

REQUEST FOR PROPOSAL (RFP)

CRANE 10 INFRASTRUCTURE MODERNIZATION & LIFE-CYCLE EXTENSION

ISSUING AUTHORITY: Ocean Highway and Port Authority (OHPA) of Nassau County, Florida

PROJECT LOCATION: Nassau Marine Terminal, Fernandina Beach, FL

PROJECT MANAGEMENT: Direct Oversight by Terminal Operator (Relay Terminals) and OHPA.

RFP TYPE: Multi-Prime / Independent Section Solicitation

1. PROJECT OVERVIEW & NARRATIVE

The Ocean Highway and Port Authority of Nassau County, Florida (OHPA) is soliciting formal proposals for the vital refurbishment and technical modernization of Crane 10 at the Port of Fernandina. As the primary asset supporting the terminal's breakbulk and container operations, Crane 10 requires immediate intervention to ensure its structural integrity and operational reliability.

To ensure the highest level of specialized quality control and to maintain operational agility, the OHPA has elected to utilize a Multi-Prime Procurement Strategy. The Terminal Operator will serve as the Project Manager (with oversight from OHPA), providing direct oversight and day-to-day coordination of all work and site activities.

Proposers must submit independent proposals for one or more of the specific sections outlined below. The OHPA is not seeking a General Contractor; each section will be awarded as a standalone contract reporting directly to the Terminal Operator's management. **THIS IS A FLORIDA DEPARTMENT OF TRANSPORTATION ("FDOT") GRANT-FUNDED PROJECT, AND ALL FDOT PROJECT AND CONTRACT REQUIREMENTS SHALL APPLY TO ANY AWARD HEREUNDER.**

2. SUBMISSION DEADLINE & SCHEDULE

The solicitation period for this RFP officially opens on April 1, 2026. All proposals must be submitted electronically or in person to the OHPA office no later than April 30, 2026. Late submissions will not be considered for evaluation.

3. PRIMARY EVALUATION CRITERIA: VELOCITY & VALUE

The OHPA is balancing two critical factors for this award. Proposers must address both in their executive summary:

Project Velocity/Timeline (Highest Priority): Minimization of lead times is the paramount concern. Proposers must provide a guaranteed timeline for component procurement and onsite execution of the work. Proposals demonstrating the fastest lead times for critical components and the most aggressive mobilization schedules will be given preferential weighting.

Price Competitiveness: While speed is the primary driver, the OHPA remains committed to fiscal responsibility. Price competitiveness is a significant factor in the selection process. Proposers are encouraged to submit their most competitive best and final pricing, reflecting the specialized nature of the port environment while maintaining cost-efficiency.

4. INDEPENDENT SCOPES OF WORK

SECTION A: MECHANICAL SYSTEMS & POWER PLANT OVERHAUL

The contractor shall provide all labor, supervision, and specialized rigging to execute a comprehensive mechanical refurbishment of the crane's drive train and power systems.

- **Component Extraction:** Disconnect and extract (1) Trolley Gearbox, (2) Trolley Motors, (1) Drum Motor, and (1) Drum Gearbox from the mechanical room. Extract (8) Drive Motors and Generator assemblies from the crane base.
- **Component Restoration:** Perform full clean and bake service on the 960 kW AC Generator and GE DC Motors, including megger, surge, and polarization index testing.
- **Power Plant:** Provide a full service or rebuild of the KTA50-G2 engine to ensure reliable power generation for intensive breakbulk operations.
- **Mechanical Alignment:** Refurbish hydraulic cylinders and perform precision realignment of trolley wheels.

SECTION B: DIGITAL CONTROL SYSTEMS & ELECTRICAL INFRASTRUCTURE

This section covers the modernization of the crane's legacy DC drive systems and the implementation of a fiber-optic control backbone.

- **Drive Retrofit:** Replace Main Hoist and Gantry electronics with Advanced Firing Modules (AFM). Install new DC0360 drive assemblies for the Trolley and Boom.

- Control Architecture: Furnish and program an RX3i PLC controller and a desktop-based CMS (Crane Management System) for advanced diagnostics.
- Festoon & Lighting: Replace the Trolley and Machine House festoons. Install high-output LED lighting arrays across the Boom, Sill Beam, and Machine House.
- Lead Time Commitment: Proposers must specify the fastest delivery window for long-lead electrical components.

SECTION C: STRUCTURAL PRESERVATION & PROTECTIVE COATINGS

The contractor shall execute a targeted Spot Prep and Coat program to arrest corrosion and protect the structural steel of the crane. It is estimated that 5-10% of the crane will need to be treated.

- Surface Preparation: Solvent wipe and power tool cleaning to SSPC SP3 standards in all failed coating areas.
- Coating System: Application of a two-coat system: Sherwin Williams Macropoxy 646 (5-10 Mils DFT) and Acrolon 218 HS in International Orange (3-6 Mils DFT).
- Coverage Areas: Wheel housing, legs, machine house, main boom structure, and catwalks.

5. ADMINISTRATIVE REQUIREMENTS

- Independent and Distinct Proposals: Proposals must be submitted as individual, separate, line-item bids for work described in Sections A, B, and/or C above.
- Oversight: Successful proposers will report directly to Terminal Management. Contractors are responsible for providing their own tools, storage, and specialized access equipment (e.g., 135' JLG manlifts).
- Work Schedule: To meet the priority of project velocity, proposers should base their labor costs on accelerated shifts (4x10 or 5x10).
- Safety: All contractors must comply with OSHA standards and terminal-specific safety protocols during the duration of the project.

6. PROPOSAL SUBMISSION REQUIREMENTS

Proposals must include:

- **Executive Summary** – 1-page maximum outlining proposer's fee structure

and breakdown of specific services with unit costs;

- **Company Profile & Experience** – Expertise in industrial crane refurbishment, heavy equipment experience;
- **Project Approach & Timeline** – timeline for mobilization and completion of the work;
- **Portfolio & Case Studies** – Prior work for municipalities, port authorities, or other government agencies;
- **Cost Proposal** – clear itemized pricing proposal for labor, equipment and products for the work;
- **References** – At least three public-sector clients with similar scopes of services; and
- **Deliverables and Accountability Matrix** - provide deliverable and accountability matrix with deliverables and dates of delivery expected.

7. EVALUATION CRITERIA

Proposals will be evaluated based on:

- **Project Timeline/Project Velocity (30%)** – time is of the essence in getting the work completed to ensure operational efficiency and reliability of Crane 10 at the Port of Fernandina;
- **Project Approach & Feasibility (20%)** – compliance with scope of work requirements in contractor proposal;
- **Cost Competitiveness & Value (25%);**
- **Portfolio Quality & Past Performance (15%)** – Relevant successful government projects and similar industrial projects; and
- **Client References & Satisfaction (10%)** – Strong, positive references from other clients.

***OHPA reserves the right to cancel this Request for Proposal at any time, and any received proposal may be rejected by OHPA in whole or in part when OHPA determines, in its sole discretion doing so is in the best interests of OHPA.

8. SUBMISSION INSTRUCTIONS AND TIMELINE

All proposals must be submitted electronically in Adobe PDF format by **April 30, 2026**, no later than 3:00 PM EST, to admin@portoffernandina.org

Exhibit "A" attached to this Request for Proposal provides further instructions and required forms that must be submitted with all proposals.

Projected Timeline:

RFP Publication Date:	April 1, 2026
Deadline for Questions:	April 14, 2026 – No later than 3:00 PM EST
Proposal Submission Deadline:	April 30, 2026 – No later than 3:00 PM EST
Evaluation Period:	May 1, 2026 - May 18, 2026
Earliest Contractor Selection:	May 27, 2026