



City of Mobile
Request for Proposals
Addendum 1
RFP 5704

CITY OF MOBILE, ALABAMA CRUISE TERMINAL
SEAPORT BOARDING BRIDGE DESIGN, CONSTRUCTION, DELIVERY

The following updates, clarifications, and amendments are made to the City's Request for Proposals 5704 (RFP).

1. The due date for all written proposals has been extended to *5:00 pm, August 26, 2022*.
2. The following additional information supplements the original RFP.
 - a. Add to Paragraph 2.3: *The SPBB must be designed so that the SPPB's extension into the ship can accommodate a length and height and extension required by the most modern ships and their lifeboat placement. See also Paragraph 2.7.19.*
 - b. Add to Paragraph 2.4.2: **Add. Exhibit A** *is provided to show the operating doors at the curved section of the Terminal that the SPBB must accommodate (identified on the drawing as "OPERATING DOORS FOR GANGWAY ACCESS."). The SPBB must additionally accommodate all doors on the fixed gangway parallel to the pier face at the North end of the facility.*
 - c. Add to Paragraph 2.4.3: *The relative humidity in the tunnels should be between 30-60max percent at all times; in operation and at rest. Provide, at each tunnel, an environmental monitoring device that can be read via iPhone app. The app should be set to alert the Owner of temperatures and humidity outside the standard range. This provision will assist in preventing mold growth within the SPBB.*
 - d. Add to EXHIBIT D, Contract Terms & Conditions, paragraph 1: *The City's timeline is based on the projected arrival of CARNIVAL SPIRIT to Mobile on October 6, 2023 for regular sailings. The City desires the new SPBB to be in place, fully operational, and accepted by this date to provide an engaging and fresh terminal experience to attend to start of CARNIVAL SPIRIT's service in Mobile.*

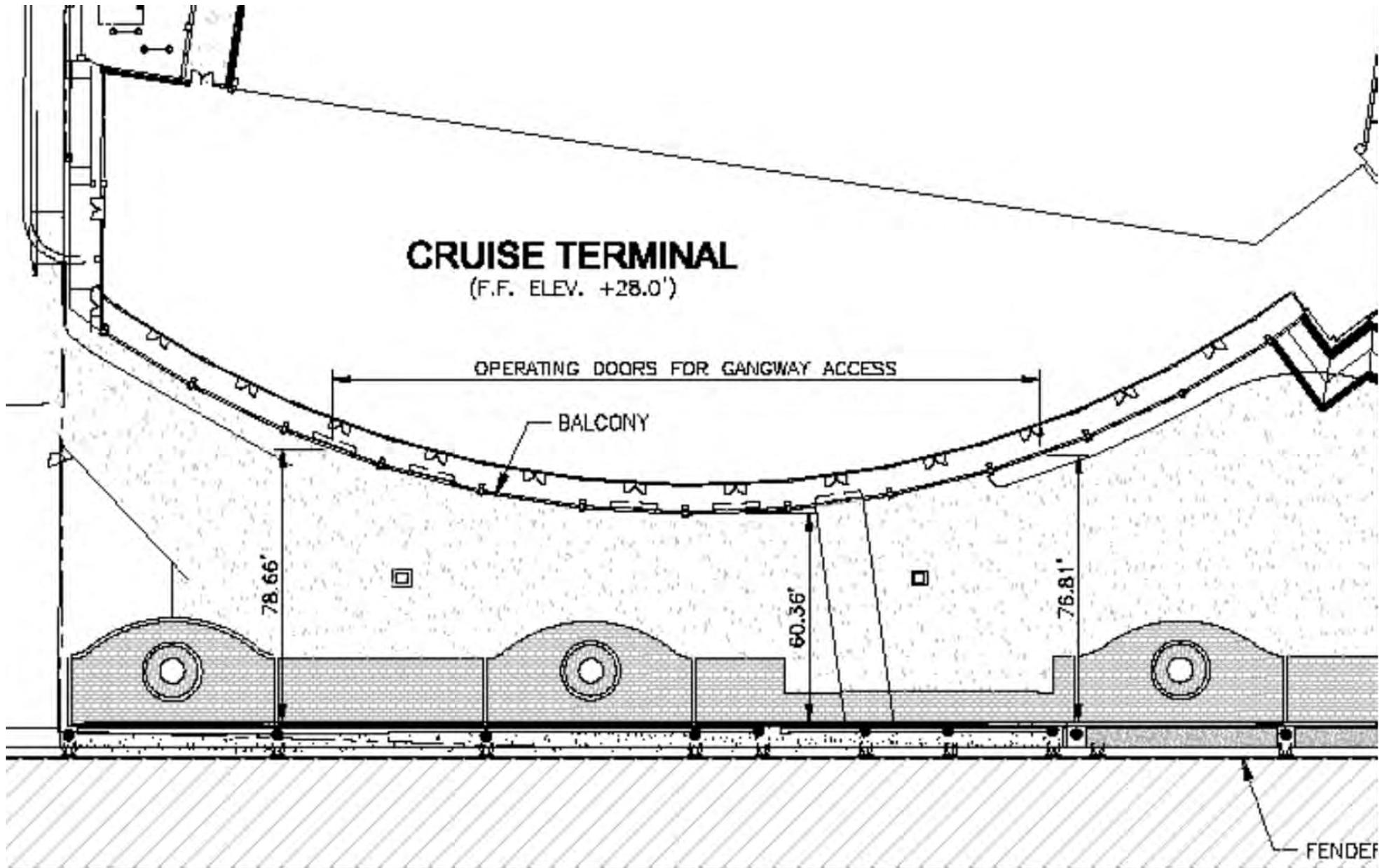
3. **Add. Exhibit B** to this Addendum includes questions received and City responses to those questions.

4. The initial RFP and all addenda may be found online at <https://www.cityofmobile.org/bids>.

Add. Exhibit A Cruise Terminal Main Building Operating Doors

Add. Exhibit B Questions and City Replies.

Add Exhibit A Cruise Terminal Main Building Operating Doors



Add Exhibit B Questions and City Replies

Questions and City Replies

1. *Could the tender be submitted on-line instead of per post/physical delivery?*

The City prefers mailed or delivered written proposals. We will accept the use of a local print/delivery service with electronic/scanned signatures.

2. *The RFP states: "The Contractor shall perform maintenance, including emergency callback service, during normal working hours for a period of five (5) years with the option to extend the maintenance period." & "Maintenance shall also include 24-hour-per-day, 7-day-per-week emergency callback service with response time of two hours or less."*

Could you please clarify whether the preventive maintenance price should include 24/7 attendance service or attendance service during normal working hours, please?

Preventative maintenance may be performed during normal working hours, but emergency callback service must be always available, even outside normal business hours.

3. *The RFP states: "When in position electrical power shall be connected from the terminal via Contractor provided flexible connections at two (2) locations"*
Could you please clarify this requirement and indicate where the Terminal connection points are located?

The City cannot yet specify where the City will place the shoreside electrical connection points on the terminal facility, as these will be dependent upon the eventual vessel(s) that need to be accommodated. Proposer's requirement is to furnish two connections from the SPBB to shoreside. Each connection should be, at minimum, 20' in length, with a hook or load-bearing feature that can accommodate the full weight of the cabling so any excess length can be neatly hung from the SPBB. The successful Proposer will provide the City, very early in the post-award performance, the specific electrical loading and connection types required so that the City can perform the shoreside work. Refer also to Section 2.4.15 of the RFP.

4. *The RFP states: "2.7.17. The City of Mobile cannot make any pre-payments on materials not on site and able to be confirmed". And in the payment terms description it's stated: "...The Contractor shall submit monthly invoices for review and processing." Taking into account that design and manufacture will not be performed on-site, we understand that monthly payments for design and manufacture will be performed before the delivery of the SPBB to Mobile. Is this assumption correct? (In order to warrant that the City of Mobile is the owner of the purchased materials, material vesting certificates could be issued.)*

Add Exhibit B Questions and City Replies

The City interprets "on site and able to be confirmed" to allow for Proposer's receipt of materials at Proposer's construction facility. Proposals shall include in the Price and Contract Terms (Section 3.6 of the RFP) how the Proposer would invoice the City at various progress points, and what assurance documentation would support such invoicing, which may include material vesting certificates.

5. *The RFP states: "4.3. All submissions shall become the property of the City, and the City retains the right to use any or all ideas presented in any proposal (...) The City cannot guarantee the confidentiality of any information or materials submitted in response to this RFP"*

Taking into account the Intellectual Property and confidential information to be shared, could this requirement be waived, please?

The City is required to follow Alabama Public Records law, 36-12-40, which requires proposals to be open to public inspection. Proposals may indicate confidential information that may be protected, subject to agency and judicial review. The City will make best efforts to honor confidentiality requests, but cannot provide a guarantee.

6. *According to the delay damages chapter of the RFP, there is no reference to the limitation of the delay damages to be applied. Could these delay damages be limited to a 10% of the contract value?*

Proposers are free to request a cap, or any other provision that fairly protects the City, in their proposal.

7. *The RFP states: "2.4.9. All electrical and mechanical components shall be elevated above the 100-year flood elevation and shall have a minimum elevation of fourteen (14) feet, mean sea level."*

Taking into account that traction elements would be located at pier level (8 feet above mean sea level), this seems not feasible. Should we propose alternate solutions minimizing the components below these 14 feet and protecting the main elements to be affected by floods?

Yes. The City intends that, to the maximum extent possible, and with the exception of traction elements, all electrical and mechanical components shall be elevated above the 100-year flood elevation and shall have a minimum elevation of fourteen (14) feet mean sea level.

8. *The RFP states: "The SPBB shall be designed to limit the dead load and live load, including dynamic impact imparted to the pier deck structure from wheel*

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assemblies to less than the allowable loading criteria shown on the as-built plans and pile bent loading."

Could the maximum loads supported by the pier be shared, please?

The dock structure is a pile-supported concrete relieving platform with a steel sheet pile bulkhead below the relieving platform deck, and a concrete stem wall above the relieving platform deck. The current gangway sits far enough away from the stem wall so as not to exert stress on it; but if the new gangway will bear closer to the stem wall, the Proposer shall verify no additional stress will be exerted on the stem wall. The design surcharge load for the structure is 600 pounds per square foot. When analyzing the dock structure, the Proposer's engineer should look at the load from an individual truck and distribute it down to the top of the relieving platform deck at a 45 degree angle. The top of paving is elevation plus-8 feet, and the top of the relieving platform deck is at plus-3 feet. So as an example, if the truck dimensions were 5' x 10' and the load was we disturbed that out over 5 feet of depth, the load applied to the relieving platform deck would be distributed over an area equal to 15' x 20' or 300 square feet. 300 square feet times the design surcharge load of 600 pounds per square foot would yield an allowable truck load of 180,000 pounds.

The Proposer shall also analyze the paving for both flexure and punching shear. The paving is 9 inches thick and is 4000 psi concrete. The base is dense graded crushed limestone so a subgrade modulus of 100 pounds per cubic inch for the flexural analysis would be appropriate.

It is incumbent upon the Proposer's Engineer to verify / validate this approach and confirm the SPBB will not cause issues.

9. *Could you please indicate which terminal doors and fixed bridge doors should be served?*

See Paragraph 2.b and Add. Exhibit A earlier in this Addendum.

10. *Could an alternate solution with a generator just being able to perform SPBB movements, without powering the HVAC system, be acceptable?*

Yes.

11. *Will only the connection point in pics below be used on the circular part of the terminal building, or do we need to be able to reach anywhere along the circular path?*

See answer to Question 9 above.

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12. *Can the drive path on the pier be changed or do we need to use the same as existing gangway?*

If by “drive path” the question refers to the marked path on the pier of the current SPBB, then yes, the drive path can be changed to suit the new configuration. The SPBB drive-path must accommodate semi-trucks, fork lifts, and other service vehicles for the ship and terminal.

13. *Is it possible to get “Exhibit B Subcontractor, Major Supplier Form” in an editable format, such as Word (.doc)?*

Yes, a MS Word version will be sent directly and separately to all interested Proposers upon request. The MS Word version may have slightly different language than RFP Exhibit B; either form is acceptable, and Proposers may edit the template as necessary to most readily communicate the requested information.