



ADDENDUM NUMBER 1
TO THE BID DOCUMENTS FOR
BERTH 6 EXPANSION
AT PORT ARTHUR
POPA FILE NO. 8.334



Addendum Date: **August 17, 2021**

A. This Addendum shall be considered part of the bid documents for the above-mentioned project as though it had been issued at the same time and shall be incorporated integrally therewith. Where provisions of the following supplementary data differ from those of the original bid documents, this Addendum shall govern and take precedence. BIDDERS MUST ACKNOWLEDGE THE ADDENDUM ON THEIR BID.

B. Bidders are hereby notified that they shall make any necessary adjustments in their estimates as a result of this Addendum. It will be construed that each bidder's proposal is submitted with full knowledge of all modifications and supplemental data specified herein.

Except as described below, the original bid document remains unchanged. The bid documents are modified and/or clarified, as follows:

1. **Cut-off for Questions:** Cut-off for submitted questions shall be Midnight Local Time on Wednesday August 18th
2. **Bid Due Date:** Bid Due Date shall be Wednesday, September 8th, at 9:00AM Local Time
3. **Contract Time:** Contract Time for Completion of Project shall be 855 Calendar days
4. **Liquidated Damages:** Liquidated Damages for reasons as described in the bid documents shall be \$5,600.00 per day.
5. **Acknowledgement of Addendum:** Bidder shall acknowledge receipt of all Addenda on their bid form. Remove Bid Sheets 00 41 00.00 - 1 through 00 41 00.00 - 3 and replace with the attached sheets 00 41 00.00 – 1 through 00 41 00.00 – 3.

Submitted Questions:

- 6: **Q:** Would helical piers be considered as a soil improvement alternative to rigid inclusions?
A: No.
- 7: **Q:** Would helical piles be considered as an alternative for retaining wall anchors?
A: No.
- 8: **Q:** Would helical piles be considered as an alternative for the concrete driven piles?
A: No.

9: Q: According to Specification 35 59 13.16 20 MARINE FENDERS, the molded rubber fender is required to be manufactured from EPDM material (see 2.1.2 Elastomer). Please confirm if Natural Rubber (NR), Styrene Butadiene Rubber (SBR), or a mixture of the two will be acceptable.

A: *The Port would be receptive to alternative materials, provided the materials meet the performance requirements and provide equal or better durability. Industry literature/testing on performance and durability would be required, and alternative materials are subject to final approval by the Port.*

10: Q: Will another style/model fender be allowed, say Cone or Cell type?

A: *Alternative fender styles would be considered by the Port, provided they meet the required performance and provide equal or better durability. Additionally, the panel face (projection) needs to align with the existing Berth 5, so depth of the fender system and allowable deflection needs to coordinate with the structure shown.*

11: Q: According to Specification 35 59 13.16 20 MARINE FENDERS, the steel panel is required to have a chamfer around all edges (see 2.1.8 Panels). However, the drawing nor the specification dictates the requirement for the chamfer. Please clarify if there is a specific size (width & depth) that is required.

A: *Chamfer length and angle is to be determined by the fender panel manufacturer to minimize potential for vessels catching on the panels. At a minimum, the chamfer shall extend the full thickness of the panel.*

12: Q: All chain sizes for the fender systems are indicated on the drawings. Are these fixed, or is this adjustable if the 3:1 factor of safety is followed?

A: *Chain sizes shown are for bidding purposes; actual chain sizes and configuration shall be determined by the fender system manufacturer as necessary to meet the design criteria and performance requirements.*

13: Q: Please advise if it would it be possible to rail the aggregates needed directly to the Port for off load and stockpile? Each unit train (95 Cars) would be approx. 11,000 tons & can be off loaded within 24 hours. Will Port Fees be charged for using Port facilities for delivery of Permanent Material?

A: *The Port is receptive to and encourages the use of barges and/or rail for the placement of the materials to decrease overall project costs. Any movement should be conducted in close coordination with the port regarding timing of barges and quantity of railcars. For the port, there will not be a charge to the contractor to self-perform the discharge of materials. The port is not responsible for any railcar or barge demurrage.*

BIDDER MUST ACKNOWLEDGE THIS ADDENDUM ON THEIR BID FORM.

END OF ADDENDUM 1

8/17/2021



Michael J. Schneider

00 41 00.00 - 1

BID FORM: Port of Port Arthur Berth 6 Expansion

To: Port of Port Arthur Navigation District of Jefferson County, Texas
221 Houston Avenue
Port Arthur, Texas 77640

From: _____
(Name of firm submitting bid)

Project: _____ Project

1.0 DECLARATION

Having carefully examined the place of the Work, the Drawings and Project Manual prepared by Collins Engineers, Inc., we agree to accomplish the work in accordance with the Contract Documents, and will enter into a Contract (Agreement), if awarded on the basis of this bid, within _____ days after the receipt of bids.

Bidder acknowledges receipt of the following ADDENDA:

<u>Addendum No.</u>	<u>Signature Acknowledging Receipt</u>
_____	_____
_____	_____
_____	_____
_____	_____

2.0 PROPOSAL

A. We, the undersigned, offer to perform the work for the following amounts:

TOTAL BID PRICE OF ALL BASE BID WORK:

DOLLARS. \$ _____

ALTERNATE ITEM A: ADDITIONAL PRICE IF DREDGE DISPOSAL IN PLACEMENT AREA 11 IS REQUIRED INSTEAD OF PLACEMENT 8:

_____ DOLLARS. \$ _____

ALTERNATE ITEM B: ADDITIONAL PRICE IF DREDGE DISPOSAL IN PLACEMENT AREA 9A IS REQUIRED INSTEAD OF PLACEMENT 8:

_____ DOLLARS. \$ _____

00 41 00.00 - 2

ALTERNATE ITEM C: ADDITIONAL PRICE IF DREDGE DISPOSAL IN PLACEMENT AREA 9B IS REQUIRED INSTEAD OF PLACEMENT 8:

_____ DOLLARS. \$ _____

B. We agree to substantially complete the work within _____ calendar days after the date the contract time commences to run.

3.0 VARIABLES

A. We, the undersigned, offer to perform the following unit work items, if required outside of the base bid quantities, for the following amounts:

UNIT ITEM 1: COST PER TON OF BURIED DEBRIS REQUIRING REMOVAL, ABOVE WATER:

_____ DOLLARS/TON. \$ _____

UNIT ITEM 2: COST PER TON OF BURIED DEBRIS REQUIRING REMOVAL, BELOW WATER:

_____ DOLLARS/TON. \$ _____

UNIT ITEM 3: COST FOR PRE-DRILLING 24-INCH PRESTRESSED PILES:

_____ DOLLARS/EA. \$ _____

B. We agree to substantially complete the work with no more than the following calendar days added to the base contract duration, based on the unit items required outside the base bid quantities.

UNIT ITEM 1: ADDITIONAL DAYS REQUIRED PER TON OF BURIED DEBRIS REQUIRING REMOVAL, ABOVE WATER:

_____ DAYS/TON. _____

UNIT ITEM 2: ADDITIONAL DAYS REQUIRED PER TON OF BURIED DEBRIS REQUIRING REMOVAL, BELOW WATER:

_____ DAYS/TON. _____

UNIT ITEM 3: ADDITIONAL DAYS FOR PRE-DRILLING 24-INCH PRESTRESSED PILES:

_____ DAYS/EA. _____

00 41 00.00 - 3

4.0 ATTACHMENTS

The following documents are attached as an integral part of this bid proposal:

- A. Bid Security
- B. Port of Port Arthur Berth 6 Expansion Construction Specifications
- C. Sealed Envelope containing Contractor's Itemized Breakdown of the Lump Sum bid elements
- D. Sealed financial statement (00 82 00)
- E. Certification regarding lobbying (00 83 00-1)
- F. Good Faith Effort Certification (00 84 00-1)

5.0 SIGNATURES

Bidder: _____
(Print or type the full name of your proprietorship, partnership, corporation or joint venture.*)

By: _____
(Signature of duly authorized officer of the company)

Name: _____
(Print or type name and company title)

Address: _____
(Print or type business address of Bidder)

Telephone: _____
(Print or type telephone number)

*If the Bidder is a joint venture, add additional identification and signatures/or each member of the joint venture, in the space below.

END OF DOCUMENT

00 41 00.00