **PSX 700T2101 RAL1013 (Oyster):** This is the finishing coat, providing the desired color and additional protection 7mil DFT.

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Roof Coating/Paint

1. Prepare **all roofs** (operator's cab, machinery house, engine room, boom station, and drive room) to SSPC-SP11 or 12 in severely corroded areas with a standard to SSPC-SP2 & SP3 minimum. Finish paint by brush or roller with a Carboline paint system as follows:
 - a. (2) coats of Carboguard 890 epoxy 6-8 mils DFT
 - b. Finish coat of 133HB polyurethane. The color is to match RAL 1013 Oyster white. 3-5 mils DFT

B. Galvanized steel painting

All galvanized surfaces and components of each crane will be included for painting unless otherwise noted herein.

Preparation & Painting

Remove all loose scale, rust and loose galvanized coating by mechanical means (needle gun, chipping hammer, power wire wheel) to SSPC-SP2 & SP3.

Painting Contractor's containment system will be sufficient to reclaim all removed blasting debris for offsite disposal.

For smaller components (e.g. walkway bar grating), spray painting can be allowed provided there is a containment area established, for the removal and spraying of the component, which controls the spray residue. The contractor will contact JAXPORT to discuss the means and methods for spraying options prior to receiving approval.

Clean all surfaces to be painted with *Chlor-Rid* Salt remover or approved equivalent in accordance with the manufacturer's instructions.

Apply paint system by brush or roller in accordance with the manufacturer's instructions:

Sherwin Williams **Corothane® I Mio-Aluminum**

1st coat Corothane I Aluminum @ 3.0 mils (75 microns) dft

2nd coat Corothane I Aluminum @ 3.0 mils (75 microns) dft

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II. Crane roll back and components/parts replacement

A. STS Crane Roll Back (refer to provided drawings):

The Contractor will be responsible to provide all necessary materials for the roll back. The Contractor will be responsible to provide all necessary equipment for the roll back.

See provided sketch showing roll back area location. Final location is subject to change and will be identified prior to the start of the project.

JAXPORT and the winning contractor will hold a special safety meeting to discuss hurricane planning and mitigation.

B. Complete Trolley Rail Replacement (refer to provided drawings):

All trolley Rail, rail pad, and rail clips/base and bolts will be provided/supplied by JAXPORT. Not supplied by JAXPORT, all thermite welding kits, welding supplies, and or rail bed build up material. However, JAXPORT does not anticipate the rail bed requiring build-up.

Material list provided by JAXPORT:

- New JIS37A U71Mn grade rail, consist of 20 pieces (EACH CRANE) @ 10 meters long each with blank ends, 29.76 metric tons. Includes welding procedure for thermite welding.
- Gantrex MK9.1- F 120 Series Double-Crown RailLok™ rail pad made from maximized-width galvanized steel reinforced synthetic rubber with enhanced top and bottom edge seals for prevention of ingress of dirt and water. For use under JIS37A rail. Pad is 9/32" (7 mm) thick, prior to compression, 200 meters (EACH CRANE).
- Gantrex WeldLok™ 24Z adjustable crane rail clip galvanized ductile iron upper component w/bonded rubber nose, includes welding procedure for base. Includes grade 5 hex head cap screw galvanized assembly. For use with JIS37A rail on Gantrex pad and will fit 9120/12/40 clip assembly, count 728 (EACH CRANE).

The Contractor will be responsible to provide all necessary equipment for the complete trolley rail replacement and installation.

Once the old trolley rail, pad and clips are removed, it is the contractor's responsibility to build up the rail to the appropriate specifications at the landside and waterside off the boom hinge. It is also the contractor's responsibility to dispose of the old trolley rail, pad, and clips.

C. Complete festoon and railway bracket replacement

The new festoon system will be provided by JAXPORT. Material list provided by JAXPORT:

Saddles, rollers, tag lines, shock bungees, and cables complete.

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1/4C AWG – 138meters (x3 runs) = 1358', 4/6C AWG – 138meters (x1 run) = 453', 12/30C AWG – 138meters (x2 runs) = 906', F-EDH1A1J-12-G6-012-M2 12 Fiber Loose Tube MM Armored (x2 runs) = 906' for (EACH CRANE).

The Contractor will be responsible to provide all necessary equipment for the complete festoon installation, to include, but not limited to, terminate wiring on conductors and fiber to make crane fully functional from the operator's cab, and ground station. Once the old festoon is removed, JAXPORT would like to keep the best saddle(x1) for each crane to be stored in the machinery house. It will be the contractor's responsibility to dispose of the old festoon and its associated parts.

The contractor is responsible for the removal and disposal of the existing festoon railway brackets and must supply and install new JAXPORT-approved railway brackets (suggesting a standard i-beam or "C" channel replacement). All work must comply with relevant safety regulations and JAXPORT's standards.

A. Apex boom sheave replacement (Owners Option)

1. Secure the boom cables properly to prevent damage during the replacement process.
2. Follow the correct procedures for removing the boom sheave pin and sheave. Be cautious to not cause any damage to the pin and related hardware.
3. Inspect the sheave pin to confirm it meets the manufacturer's guidelines. Make necessary repairs if any issues are identified.
4. Implement corrosion control measures while the sheaves are removed.
5. Paint as part of the maintenance process.
6. Replace the old sheaves with new ones provided by Jaxport.
7. Ensure all components are restored to their original operation.
8. Test the boom operation to guarantee there is no sheave play or errors in the installation process.

B. Trim, list, and Skew (TLS) x4 removal, rebuild, re-install (Owners Option)

1. Secure the hoist cables properly to prevent any damage.
2. Secure all hydraulic lines to avoid accidental spills.
3. Properly remove the snag load detection system.
4. Remove each cylinder carefully to prevent any damages.
5. Thoroughly inspect and rebuild each cylinder to the original manufacturer's specifications.
6. Replace any deteriorated or broken hydraulic lines, hardware, or related parts.
7. Place the cylinders back on the crane, ensuring all connections are correct.
8. Return cables to their normal operating position.
9. Test the TLS system to ensure proper installation.

BID FORM – (Revised)
JAXPORT PROJECT NO.: B2022-13, B2022-14, B2022-15
JAXPORT CONTRACT NO.: EQ-1907B
BIMT HANJUNG CRANES REFURBISHMENT
AND PAINTING (8810, 8811, 8841)
Blount Island Marine Terminal

FAILURE TO SUBMIT THE REVISED BID FOR WILL BE CAUSE FOR BID REJECTION

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. **EQ-1907B**, at the following price:

Scope of Work: Furnish all labor, materials, equipment, incidentals, and supervision necessary to refurbish three (3) Hanjung Cranes identified as 8810, 8811, and 8841 (Owner's Option) located at Blount Island Marine Terminal.

BID PROPOSAL FORM - (Revised)		
A. BIMT HANJUNG CRANE 8810 and 8811 REFURBISHMENT - BASE BID LUMP SUM ITEMS (ROLL BACK, TROLLEY RAILS, FESTOON REPLACEMENT/ CORROSION REPAIRS/COMPONENT REPLACEMENT, CRANE PAINTING AND LOGO PLACEMENT)		
Item Number	Description	Total Item Amount
1	Mobilization (60%) / Demobilization (40%): Includes Initial Mob to BIMT/Final Demob from BIMT for base bid	\$
2	Hanjung 8810 (BIMT): Roll Back	\$
3	Hanjung 8810 (BIMT): Trolley Rail system replacement	\$
4	Hanjung 8810 (BIMT): Festoon System replacement	\$
5	Hanjung 8810 (BIMT): Critical Structures Repairs/Painting and Spot Corrosion Removal and Painting (Entire Crane)	\$
6	Hanjung 8810 (BIMT): Galvanized Surfaces Corrosion Removal and Painting (Entire Crane)	\$
7	Hanjung 8810 (BIMT): Machinery, Electrical & Engine Houses, Spot-Cut and Remove Specific Sections of the exterior wall that needs replacing. Replace sections with appropriate material.	\$
8	Hanjung 8810 (BIMT): Operator's Cab, Boom Hoist Station, Engine Room, Drive Room & Machinery House – Roof Painting	\$
9	Hanjung 8810 (BIMT): Replacement of self closing gates, lighting rods and grounding straps	\$
10	Hanjung 8810 (BIMT): Machinery House additional work – Remove of gutters and two (2) A/C units	\$
11	Hanjung 8810 (BIMT): Install JAXPORT Logo on east and west side of crane (10x10 Eastside and 10x20 Westside)	\$
12	Hanjung 8810 (BIMT): Remove and replace existing walkway lighting conduit from boom hinge to the boom tip	\$
TOTAL BASE BID HANJUNG 8810 (Items 2-12):		\$
13	Hanjung 8811 (BIMT): Roll Back	\$
14	Hanjung 8811 (BIMT): Trolley Rail system replacement	\$
15	Hanjung 8811 (BIMT): Festoon System replacement	\$
16	Hanjung 8811 (BIMT): Critical Structures Repairs/Painting and Spot Corrosion Removal and Painting (Entire Crane)	\$
17	Hanjung 8811 (BIMT): Galvanized Surfaces Corrosion Removal and Painting (Entire Crane)	\$
18	Hanjung 8811 (BIMT): Machinery, Electrical & Engine Houses, Spot-Cut and Remove Specific Sections of the exterior wall that needs replacing. Replace sections with appropriate material.	\$
19	Hanjung 8811 (BIMT): Operator's Cab, Boom Hoist Station, Engine Room, Drive Room & Machinery House – Roof Painting	\$
20	Hanjung 8811 (BIMT): Replacement of self closing gates, lighting rods and grounding straps	\$
21	Hanjung 8811 (BIMT): Machinery House additional work – Remove of gutters and two (2) A/C units	\$
22	Hanjung 8811 (BIMT): Install JAXPORT Logo on east and west side of crane (10x10 Eastside and 10x20 Westside)	\$
23	Hanjung 8810 (BIMT): Remove and replace existing walkway lighting conduit from boom hinge to the boom tip	\$
TOTAL BASE BID HANJUNG 8811 (Items 13-23):		\$

BID FORM – (Revised)
JAXPORT PROJECT NO.: B2022-13, B2022-14, B2022-15
JAXPORT CONTRACT NO.: EQ-1907B
BIMT HANJUNG CRANES REFURBISHMENT
AND PAINTING (8810, 8811, 8841)
Blount Island Marine Terminal

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B. OWNER'S OPTIONS 1: HANJUNG CRANE 8841- ENTIRE CRANE UPGRADES				
Item Number	Description	Total Item Amount		
24	Mobilization (60%) / Demobilization (40%): Includes Initial Mob to BIMT/Final Demob from BIMT for Crane 8841 (items 22-32)	\$		
25	Hanjung 8841 (BIMT): Roll Back	\$		
26	Hanjung 8841 (BIMT): Trolley Rail system replacement	\$		
27	Hanjung 8841 (BIMT): Festoon System replacement	\$		
28	Hanjung 8841 (BIMT): Critical Structures Repairs/Painting and Spot Corrosion Removal and Painting (Entire Crane)	\$		
29	Hanjung 8841 (BIMT): Galvanized Surfaces Corrosion Removal and Painting (Entire Crane)	\$		
30	Hanjung 8841 (BIMT): Machinery, Electrical & Engine Houses, Spot-Cut and Remove Specific Sections of the exterior wall that needs replacing. Replace sections with appropriate material.	\$		
31	Hanjung 8841 (BIMT): Operator's Cab, Boom Hoist Station, Engine Room, Drive Room & Machinery House – Roof Painting	\$		
32	Hanjung 8841 (BIMT): Replacement of self closing gates, lighting rods and grounding straps	\$		
33	Hanjung 8841 (BIMT): Machinery House additional work – Remove of gutters and two (2) A/C units	\$		
34	Hanjung 8841 (BIMT): Install JAXPORT Logo on east and west side of crane (10x10 Eastside and 10x20 Westside)	\$		
35	Hanjung 8810 (BIMT): Remove and replace existing walkway lighting conduit from boom hinge to the boom tip	\$		
OWNERS OPTION 1 - HANJUNG 8841 (Items 24-35):		\$		
OWNER'S OPTION # 2: Hanjung 8810, 8811 AND 8841 BOOM SHEAVE REPLACEMENT				
		QTY	Item Amount	Total Item Amount
35	Hanjung 8810, 8811 & 8841 (BIMT): Boom Sheave Replacement on the Apex	3	\$	\$
OWNER'S OPTION # 3: Hanjung 8810, 8811 AND 8841 TRIM, LIST AND SKEW CYLINDER REBUILD				
		QTY	Item Amount	Total Item Amount
36	Hanjung 8810, 8811 & 8841 (BIMT): TRIM, LIST AND SKEW CYLINDER REBUILD	3	\$	\$
BID SUMMARY				
C. SUM OF ALL LUMP SUM BASE BID WORK (A): Items 1 - 23				\$
D. SUM OF ALL LUMP SUM OWNER'S OPTIONS WORK (B) Items 24-36				\$
E. TOTAL BID AMOUNT (LINES C + D) Items 1 - 36				\$
PROJECTS # B2022-13, B2022-14, B2022-15 / CONTRACT # 1907B				
NOTES: BASIS OF AWARD IS TOTAL BASE BID (LINE C).				
OWNER MAY CHOOSE A QUANTITY OF 1, 2 OR 3 OF OWNERS OPTION #2 AND/OR OWNERS OPTION #3.				

(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 to the Bidder whose price is the lowest, based on **Total Base Bid (A) Items 1-23, subject to the availability of appropriated funds.**

BID FORM – (Revised)**JAXPORT PROJECT NO.: B2022-13, B2022-14, B2022-15****JAXPORT CONTRACT NO.: EQ-1907B****BIMT HANJUNG CRANES REFURBISHMENT
AND PAINTING (8810, 8811, 8841)****Blount Island Marine Terminal*****FAILURE TO SUBMIT THE REVISED BID FOR WILL BE CAUSE FOR BID REJECTION***

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

BID FORM – (Revised)

JAXPORT PROJECT NO.: B2022-13, B2022-14, B2022-15

JAXPORT CONTRACT NO.: EQ-1907B

**BIMT HANJUNG CRANES REFURBISHMENT
AND PAINTING (8810, 8811, 8841)**

Blount Island Marine Terminal

FAILURE TO SUBMIT THE REVISED BID FOR WILL BE CAUSE FOR BID REJECTION

Business Address	City	State	Zip Code
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Mailing Address, if different from above

Authorized Signature	Date Executed
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Typed Name	Title
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E-Mail Address

Telephone Number	Facsimile Number
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Company Federal Tax I.D. No.	Company's Business License No.
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