



St. Johns River Water Management District

Michael A. Register, P.E., Executive Director

525 Community College Parkway S.E. • Palm Bay, FL 32909 • 321-984-4940 • www.sjrwmd.com

DATE: August 5, 2022

TO: Prospective Respondents

FROM: Amy Lucey, Procurement Specialist

SUBJECT: Addendum #1 to Invitation for Bid, # 38071, Refurbish Lake Washington Airboat Crossover

The following clarifications/changes are provided for your information. Please make all appropriate changes to your bid documents. Note: changes are reflected with original language shown with strike-through and new language is underlined.

1. ATTACHMENT A, STATEMENT OF WORK, page 41, I. INTRODUCTION/BACKGROUND: has been modified as follows:

Lake Washington, located on the St. Johns River in east central Florida, is the major drinking water supply source for the City of Melbourne in Brevard County. The lake is dammed at its north end by a sheet-pile weir, the Lake Washington weir (see Figure 1). This weir, 165 ft in length, was constructed to protect water supplies during low-flow periods. In addition, an approximate ~~500~~ 420 LF sheet pile wall was constructed on the ~~upstream~~ northeast side of the weir (upstream). This sheet pile wall was constructed to restrict/prevent airboat access through the marsh/wetland in this area. ~~Access to the weir is by boat only.~~ An airboat crossover ramp exists on the southside of the weir and is the only boat access over the weir. The closest public ramp is at the Lake Washington County Park.

~~For airboats to safely crossover the weir a wooden airboat crossing was constructed on the southside of the weir.~~ Over time, this the airboat crossover has deteriorated and needs to be refurbished.

2. ATTACHMENT A, STATEMENT OF WORK, page 41, III. SCOPE OF SERVICES has been modified as follows:

The scope of work includes demolition and removal of all deteriorated wood and hardware from the Lake Washington airboat crossover. All wooden fenders will be removed and replaced as well as the eastern four sections of the airboat crossover (see attached pictures and drawings). The remainder of the crossover was reconstructed previously and does not need to be refurbished. The crossover will be reconstruct with new marine grade pressure treated lumber and stainless-steel anchors (both supplied by the District) as noted in the Task Identification.

3. ATTACHMENT A, STATEMENT OF WORK, page 42, IV. TASK IDENTIFICATION, has been modified as follows:

- Measure and verify all lengths of existing deck and support timbers. Contractor shall be responsible for field verifying all lengths and ensuring the wood and hardware supplied by the District is adequate to complete the project. **Notify the District's Project Manager of any discrepancy**
- Remove and dispose of all wood associated with existing fenders (wood on piles above crossover). Save all bolts/threaded rods/nuts/washers. This hardware will be reused to install new wooden fenders.
- Install new 3" by 12" or **3" by 6"** boards (supplied by District) following same pattern as previously existed. Some boards may need to be cut to size. **Miter all corner joints.**
- Remove and dispose of all deck boards and support bracing on the easterly four sections of the airboat crossover (approximately 32 feet). Save all bolts/threaded rods/nuts/washers and bracing associated with support bracing. This hardware will be reused to install new wooden support bracing. Bolts/lags associated with removal of the decking shall not be reused.
- Install new wooden 3" by 12" or **3" by 6"** support bracing (supplied by the District) following same pattern as previously existed and per the attached drawings. **Reuse existing hardware**
- Install new wooden 3" by 6" deck boards (supplied by the District) following same pattern as previously existed. Connect boards to support boards using 6"x 8" inch stainless steel wood anchors/lags with stainless washers (2 per board per each end) - supplied by the District. Anchors shall be countersunk into lumber 1" inch in depth and void filled with wood grade neoprene/silicone sealant.
- ~~Note:~~ **The** bottom of the eastern most support bracing is at approximate elevation 10.0. On August 2, this was 14-inches below the existing water elevation. The weir is at elevation 12.15 +/-.
- Demobilize from site. The Contractor shall take care to protect all existing structures, roads, utilities and other improvements from damage. Additionally, the Work will be considered complete only after all rubbish and unused material connected with the Work has been removed and the premises left in a condition satisfactory to the District. All property disturbed or damaged during prosecution of the Work (including ~~cutting of the levee~~ **public boat ramp**) shall be restored to its former condition or better at no additional expense to the District.

Attachment:

ATTACHMENT A, STATEMENT OF WORK, Pages 41 and 42, revised Addendum 1

NOTE: The Bid Due Date **remains** 2:00 p.m., **Thursday August 25, 2022**

Please acknowledge receipt of this Addendum on the Bid FORM provided in the proposal package.

If you have any questions, please e-mail me at alucey@sjrwmd.com.

ATTACHMENT A — STATEMENT OF WORK
**REFURBISH WOODEN AIRBOAT CROSSOVER RAMP
LAKE WASHINGTON, BREVARD COUNTY**

I. INTRODUCTION/BACKGROUND:

Lake Washington, located on the St. Johns River in east central Florida, is the major drinking water supply source for the City of Melbourne in Brevard County. The lake is dammed at its north end by a sheet-pile weir, the Lake Washington weir (see Figure 1). This weir, 165 ft in length, was constructed to protect water supplies during low-flow periods. In addition, an approximate ~~500~~ **420** LF sheet pile wall was constructed on the ~~upstream~~ **northeast** side of the weir (**upstream**). This sheet pile wall was constructed to restrict/prevent airboat access through the marsh/wetland in this area. ~~Access to the weir is by boat only.~~ **An airboat crossover ramp exists on the southside of the weir and is the only boat access over the weir.** The closest public ramp is at the Lake Washington County Park.

~~For airboats to safely crossover the weir a wooden airboat crossing was constructed on the southside of the weir. Over time, this~~ **the airboat** crossover has deteriorated and needs to be refurbished.

II. OBJECTIVE:

The objective is to continue to provide safe and efficient public recreation access for airboats by refurbishing the airboat crossover referenced above.

III. SCOPE OF SERVICES:

The scope of work includes demolition and removal of all deteriorated wood and hardware from the Lake Washington airboat crossover. All wooden fenders will be removed and replaced as well as the eastern four sections of the airboat crossover (see attached pictures and drawings). The remainder of the crossover was reconstructed previously **and does not need to be refurbished.** The crossover will be reconstruct with new marine grade pressure treated lumber and stainless-steel anchors (**both** supplied by the District) as noted in the Task Identification.

IV. TASK IDENTIFICATION:

Contractor's Responsibility

- Provide the District a minimum of twenty-four (24) hour notice prior to start of work.
- Coordinate all work with the District's Project Manager to ensure that a District representative is present during the performance of work.
- Mobilize to site. Access is only available by water. The Lake Washington Boat Ramp at the Lake Washington Park is the closest ramp to access the site (see Figure 1).
- Provide all labor, materials (not supplied by the District) and equipment necessary to perform the work in general accordance with this Statement of Work. This Statement of Work may not represent the full extent or scope of the existing cross-over but provides adequate details on refurbishing the cross-over.

- Measure and verify all lengths of existing deck and support timbers. Contractor shall be responsible for field verifying all lengths and ensuring the wood and hardware supplied by the District is adequate to complete the project. **Notify the District's Project Manager of any discrepancy**
- Remove and dispose of all wood associated with existing fenders (wood on piles above crossover). Save all bolts/threaded rods/nuts/washers. This hardware will be reused to install new wooden fenders.
- Install new 3" by 12" or **3" by 6"** boards (supplied by District) following same pattern as previously existed. Some boards may need to be cut to size. **Miter all corner joints.**
- Remove and dispose of all deck boards and support bracing on the easterly four sections of the airboat crossover (approximately 32 feet). Save all bolts/threaded rods/nuts/washers and bracing associated with support bracing. This hardware will be reused to install new wooden support bracing. Bolts/lags associated with removal of the decking shall not be reused.
- Install new wooden 3" by 12" or **3" by 6"** support bracing (supplied by the District) following same pattern as previously existed and per the attached drawings. **Reuse existing hardware**
- Install new wooden 3" by 6" deck boards (supplied by the District) following same pattern as previously existed. Connect boards to support boards using 6"x 8" inch stainless steel wood anchors/lags with stainless washers (2 per board per each end) - supplied by the District. Anchors shall be countersunk into lumber 1" inch in depth and void filled with wood grade neoprene/silicone sealant.
- ~~Note:~~ The bottom of the eastern most support bracing is at approximate elevation 10.0. On August 2, this was 14-inches below the existing water elevation. The weir is at elevation 12.15 +/-.
- Demobilize from site. The Contractor shall take care to protect all existing structures, roads, utilities and other improvements from damage. Additionally, the Work will be considered complete only after all rubbish and unused material connected with the Work has been removed and the premises left in a condition satisfactory to the District. All property disturbed or damaged during prosecution of the Work (including ~~cutting of the levee~~ **public boat ramp**) shall be restored to its former condition or better at no additional expense to the District.

District's Responsibility

- Provide site access to Contractor.
- Provide on-site supervision of construction.
- Provide all marine grade pressure treated wood for fenders, support bracing and deck boards including wood bolts/lags for connecting deck boards to support bracing to include the following:
 - Fenders:
 - 16 – 3" by 12" by 10 foot long
 - 33 – 3" by 12" by 16 foot long
 - Stringers
 - 7 – 3" by 12" by 14 foot long
 - 2 – 3" by 12" by 20 foot long
 - 5 – 3" by 6" by 16 foot long
 - Decking
 - 50 – 3" by 6" by 16 foot long
 - Wood screws/lags