

EXPLANATION OF CONSENT AGENDA ITEM E.2.c.(13) April 22, 2017

ITEM:

Consideration of authorizing staff to issue a purchase order to Orion Marine Group under the Construction Manager at Risk Waterside continuing contract for repairs of NCP1 and NCP2 not to exceed \$\$1,892,984.00. (Tom Foxhoven/Bill Crowe)

EXPLANATION:

During recent project planning and coordination meetings with Port cargo tenants on the Northside and engineering staff, CPA has been made aware of a potential upcoming window of no salt delivery ships from June 2 to July 31. This period of time will give the Port a great opportunity to do the resurfacing of the deck at this time with minimal interruption to Port tenants. Seaport Canaveral will still be active; however, the use of the existing loading arms is not inhibited by the rehab of the NCP1/2 concrete deck.

This work would include removing and resurfacing an area at NCP1 that is exposed in some areas down to the rebar (approximately 8"), also replacing all bollards (upgrading to 125 ton.) and fenders along NCP1 & 2 with owner supplied bollards/fenders. We are evaluating repairs from underside of pier beneath the salt conveyors as there have been reports of spalling on the underside of the planks, we have put in the above cost estimate of \$250,000 for these repairs. Once we have a scope on this we will get a exact cost proposal for this repair.

Funding Review by Finance (Pat Poston): The total NTE amount of \$1,892,984 is included in the FY17Capital Budget and no increase is required. [Budget item 2221 - Improved fender system]

Staff Recommends Approval

Prepared by Tom Foxhoven / Bill Crowe, P.E.

TF



ITEM #: 2152



Port Canaveral Capital Budget Project Sheet

PROJECT TITLE: North Cargo Piers 1 & 2 Bollards, Fenders, and Deck Repairs

PROJECT DESCRIPTION:

The fender and bollard maintenance project will replace all the fenders and selective mooring fixtures at NCP 1 and 2, repair damage curbs along the pier face, and repair approximately 18,600 SF of concrete pier deck at NCP 1. The mooring fixtures replacement will consist of removal of the 50 ton double bitts on the pier face and installation of 125 metric ton T-head bollards. Deck repair will use hydro-demolition to remove the top 8 inches of concrete and place new concrete topping.

PROJECT PURPOSE:

NCP 1&2 are heavily used berths that have experienced damage due to operations over the years. The current cargo operations have created deck areas of exposed rebar, deep ruts, concrete spalling and general deterioration. The fender and bollard systems along NCP 1&2 have passed their design life and are due for upgrades and replacements.

PRIORITY: 5 (high)

PROJECT BUDGET: \$2,500,000

BUSINESS LINE: Cargo



FORM:



Canaveral Port Authority
445 Challenger Road
Cape Canaveral, FL 32920
Attention: Mr. Tom Foxhoven

April 12, 2017

Re: NCP-1 & 2 Fender and Bollard Improvements

Subject: Service Contract Price Proposal-CPA-001-R1- 2017

Dear Mr. Foxhoven;

Orion Marine Construction, Inc. ("OMCI") is pleased to provide this proposal to perform the Fender and Bollard Improvements and deck repairs as noted in the drawings (drawings are not dated) provided by CPA. Orion has chosen the option to provide a lump sum proposal to self-perform the referenced work. The cost associated with this work is \$1,642,984.00 (One Million Six Hundred Forty-Two Thousand Nine Hundred and Eighty-Four dollars).

See below for the details regarding the proposed scope of work associated with this Proposal.

Proposed Scope of Work

- Bond and GL insurance is included in this proposal.
- Furnish labor, materials, and equipment necessary to perform the referenced work.
- Remove and dispose of 20 each existing bollards.
- Remove and dispose of 20 each existing fenders/hardware.
- Cut and remove existing concrete curb at 16 of the 20 locations where the new bollards are to be installed. (approx. 7 LF of curb to be removed at each location) The demolition of the concrete curb for the last 4 bollards will be removed with the hydro-blasting activity.
- Construct concrete curbs in the current bollard locations once the bollards have been removed. The expected curb repairs are anticipated to be 6 LF to 7 FL at each of the existing bollard locations.
- Remove existing concrete deck section (291' x 64' x 6" to 8" in depth) by utilizing the hydro-blast method for removal, as per the plans provided.
- Following the removal of this concrete deck section, and new concrete deck and concrete curb shall be poured back. It is anticipated that the replacement deck will be an average of 6" to 8" in depth and 291' x 64'). The overall new concrete curb for the entire project is anticipated to be approx. 160 LF.

Clarifications and Exclusions

The following items are additional clarifications and exclusions to our proposal. All exclusions, if necessary, will be performed by or provided by others or can be negotiated during this project.

1. Builders Risk Insurance coverage is excluded and not part of this proposal.
2. Proposal does not include any permits or fees of any kind.
3. OMCI expects that the pier will be accessible for a minimum of 2 consecutive months (June and July 2017 or July and August 2017) with unimpeded access to perform the hydro-blasting and concrete deck replacement. The fender and bollard work can be performed during this activity, prior to or after the 2 month window should additional time be required for this work. The work hours for this activity may be up to 24 hours a day to accommodate the aggressive schedule requirement.
4. Orion will install floating turbidity barrier in the immediate area where the hydro-blasting will be performed. Any other environmental protection, or means and methods of protection, other than floating turbidity barrier, are not included in this proposal.
5. Any special provisions, existing structure protection, monitoring, or temporary support structures of any kind is excluded and not incorporated in this proposal.
6. Any other modifications or repairs other than the items clearly noted in the section titled proposed scope of work, are not included in this proposal.
7. Electrical modifications, mechanical modifications or utility modifications (water, gas, oil, etc.) of any kind are "Not" included in this proposal.
8. Handling or disposal of any contaminated or hazardous materials is "Not" included in this proposal.
9. OMCI will utilize an RT crane (45 ton or 60 ton hydro crane) to perform this work from the top side of the pier deck and floating rafts will be deployed to facilitate the removal and installation of the fenders.
10. Should OMCI encounter any Owner related delays or standby time beyond our control, a day shall be negotiated and billed at that time.
11. All permanent material unless specified otherwise in this proposal will be provided by others. (Fenders, Bollards and all necessary hardware will be provided by others)
12. Once the material delivery date is confirmed with Orion, we will proceed with the mobilization of the required equipment and personnel to perform the mentioned work.
13. Proposal does not include any engineering, design, CQC personnel, testing, or permits unless specified above.
14. Manatee observer and water monitoring or testing is not included in this proposal.
15. Proposal is valid for 30 calendar days from the date listed on this proposal.
16. Proposal is based on both parties executing a mutually agreeable contract and schedule.

We thank you for considering Orion Marine construction, Inc. to provide this Proposal for the mentioned work. Should you have any questions, please feel free to contact us at 813-839-8441.

Sincerely,

ORION MARINE CONSTRUCTION, INC.



Tony Landry
Operations Manager

CC: Claudio Dominguez, OMCI
CC: Andrew Mannino, OMCI
CC: Les Williams, OMCI
CC: Laurie Simpson, OMCI

Cost From Orion Marine for scope of work on plans	\$1,642,984.00
Allowance for work under pier (report of spalling will have EOR do boat tour to determine amount of repairs needed)	\$250,000.00
Total	\$1,892,984.00

From: [Diane Gray](#)
To: [Diane Gray](#)
Subject: FW: Ship Schedule
Date: Friday, April 07, 2017 4:37:46 PM
Attachments: [image001.png](#)
[Commission Approval to Award fenders-Draft \(2\).docx](#)
[Commission Approval to Award NCP1-2 Deck Replacement-Draft \(2\).docx](#)
Importance: Low

From: Markley, Michael [<mailto:mmarkley@mortonsalt.com>]
Sent: Friday, April 7, 2017 3:44 PM
To: Tom Foxhoven
Cc: Clyde Mathis; David German; Bill Crowe, P.E.; Morton Salt - Marty Harper; Lacey, James; Salvatore, Steven; Ambassador Svcs LLC - OPS
Subject: [BULK] RE: Ship Schedule
Importance: Low

Tom,

We understand from the Morton Bahamas team that the MBL dock in Inagua will be closed for 8 weeks commencing on May 24th.

However, when that last salt ship loads out at the Bahamas, it will sail to Canaveral (+/- 2 days) and then require 2-3 days to offload depending on size of vessel).

Therefore May 30/31st would commence the window of no Morton Salt vessel activity at NCP-1 for approx. 8 weeks.

Please advise accordingly.

Mike Markley

Facility Manager, Port Canaveral

Morton Salt, Inc. | A K+S Group Company

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From: Tom Foxhoven [<mailto:tfoxhoven@portcanaveral.com>]
Sent: Thursday, April 6, 2017 3:14 PM
To: Markley, Michael <mmarkley@mortonsalt.com>
Cc: Clyde Mathis <cmathis@portcanaveral.com>; David German <dgerman@portcanaveral.com>; Bill Crowe, P.E. <bcrowe@portcanaveral.com>
Subject: Ship Schedule

Good Afternoon Mike,

Just checking if you have heard the time frame of when you would not have any ships coming into the port. I know in the meeting you mentioned June-July. We are trying to get this in this month's commission meeting and need this information today or tomorrow. By chance do you have set days yet?