



Building Community®

Procurement Bid Office
Customer Center 1st Floor, Room 002
21 W. Church Street
Jacksonville, Florida 32202

June 26, 2020

Addendum Number: **One (1)**

Title: **St Johns River Coal Terminal and Conveyor Demolition, Remediation and Restoration Step II**

JEA Solicitation Number: **048-20**

Bid Due Date: **July 14, 2020**

Due Date Time: **12:00 PM**

Time of Opening: **2:00 PM**

This addendum is for the purpose of making the following additions, deletions and changes.

ADD: 048-20 Step II Addendum 1 – Contractor Safety Training

ADD: 048-20 Step II Addendum 1 – Conv_Demo_Spec_Rev_20-06-24

REPLACE: SECTION 1.1.4 & 1.1.7 of the original solicitation has been replaced by the section 1.1.4 and 1.1.7 of this Addendum 1.

JEA has initiated new procedures to support social distancing for COVID-19 and will not accept mailed in bids and will not hold in person public bid openings. All bid submissions shall be electronic by the instructions in Section 1.1.4. Bid Results will be announced by the process listed in Section 1.1.7.

1.1.4 INVITATION TO BID

You are invited to bid on the Solicitation noted below:

JEA Solicitation Title: St Johns River Coal Terminal and Conveyor Demolition, Remediation and Restoration

JEA Solicitation Number: 048-20

To obtain more information about this Solicitation:

Download a copy of the Solicitation, PDF quality drawings (if applicable) and any required forms at jea.com.

Bid Due Date: July 14, 2020

Bid Due Time: 12:00 PM

All Bids must reference the JEA Solicitation title and number noted above. All Bids must be made on the appropriate Bid forms as specified within this Solicitation, and be submitted electronically by the following process:

NEW INFORMATION BELOW

Due to Covid - 19, JEA is implementing an electronic Bid Submission process. Suppliers shall submit their bids electronically only using the following procedure. Lynn Rix, is JEA's bid opening coordinator. Please contact the buyer: Rodney Lovgren (lovgrd@jea.com) phone (904-528-9350) or Lynn Rix (rixlw@jea.com) phone (904-665-8621) if you have questions.

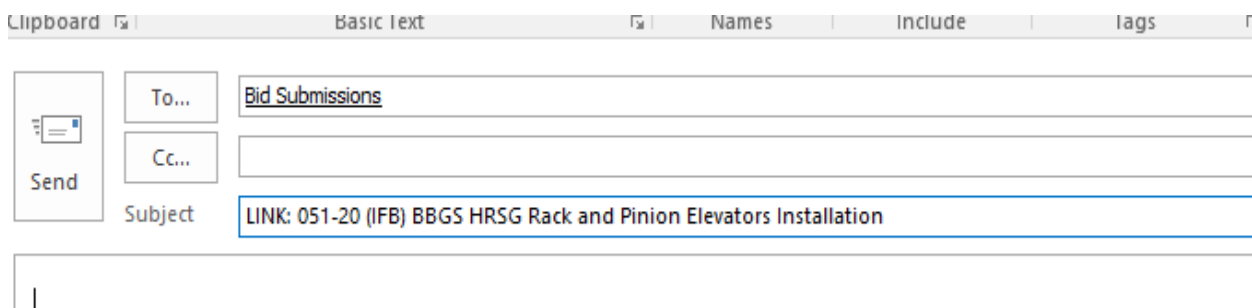
Bids/Responses are to only be delivered electronically via a requested link which JEA will provide. Please use the REQUEST A SUBMISSION LINK on the Formal Procurement Opportunities page of JEA.com to receive a unique, password-protected link. An automated, detailed auditing system provides sealed bid integrity. The Bidder can navigate to JEA.com / Formal Bid by the following link.

https://www.jea.com/About/Procurement/Formal_Procurement_Opportunities/

Scroll down the list of bids until you find the current bid number.

[051-20 Addendum 1](#)
[051-20 Addendum 1 JEA tax exemption certificate 022823](#)
[051-20 Addendum 2](#)
[051-20 Addendum 3](#)
[Receive updates for this Solicitation](#)
[Request a Submission Link](#)

Clicking the link, will open an outlook email to "Bid Submissions" with the bid number in the subject line.



Clipboard Basic text Names Include tags

Send

To... [Bid Submissions](#)

Cc...

Subject [LINK: 051-20 \(IFB\) BBGS HRSG Rack and Pinion Elevators Installation](#)

Once you have submitted your request, you'll receive an email from a JEA Purchasing Assistant with a vendor-specific link and password. Additionally, An automated, detailed auditing system provides sealed bid integrity.

Bid Opening Deadline:

1. Bid Office Staff (PAs) will monitor the Bids Submission email box for late link requests/issues.

JEA's Opening Procedures:

2. All Bids/Responses will be opened for a particular Solicitation before advancing to the next Solicitation. If an IFB the Company name and Total Bid Amount will be read aloud. If an ITN only the Company name will be announced.
3. The Solicitation Bid Tab will be shared on the WebEx screen and the information read aloud will be entered, allowing participants to both hear and see the results.

Once all the Bids/Responses for a particular Solicitation have been opened, read aloud, and entered on the Bid Tab, Bid Office Staff (PAs) will proceed to the next Solicitation until all Solicitations have been opened, announced, and recorded.

1.1.7 OPENING OF BIDS

All Bids shall be publicly opened, read aloud and recorded at 2:00 PM on the Due Date. A physical Bid opening will NOT be available to the public in person, instead JEA will provide virtual participation via WebEx. Instructions for the WebEx meeting may be found at: https://www.jea.com/Events/Public_Meetings/Bid_Opening

At the opening of Bids, a JEA Representative will publicly open and announce each Bid that was received on time. Bids that have been properly withdrawn will not be opened. JEA has the right to waive any irregularities or informalities in the Bid Document.

Supplier Inquiry 1: Section 7.8.2 of the Technical Specifications for the Project indicates the Contractor shall obtain, keep in force, and pay all costs for various types of insurance including general liability, worker's compensation, employer's liability, automobile liability, and railroad protective liability. However, there is no reference or requirement for railroad protective liability insurance in Section 2.7 Insurance of the RFP Terms and Conditions. Is the Contractor required to provide railroad protective liability? If this insurance is required, please provide the form and limits of coverage required in the RFP T&Cs. Additionally, please clarify if this requirement extends to all subcontractors?

JEa Response 1: The commercial general liability policy defines “insured contract” to include “any easements or license agreement, except in connection with construction or demolition operations on or within 50 feet of a railroad.” The railroad will require the Contractor and any associated subcontractors performing work within 50 feet of the rail to provide evidence that such coverage has been secured on the railroad’s behalf.

Insurance requirements and estimated limits of coverage may be found within the CSXT Public Project Manual. The Manual may be accessed via csx.com at the following link:

<https://www.csx.com/index.cfm/library/files/about-us/property/public-project-manual/>

Supplier Inquiry 2: Section 3.1 of the Technical Specifications for the Project indicates the Contractor shall comply with Owner and site-specific safety policies. Please provide copies of all Owner and site-specific safety policies applicable to this Project.

JEa Response 2: Attachment C of the Specification requires a Health and Safety Plan deliverable by the Contractor. Contractors are encouraged to utilize their own health and safety policies and procedures as long as they meet the minimum requirements of the Owner site-specific safety policies. Minimum Owner site-specific safety policies and procedures require that each Contractor and associated subcontractors complete 10-Hour OSHA training and participate in the JEA 2-Hour Site-Specific Safety Orientation. A copy of the 2-Hour Safety Orientation has been provided as part of this Addendum for your use and reference.

Supplier Inquiry 3: There is a conflict between Specification Section 10.1.2 Scrap Processing and Concrete Crushing Limitations and Section 12.11 Concrete Debris Management. Section 10.1.2 allows concrete crushing operations on the SJRPP site. Section 12.11 specifically precludes on-site processing, sizing, and/or crushing operations.

Supplier Requested Change: Allow the scrap processing and concrete crushing per Section 10.1.2 of the Specifications. More specifically, allow concrete processing and sizing on the SJRPP site necessary to cost effectively size, segregate and ship materials off-site for disposition.

JEa Response 3: Section 12.11 of the Specifications was revised to read:

12.11 Concrete Debris Management

Clean concrete materials, including rebar, generated from demolition activities shall be transported off-site for processing, sizing, or re-use by the contractor. On-site processing, sizing, and/or crushing operations are not authorized on any portions of the project from Zone A through Zone H. Concrete crushing operations are authorized on the SJRPP site or at an off-site vendor facility. Contractor shall provide a bill of lading or manifest for each load of material transported from the Site. The bill of lading or manifest shall identify the source area from which the material was generated.

Concrete stained with coal fines shall be pressure washed prior to demolition and processing of the concrete. The resultant coal fine contact water shall be disposed as described in Section 12.7.

Supplier Inquiry 4: The Specification references "Duct Banks & Piping" removal in Zones B, C and H, but the drawings do not indicate the location or limits of the duct banks removal. Please provide the locations and limits of duct bank removal in Zones B, C and H, if any.

JE A Response 4: The duct banks extend from the point where power drops down from the overhead pole to the transformers and then to the switchgear buildings. Approximate length in each location – 100 feet.

Supplier Inquiry 5: Specification Section 4.4.2 references "material being disposed of in on-site landfill. Please clarify what materials from this Project can be disposed of in the on-site landfill.

JE A Response 5:
Reference to the on-site landfill was inadvertently added to the Specification. Use of the on-site landfill will not be available during this demolition project and its' reference within the Specification has been removed.

Supplier Inquiry 6: Specification Section 8.7 states "Contractor shall comply with the wetlands permit conditions." This Section of the Specification also indicates the Owner is pursuing these permits, which "will be obtained prior to demolition, but after the RFP is issued. Can you provide preliminary or draft copies of the Wetlands permits and related plans applicable to this Project?

JE A Response 6: Based on the existing wetlands permit conditions, anticipated work on the Coal Terminal and Conveyors, and consultation with Florida Department of Environmental Protection, anticipated permit conditions associated with the demolition work have been included with the Demolition Drawings provided in Attachment A of the Specification. More specifically, anticipated permit conditions are outlined on Drawing Numbers GN-01 and GN-02. Wetland boundaries and the associated extent of impacts are also identified on the drawings.

Upon receipt of an authorized wetlands permit for the demolition work, the successful bid Contractor will be provided with a copy of the authorized permit and associated conditions.

Supplier Inquiry 7: We can not find load ratings for the pier at the Coal Unloader/Coal Terminal in the RFP documents. Please provide the load rating or limitations for the pier at the Coal Unloader/Coal Terminal.

JE A Response 7: The load rating is not given in the documentation. Structural drawings are included in the reference drawing package that can be used for an engineering estimate. In the past we have driven large hydraulic cranes (40 to 50 tons capacity) onto the dock for maintenance work without problem.

Supplier Inquiry 8: Section 12.10 of the Specifications indicates "PCB impacted concrete shall be removed for transportation and disposal at an approved landfill. The RFP documents, however, do not provide any historical records and detail for PCB spills and concentrations, and therefore, we can not quantify this task. Additionally, the level of PCB concentrations dictate the type of landfill required for proper disposal. Please provide historical records for all PCB oil spills including concentrations, locations and extent of impacted concrete. Alternatively, the Contractor could provide unit prices for this task based on disposal at either Subtitle C or D landfills, for example, assuming some minimum quantities. Please clarify this scope item and how we should price it.

JEA Response 8: The Owner is not aware of any PCB impacted concrete in the scope of this project. This sentence has been removed from the specification.

Supplier Inquiry 9: Who is responsible for the relocation of the channel markers from the conveyor system, and when will the relocation of the markers be completed?

JEA Response 9:

Channel markers associated with the conveyor system will be removed as part of the Work. The channel markers will not be relocated. The Contractor is responsible for the demolition and removal of the conveyor system and any associated channel markers. The Owner will provide required agency notifications, if any, upon removal of existing channel markers. Should the Contractor require additional personal aids to navigation (PATON) to be installed as part of their Work, the Contractor shall be responsible for providing any required PATON notifications and/or obtaining any required PATON permits.

Supplier Inquiry 10: Specification Section 7.8.4 Railroad Flagging indicates the "Contractor shall comply with and pay for all railroad flagging services. Section 7.8.6 of the Specification references Roadway Worker Certification. What are the costs for railroad flagmen, how many do we need, and how much notice do we need to schedule them? Who performs the Roadway Worker Certification training, and what is the cost per employee?

JEA Response 10: Railroad flagging requirements and estimated costs may be found within the CSXT Public Project Manual. The Manual may be accessed via csx.com at the following link:

<https://www.csx.com/index.cfm/library/files/about-us/property/public-project-manual/>

Supplier Inquiry 11: Specification Section 3.2.1 indicates: "Owner will de-energize circuits powering the conveyor machinery and coal shipping terminal prior to the Contractor release to work." However, Section 10.3.4 states: "Contractor shall electrically isolate and de-terminate the pump motor in EER 2." Please clarify whether Owner is responsible to de-energize all electrical equipment associated with the demolition work in this Project.

JEA Response 11: The Owner will isolate the power going to the well pump. The Contractor shall remove the pump and motor.

Supplier Inquiry 12: Section 4.3 Electrical Service indicates "Contractor shall be responsible for coordination with JEA to setup electrical service, determine transformer requirements, metering, connections, cabling, routing, and all associated costs." Please clarify whether Owner will complete the electrical setup and connections (at Contractor cost) or whether Contractor is responsible for hiring a qualified electrical contractor to complete this work. If Contractor is responsible to hire an electrical subcontractor for this work, does JEA have a list of approved electrical subcontractors?

JEA Response 12: JEA will bring the power from the pole to a meter cabinet. The Contractor will be responsible for running the power from the meter cabinet to the users. JEA has a list of electrical contractors on their approved bidders list which they can share with the successful bidder.

Supplier Inquiry 13: What are the load bearings of the two bridges to and from the dock?

JEA Response 13: The load rating is not given in the documentation. Structural drawings are included in the reference drawing package that can be used for an engineering estimate. In the past we have driven large hydraulic cranes (40 to 50 tons capacity) onto the dock for maintenance work without problem.

Supplier Inquiry 14: Can any of the power and communication lines in the three roadway intersections be Removed? Dropped? Or Protected?

JEA Response 14: The power for the distribution lines crossing Heckscher Dr. can be scheduled for de-energization when coordinated with the Owner during the removal of the conveyor across Heckscher Dr. All other crossings will be

coordinated through the Owner at the time of those lifts. None of the lines can be removed for a continuous basis and therefore, shall be coordinated with the Owner to minimize time of de-energization.

Supplier Inquiry 15: Can the Old Bridge to Blount Island be closed so that work can be performed off of it? If so, what are the load bearing of the bridge?

JEA Response 15: Closure is permitted for removal of conveyor sections. Work area on the bridge should be in a manner that quick removal/relocation of equipment could allow for one-lane emergency access, should it be required. The traffic circulation due to this closure might result in reconsideration for this closure. Closure of the bridge eliminates the traffic movement for westbound Heckscher Drive traffic to turn left onto the bridge. This requires the westbound traffic to continue west past the traffic signal to a median opening in order to make a U-Turn. According to FDOT, it is very likely that the U-Turn will be pushed west to the median opening at the Northside Generating Plant entrance, or maybe to New Berlin Rd traffic signal. This will be determined by FDOT. There will likely be requirements to restrict movements at the median openings between the bridge and the U-Turn location. Bridge or roadway closures must be reviewed and approved by JAXPORT and FDOT prior to implementation.

Blount Island Blvd. Bridge is designed for HS20 loading (16,000 lbs. wheel load or 32,000 lbs. axle load). Pile design loading is 35 tons. Wing pile design loading is 20 tons.

Supplier Inquiry 16: Can you please identify what transformers stay or go in the facilities that remain?

JEA Response 16: All utility transformers identified for removal shall be removed by the Owner. Transformers and other electrical equipment to remain are located within EER 2, EER 3, and EER 4 as indicated in the Specification and on the Demolition Drawings within Attachment A of the Specification.

Acknowledge receipt of this addendum on the Response Form