

**KENTUCKY PUBLIC RIVERPORT CONSTRUCTION AND MAINTENANCE (KPRCM) APPLICATION**

INSTRUCTIONS: A guidance document is provided to assist in completing the application packet and may be accessed at <https://transportation.ky.gov/MultimodalFreight/Pages/KPRCM.aspx>

See the guidance document for required attachments and acceptable methods of submittal.

SECTION 1: APPLICANT INFORMATION

PUBLIC RIVERPORT NAME	TOTAL PROJECT COST	KPRCM FUND	
Paducah McCracken County Riverport Authority	\$525,000.00	\$525,000.00	
STREET ADDRESS	CITY	STATE	ZIP
2000 Wayne Sullivan Drive	Paducah	KY	42002
CONTACT NAME & TITLE	PHONE	EMAIL	
James H. Garrett	270.556.7734	jgarrett@paducahriverport.org	

SECTION 2: PROJECT DESCRIPTION

PROJECT TITLE	DURATION
Barge Cell Revitalization Phase III - General Cargo	6 months 0 weeks

FACILITIES AFFECTED BY THE PROPOSED PROJECT

☒ Owned by Riverport Authority ☐ Leased to:

DESCRIPTION OF THE PROPOSED PROJECT (Provide a brief project description and the proposed work to be completed. Text is limited to the space provided below.)

Phases I and II of the Barge Cell Revitalization project were completed under the KPRCM grant funds from FY-2025 and 2026. A total of \$1,250,000 in grant funds have been spent on the initial repair surveys, the development of the scope of work, and repairs to Bulk Yard Cell Nos. 1, 2 and 4. Phase III of the Barge Cell Revitalization project is specific to the repairs necessary to the General Cargo Harbor Cell Nos. 3 and 5. These two cells were identified during the damage survey to be the most critical in need of repair within the General Cargo Harbor. This phase of the project would involve the banding of both cell Nos. 3 and 5 with each cell being refilled with limestone aggregate in order to return the cell to it's original integrity. Minor dredging may be required within a 30 foot perimeter of the base of the cell in order to install the cell band at the correct elevation.

Select ONE: ☐ Applicant plans to use their own manpower, equipment, or materials on the project (Force Account).
 ☒ Applicant plans to competitively bid out all work related to the project.

TRAFFIC	CURRENT	AFTER PROJECT
Trucks per day	5	5
Train cars per week	0	0
Barges per week	1	1

SECTION 3: PERMITS AND APPROVALS

	YES	NO
Has the applicant consulted with state and federal agencies (US Army Corps of Engineers, US Coast Guard, US Fish & Wildlife Service, KY Division of Water, KY Heritage Council, etc.)?	☒	☐
Has state and federal agency consultation determined permits are needed?	☒	☐
Have all required permits (environmental, encroachment, etc.) been obtained?	☐	☒

FOR KYTC USE ONLY

Date Received: _____	WTAB Approval ☐ Yes ☐ No	Notification of Award: _____ MOA #: _____ Notice to Proceed: _____
Application Complete: ☐ Yes ☐ No	Sec. Approval ☐ Yes ☐ No	
Eligible Applicant? ☐ Yes ☐ No	Award Amount _____	
Permits Needed? ☐ Yes ☐ No	Award Date: _____	

KENTUCKY PUBLIC RIVERPORT CONSTRUCTION AND MAINTENANCE (KPRCM) APPLICATION

SECTION 4: PROJECT EVALUATION

A. DESCRIPTION OF THE PROPOSED PROJECT'S CRITICALITY AND TRANSPORTATION IMPACT ON RIVERPORT OPERATIONS AND KENTUCKY'S MULTIMODAL FREIGHT NETWORK *(Text is limited to the space provided below.)*

The General Cargo yard supports all of the break bulk cargo that is transloaded at PMCRA. Normally 1-2 barges are transloaded per month at this harbor. The barges normally are loaded or unloaded with specialty cargo or super sacks. These barges are moored against cell Nos. 3 and 5 for loading or unloading. Currently, both cells have been identified as having damages to the interlock piling and have allowed all the internal limestone aggregate to leak out. This greatly diminishes the integrity and puts the harbor operations at risk of a catastrophic cell failure.

B. DESCRIPTION OF THE PROPOSED PROJECT'S ECONOMIC DEVELOPMENT IMPACT AND ABILITY TO SUPPORT ECONOMIC GROWTH, JOBS, INDUSTRY, AND PRIVATE INVESTMENT *(Text is limited to the space provided below.)*

The General Cargo houses PMCRA's tower crane which is the largest tower crane in North America. The crane operations allow PMCRA to load and unload break bulk cargo and speciality cargo. The specialty cargo supports numerous operations and projects within a 50 mile radius of the riverport. Examples include: large dredge pumps for sand dredges which supply sand daily to the riverport, large barge components such as ramps to support the repair and maintenance at local shipyards, and project cargo for major river projects.

C. DESCRIPTION OF THE PROPOSED PROJECT'S ABILITY TO IMPROVE SAFETY, PRESERVE INFRASTRUCTURE, AND IMPROVE RESILIENCY *(Text is limited to the space provided below.)*

The preservation and safety of the harbor infrastructure is the core of this project. Currently, cell Nos. 3 and 5 are completely empty of limestone aggregate with interlock failures. The integrity of each cell is at risk for a catastrophic failure risking the safety of our employees, longterm shut down, and navigation channel blockage. The USACE has communicated they want each cell that is at high risk repaired in order to prevent navigation blockages. This project further reestablishes the integrity of the harbor mooring cell system.

D. DESCRIPTION OF THE PROPOSED PROJECT'S READINESS & DELIVERABILITY AND LIKELIHOOD THE PROJECT CAN PROCEED EFFICIENTLY AND SUCCESSFULLY *(Text is limited to the space provided below.)*

PMCRA completed the repairs to the Bulk Yard Harbor Cell Nos. 1, 2, and 4 in September 2026. A complete damage survey was performed in the fall of 2024 with a scope of work developed to complete these repairs. Bids were received previously, though new bids will be required, several marine contractors have reviewed the project requirements and are preparing to rebid this portion of the project. Note, though the cell repairs can be made without a USACE 404 Dredge Permit the intent is to secure the permit prior to commencing work.

E. DESCRIPTION OF THE PROPOSED PROJECT'S FINANCIAL LEVERAGE & PARTNERSHIP AND WHETHER THE PROJECT LEVERAGES OUTSIDE INVESTMENT OR PARTNERSHIPS *(Text is limited to the space provided below.)*

All the costs of dredging and repairs would be fully funded utilizing KPRCM grant funds. No outside or additional financial partnerships are required.

F. DESCRIPTION OF THE PROPOSED PROJECT'S STRATEGIC IMPORTANCE TO KENTUCKY AND BROADER STATEWIDE TRANSPORTATION AND ECONOMIC SIGNIFICANCE *(Text is limited to the space provided below.)*

The integrity of PMCRA's General Cargo Harbor infrastructure is a key operation in the transloading of break bulk products in Western Kentucky region. The ability to handle large dredge components plays a major factor in the delivery of sand, through the riverport, to local concrete plants and construction sites. Major construction members, such as bridge beams, dock piling, and marine construction equipment, are loaded onto barges monthly for construction projects. Each support the development in Western Kentucky.

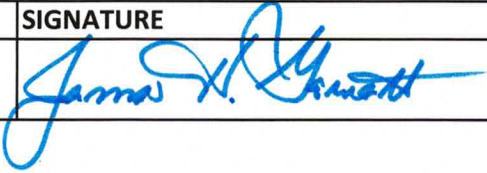
KENTUCKY PUBLIC RIVERPORT CONSTRUCTION AND MAINTENANCE (KPRCM) APPLICATION

SECTION 5: SUBMISSION CHECKLIST *(See guidance document for details.)*

- ☒ Kentucky Public Riverport Construction and Maintenance (KPRCM) Application (TC 59-113)
- ☒ Statement of Work
- ☒ Scope of Work
- ☒ Purchase quote or cost estimate for the project
- ☒ Project Schedule/Timeline
- ☒ Maps, aerial photos, drawings, and photographs, as needed
- ☒ Engineering plans, schematics, details, drawings of the proposed project, as needed
- ☒ Copies of all correspondence or evidence of consultation that has occurred with state and federal agencies, if app
- ☒ Required Affidavit for Bidders, Offerors and Contractors from applicant

SECTION 6: CERTIFICATION

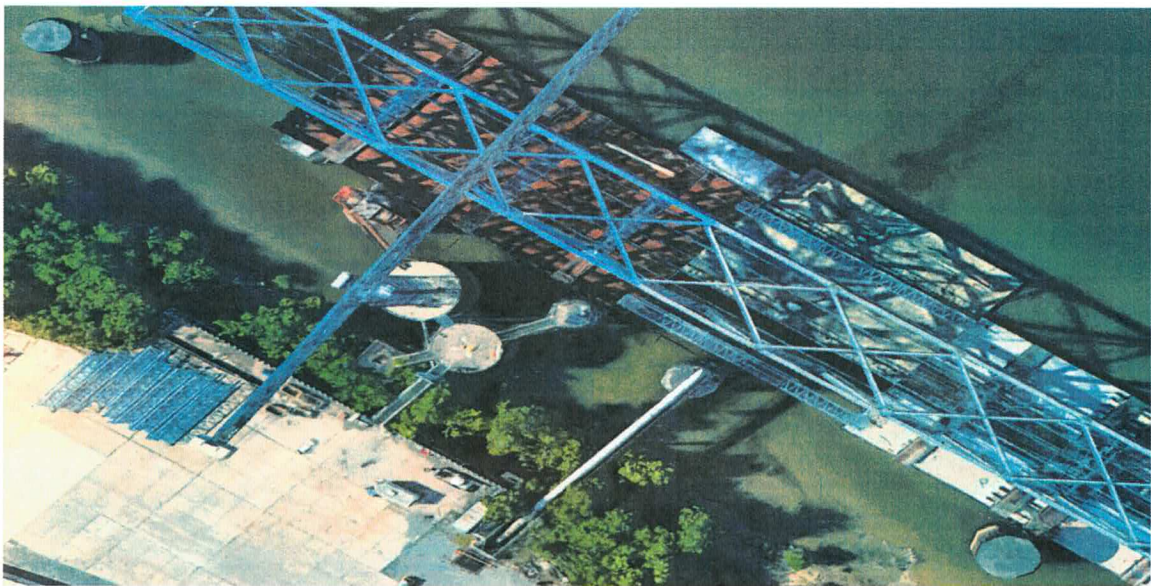
I have read the Kentucky Public Riverport Construction and Maintenance Project Guidance Document and understand and agree to abide by what is stated therein. I agree that incomplete applications, applications missing any of the above required supporting documents, or applications received after the deadline, will be deemed ineligible by Division staff without consideration for KPRCM funds and returned to applicant. I also hereby certify, subject to the provision of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

PRINTED NAME & TITLE	SIGNATURE	DATE
James H. Garrett, Executive Director		September 29, 2026

Completed applications and all required attachments must be submitted electronically in PDF format. Paper copies will not be accepted. Emailed applications must be received by the Division by date indicated in call for projects. PDF copies shall be sent via email to the address indicated in the call for projects.



Kentucky Public Riverport Construction & Maintenance (KPRCM) Application
Barge Cell Revitalization – Phase III – General Cargo Harbor



Point of Contact:	James H. Garrett
Applicant:	Paducah-McCracken County Riverport Authority
Applicant Address:	2000 Wayne Sullivan Drive Paducah, KY 42003

Phone: Office (270) 442-9326 Ext 3610

Cell (270) 556-7734

Email: jgarrett@paducahriverport.org

Total Project Cost: \$ 525,000.00

Grant Funding Application

Phase I and II of the Barge Cell Revitalization Project commenced under the KPRCM FY-2025-26 Grant with federal and state permitting research being performed. This followed up with an initial above and below the waterline condition survey being completed in the fall of 2024. The condition survey found extensive deterioration of the integrity of the cell piling and unacceptable fill material levels.

During the summer of 2026, the Phase II work on the Bulk Yard Cell Nos. 1, 2, and 4 was completed. These three cells were deemed the most critical for sustaining the Riverport's bulk unloading operations.

This Phase III grant funding request is specific to the next phase of the mooring cell repairs. General Cargo Cell Nos. 3 and 5 were identified in the survey as the most critical cells within the General Cargo harbor needing repairs. This \$525,000 will be utilized to complete the necessary repairs on Cell Nos. 3 and 5 to fully return both cells to their original integrity. Furthermore, it will include the necessary dredging to perform the repairs.

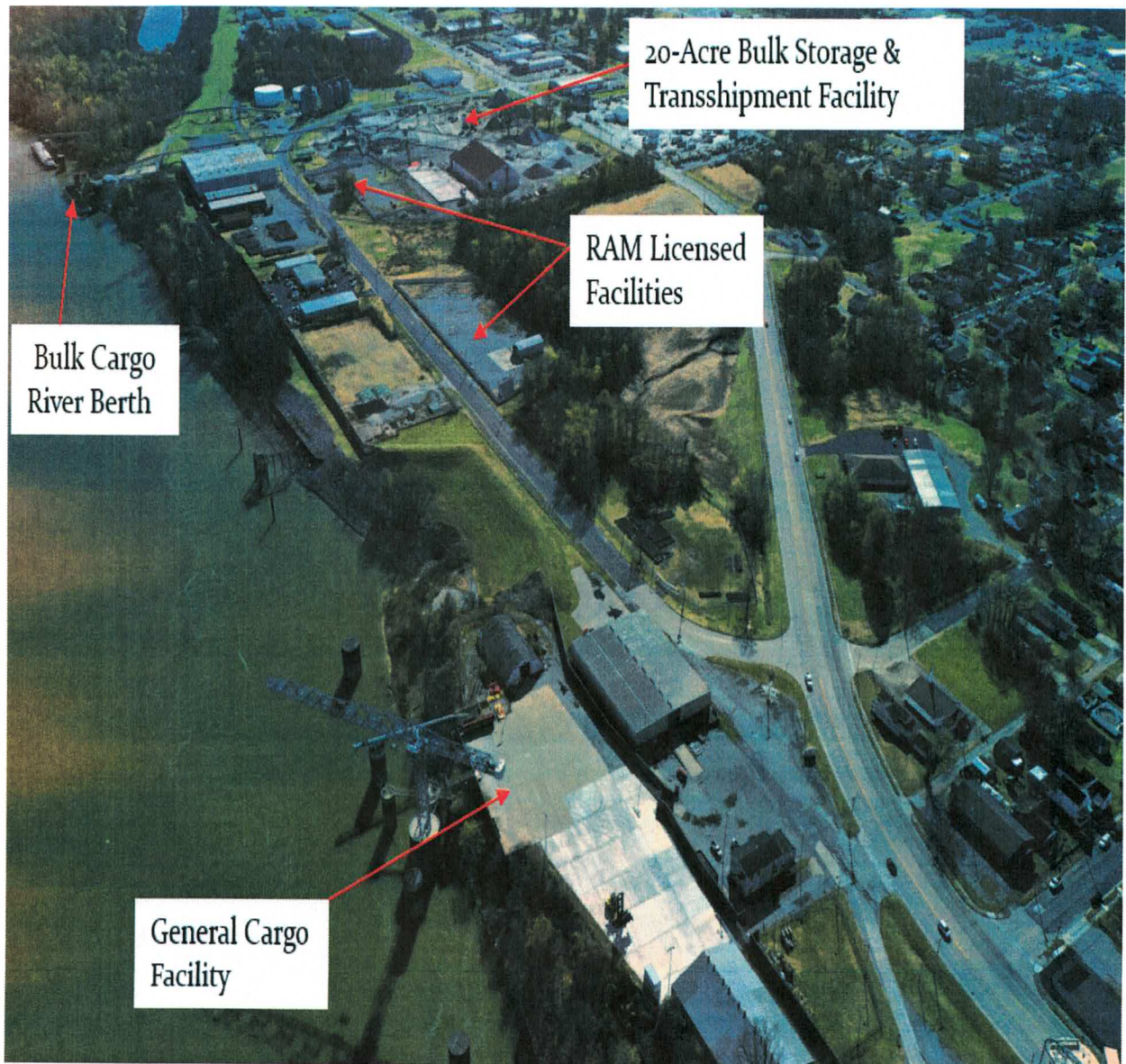
Qualifications and Eligibility

Paducah-McCracken County Riverport Authority (PMCRA) was founded in 1964 by the legislative bodies of McCracken County and the City of Paducah. The operating facility is located on the Tennessee River between river mile marker 1.3 and 2.0 on the left descending bank, near the confluence of the Ohio and Tennessee Rivers.

PMCRA is a major transshipper of bulk commodities servicing 14 counties in western Kentucky along with substantial shipments to TN, IL, and MO. Commodities transshipped through the port support State and Federal roadway projects, the expansion of the Kentucky Lock & Dam, commercial and residential construction projects, two manufacturing facilities employing over eighty (80) Kentuckians and the agriculture industry in Kentucky and the adjoining states. Our business partners have conveyed that the port directly supports over 600 jobs, not including those associated with the river industry or the four-state agriculture community.

The following picture provides an aerial view of the PMCRA facilities. These include a General Cargo Berth (GCB) and shoreside laydown cargo area. A separate Bulk Commodity Berth, (BCB) is used to discharge barges that is fed via conveyor to a 20-acre Bulk Commodity storage and transshipment yard. The Port also has over 100,000 square feet of warehousing, office buildings and additional outdoor storage areas. The two current areas associated with the Port's Radioactive Materials License (RAM) that are utilized for UF-6-cylinder storage and transshipments are also identified in the picture.

Paducah-McCracken County Riverport Authority – Aerial View



Statement of Work

Phase III of the Barge Cell Revitalization Project will include repairs to the cell piling interlocks with cell banding to ensure cell damages and gaps/openings are properly repaired to reestablish the integrity of cells. Upon the completion of repairs, each cell will be refilled with limestone aggregate to the appropriate level.

Scope of Work

The General Cargo Harbor – Phase III of the project will involve minor dredging in around the cells located requiring repairs. Both Cell Nos.3 and 5 will have full circumference steel bands installed. These repairs will be performed using with the repair elevation specifications developed by Marine Solutions Inc. as part of the initial condition survey. The cells will be refilled with No.3 limestone aggregate. This two-step repair process will return the cells to their original integrity.

As part of Phase II of project, Bacon Farmer Workman Engineering was contracted to lead the efforts in obtaining a new USACE 404 Dredge Permit. Though extensive work has been completed on obtaining the permit, the permit has not been issued as of the date of this application.

Project Purchase Quote and Cost Estimate

The entire cell repair project was originally bid in October 2025. The bid was awarded to Southern Marine Construction. Phase II – Bulk Yard repairs were performed under an agreement for \$1,108,850.00.

The original bids from Southern Marine in October 2025 were as follows:

General Cargo Cells	Bid Price – October 2025
Cell No. 3	\$177,600
Cell No. 5	\$186,800

PMCRA requested Southern Marine submit an update bid on these two cells considering mobilization and steel price changes.

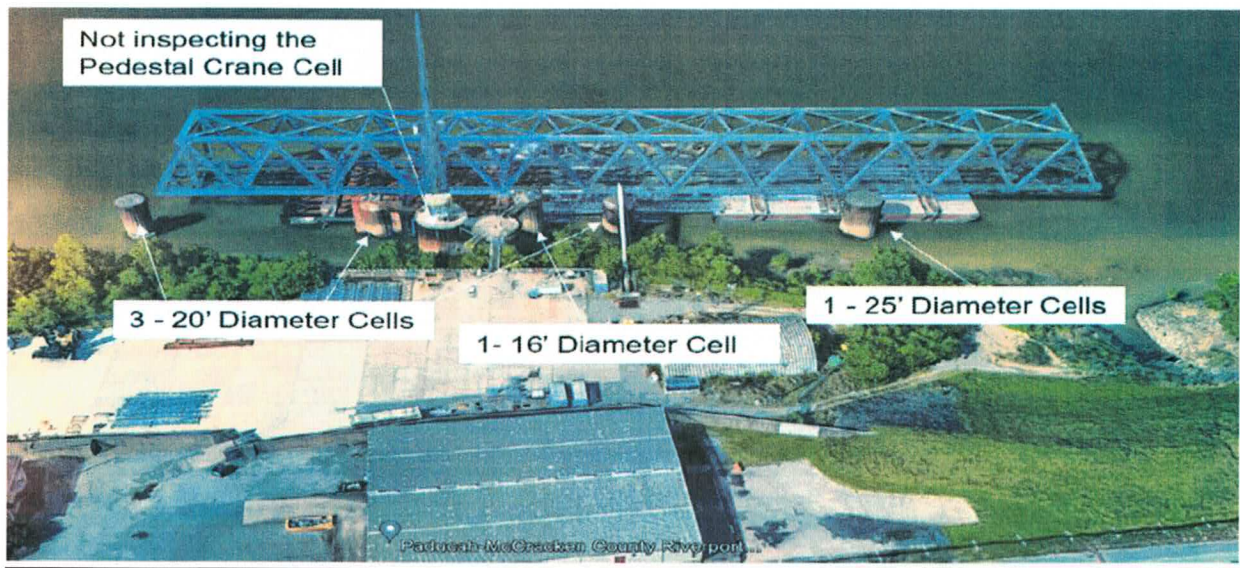
General Cargo Cells	Bid Price – September 2026
Cell No. 3	\$189,328
Cell No. 5	\$228,776
Mobilization	\$ 40,800
Dredge Material Estimate (Original Bid)	\$ 48,500
Total	\$507,404

See Exhibit A for the October 2026 revised bid letter from Southern Marine.

Project Schedule and Timeline

The bidding process will commence within 30 days of grant award agreement execution. A two week bidding period will be scheduled. Upon agreement signature, the contractor will be allocated a three (3) month period to perform the repairs with a completion date of March 31, 2027. The project must be completed prior to April to avoid the fish spawning season.

Maps, Engineering Plans, or Consultation Correspondences



Cargo Yard Cells

Please find attached as separate files the following reports:

- Exhibit B – Marine Solutions – Waterfront Inspection and Assessment Report
- Exhibit C – Marine Solutions – Cargo Yard - Scope of Repairs

Consultations with Federal or State Agencies

During Phase I of this project the USACE, Kentucky Department of Fish and Wildlife, and Kentucky Energy and Environmental Cabinet were all contacted, and no permits were required for the initial inspection and assessment of Phase I.

In preparation for Phase II, BFW Marcum Engineering was retained to perform the necessary assessment of the required federal and state permits and approval letters.

It was previously identified that a USACE Section 404 Dredge Permit would be required to remove the material from around the cell perimeters. A Mussel Study was performed in November 2025 as part of obtaining a Section 404 Permit.

A Kentucky Water Quality Certificate was applied for and received on September 4, 2026.

A Tennessee Valley Authority Cell Repair permit has been filed for but not received as of the date of this application.

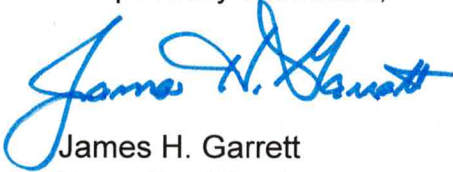
All three permits are required before dredging work can commence.

Furthermore, no City of Paducah or McCracken County permits are required for this type of project.

Summary

On behalf of my colleagues at PMCRA, our business partners, and the citizens of the City of Paducah, McCracken County, and the adjacent Western Kentucky counties that we service, I would like to thank you for your consideration of this critical infrastructure refurbishment project within our facility. Should you have any questions or require any additional clarification, please do not hesitate to contact me.

Respectfully submitted,



James H. Garrett
Executive Director
Paducah-McCracken Country Riverport Authority

Exhibit A

PMCRA – Barge Cell Revitalization

General Cargo Harbor – Cell Nos. 3 and 5

Repair Quote



Celebrating 62 Years of Business "1962- 2024"

SOUTHERN MARINE CONSTRUCTION CO.

100 Hamm Road, P.O. Box 4539
Chattanooga, TN 37405-0539
Phone 423.266.1855 . Fax 423.266.1858

EMAIL

David@serodinoinc.com
Steve@serodinoinc.com

Mr. Jim Garrett
Paducah McCracken
Riverport Authority

9/17/2026

Sir,
Southern Marine Construction Company respectfully submits the following quote to repair Cells
GCB 3 and GCB 5

To Supply and install a new band on GCB 3 would be \$ 189,328.00

And for GCB 5 it would be \$228,776.00

Mobilization would Cost \$40,800.00

Thank you for the opportunity!

Sincerely,

Steve Hawthorne
President
Southern Marine Construction Co.

Paducah-McCracken County Riverport Authority

Barge Cell Revitalization – Mooring Cell Repairs

Bid Summary in USD

October, 30, 2025

Revised – October 27, 2025

Bidder: Southern Marine Construction Co.
Contact Person: David Serodino
Phone: 423-266- 1855
EMAIL: David@serodinoinc.com

Project Bid below represents the entire cost for the project including all administrative cost, overhead, insurance, bonding cost, labor, supervision, materials, supplies, transportation, tools, equipment, fabrication, performance testing, safety systems, training, and for performing all work in connection with Project, complete in place, as directed and bid by Bidder.

Equipment Mobilization and Demobilization	<u>\$30,000</u>	<u></u>
Bulk and Cargo Harbor Dredge	<u>\$48,500</u>	<u></u>
BCB Cell No. 2	<u>\$170,815</u>	<u></u>
BCB Cell No. 4	<u>\$213,365</u>	<u></u>
BCB Cell No. 1	<u>\$169,870</u>	<u></u>
BCB Cell No. 1-2 Walkway Bridge	<u>\$97,100</u>	<u></u>
BCB Cell No. 3-4 Walkway Bridge	<u>\$100,640</u>	<u></u>
Access Ladder and Platforms	<u>\$88,100</u>	<u></u>
BCB Nos. 1 and 4 – Winch System	<u>\$278,370</u>	<u></u>
GCB No. 1	<u>\$225,670</u>	<u></u>

GCB No. 2	<u>\$245,100</u>	<u> </u>
GCB No. 3	<u>\$177,600</u>	<u> </u>
GCB No. 5	<u>\$186,500</u>	<u> </u>
GCB No. 2 – Conveyor Demolition	<u>\$140,400</u>	<u> </u>
Total Project Bid	<u>\$2,172,030</u>	<u> </u>

Bidder's Authorized Signature

David Serodin

Date:

10/30/25



Celebrating over 60 Years of Business "1962- 2025"

SOUTHERN MARINE CONSTRUCTION CO.

100 Hamm Road. P.O. Box 4539
Chattanooga, TN 37405-0539
Phone 423.266.1855 . Fax 423.266.1858

EMAIL
steve@serodinoinc.com
david@serodinoinc.com

10/30/2025

Jimmy Garrett,
Paducah-McCracken County Riverport Authority
Paducah, KY

Southern Marine Construction respectfully submits the following quotes for repairs and modifications to the Bulk Commodity Berth and General Cargo Berth at the Riverport in Paducah, KY.

The total price for all repairs and modifications is \$2,172,030. This price includes mobilization, material, labor, fabrication, dredging, insurance, overhead, engineering, and bonds. The breakdown per item is included on the Bid Summary in this package.

Southern Marine proposes to mobilize four pieces of equipment to the Paducah Riverport. Once there, the rolled bands will be trucked in and loaded onto SMC's barges to begin working on banding each of the mooring cells. The bands will be prepped and installed from SMC's barges. Divers will be required as work progresses to bolt the low water sections of the bands together. Work will begin at the GCB dock and move upriver to the BCB dock as project progresses. SMC will fabricate the walkways at our sister company's shipyard, Serodino Inc., The walkways will then be brought to the site by barge to be installed. A winch system has been quoted and can be installed by SMC as well. The existing walkway to be removed and the dredged spoil will be disposed of by SMC.

Additional work outside the described scope can be conducted while personnel are onsite at a rate of \$1,300 per crew hour. The rate increases to \$2,200 per crew hour if divers are needed. Standby rate for use of the dock is billed at \$1,300 per hour if the equipment is manned, or \$2,500 per day if the equipment is unmanned. If the Riverport wishes to conduct barge loading/unloading activity during the duration of the project, standby rates may be waived if planned with SMC prior.

SMC estimates the full scope of work can be completed in 46 working days. Typical work schedule is 10 hours Monday- Thursday and 8 hours on Fridays.

Sincerely,

David Serodino
Vice President
Southern Marine Construction

Exhibit B

PMCRA – Barge Cell Revitalization

Marine Solutions

General Cargo Yard

Waterfront Inspection and Assessment Report

(Due to the file size, document is attached as a separate file)

Exhibit C

PMCRA – Barge Cell Revitalization

Marine Solutions

General Cargo Yard - Scope of Repairs

**PADUCAH MCCRACKEN COUNTY RIVERPORT AUTHORITY
Barge Mooring Cell Revitalization Project**

**Technical Specifications
for
Repair of General Cargo Berth**

A. Provide engineering, material, labor and equipment to perform the following scope of work at the Paducah-McCracken County Riverport Authority (Riverport) General Cargo Berth (GCB) located along the left descending bank of the Tennessee River in Paducah, Kentucky.

B. References:

1. Marine Solutions, Inc. inspected the structure on the facility on December 12, 2024. The report is included as a reference with this scope of work.
2. Kentucky Standard Specification for Road and Bridge Construction 2019 edition referred to hereafter as Standard Specification.
3. Department of Army Dredging Permit LRL-2016-355-sew.

C. Scope and Priorities:

The mooring cell repair descriptions are listed by priority below in Table 1. The detailed technical specifications are laid out in subsequent sections.

Priority	Structure	Repair Description
1	GCB 1	Install full circumferene cell band and refill any lost ballast.
2	GCB 2	Install full circumference cell band and refill lost ballast. Bid Option 1: Removal of conveyor prior to CGB 2 repairs.
3	GCB 3	Install full circumference cell band and refill lost ballast.
4	GCB 5	Install full circumference cell band and refill lost ballast.

Table 1

D. Sheet Pile Mooring Cell Repair Requirements:

1. General Mooring Cell Repair Requirements:

- i. The bidder is responsible to field verify the existing conditions, dimensions, and elevations prior to work. Any change of conditions that could have been identified by a preconstruction inspection will be considered at the bidder's risk if no field verification is performed.

- ii. The bidder is to provide engineered repair drawings signed and sealed by a professional engineer licensed in the state of Kentucky. These repair drawings will be submitted for approval by the Riverport before drawings are issued for construction.
 - iii. Bidder to identify all structures, mooring rings/pad eyes, walkways, platforms, ladders and equipment that may need to be removed to facilitate installation of the repairs at each structure. List the items identified for anticipated removal for each structure with bid.
2. Full Circumference Cell Band Requirements:
- i. Design, fabricate, construct and install a full circumference cell band on the cell to address the sheet piles section loss, split interlocks and damaged knuckles. The bands and spliced connections shall be designed and installed to restore the structural integrity (hoop strength) of the original sheet piles (i.e. developing the tensile strength of the thinner band plates) and improve barge impact resistance.
 - ii. Remove/dredge material around the cell as required so that the bottom of the band is installed down to elevations as follows:
 1. GCB 1 - EL: 288.5 feet NAVD88
 2. GCB 2 - EL: 284.5 feet NAVD88
 3. GCB 3 - EL: 285.5 feet NAVD88
 4. GCB 5 - EL: 290.0 feet NAVD88
 - iii. Backfill any area dredged below the natural channel bottom with sand (see Standard Specification Section 804.03) following cell band installation to restore existing river bottom elevations.
 - iv. Cell bands are to have the following overall heights:
 1. GCB 1 - 34 feet.
 2. GCB 2 - 42 feet.
 3. GCB 3 - 32 feet
 4. GCB 5 - 28 feet
 - v. Bidder shall consider means and methods of repairing GCB 5 with stair towers restricting access. Bidders shall clarify in bid documents if the bid assumes any requirements for removal of the stair towers to complete the repair scope.
 - vi. Provide 1/2 inch minimum thick ASTM A36 steel plates on the channel side band segments and 3/8 inch minimum thick ASTM A36 steel plates on the remaining band segments.
 1. Provide cut outs in the band segment plates to accommodate locations of existing and/or new mooring rings. Cut outs shall be sized to minimum

required dimensions to fit over mooring ring assemblies and shall have radiused corners.

2. For the horizontal plate joints, use a 5/16 inch double bevel partial penetration joint (PJP) for 3/8 inch thick plates and 3/8 inch double bevel partial penetration joint (PJP) for 1/2 inch thick plates.
 3. Provide continuous and full height threaded rod splices along the vertical joints between segments that connects the steel plate sections.
 4. Band segment splice locations must not be located in areas where they can be contacted/impacted by barges during normal berthing operations or no nearer to the berthing line than one sheet pile beyond the mooring hardware.
 5. Provide 1-1/8 inch diameter ASTM A615, Grade 75 or 80 threaded rods (non-galvanized) anchor rods to connect band segments at splice locations.
 - a. Threaded rods are to be pre and post-tensioned using a hydraulic ram or Riverport approved equivalent method.
 - b. All splice connections shall be tensioned to a minimum of 20 percent of ultimate threaded rod strength unless otherwise approved.
 - c. Document the ram lock off force, and perform it in a skip and tension pattern until final desired rod tensions are met. Final tensions to be provided to Riverport.
 - d. Provide double nut or lock nuts to be used to prevent the threaded rods from loosening.
 - e. Between 3 and 6 months after the initial installation of connection hardware, the Contractor must check all connection hardware and tighten as necessary.
 6. Once the band is installed and tensioned, weld the top of the band to the cells "outward" panned or alternating sheet piles, use ASTM A36 steel bar/plate shims as required.
3. Refilling Lost Mooring Cell Ballast Requirements:
- i. Complete patch plate or cell band installation prior to refilling mooring cells designated replacement of lost ballast material.
 - ii. Refill designated mooring cells with Size No. 3 Crushed Stone Aggregate (Standard Specification Section 805.15).
 - iii. The new fill shall be installed to within 1 foot of the bottom of the concrete cell cap.
 - iv. Refer to the Marine Solutions inspection report for the documented distance from the top of cell fill to the bottom of the cell cap recorded at the time of inspection. Bidder shall verify these dimensions during preconstruction inspection.

4. GCB 2 Conveyer Demolition Requirements (Bid Option 1):
 - i. Bid Option 1 to include the the removal and disposal of the conveyer and associated structural steel support components supported by GCB 2 prior to GCB 2 repairs. Extents of removal of conveyer is considered the full extent of the conveyor equipment and included land side, intermediate support pile, and cell supports to down to baseplates. The shoreside walls and hopper are to remain.
 - ii. Bidder to provide an optional line item fee for the Bid Option 1.
 - iii. Bidder to provide lift and demolition plan submittals for review and approval by Riverport prior to start work of demolition of the conveyor.
 - iv. Bidder is responsible for all off site disposal, transportation and fees.
- E. Demolition and Removal of Existing Structures:
 1. The bidder is responsible for the material to be hauled offsite and disposed in a legal manner complying with all applicable local, state and federal regulations.
- F. General Conditions:
 1. It is the responsibility of the bidder to be familiar with the site location and load cell.
 2. The bidder will have the Riverport's crane and portions of the laydown area available to them for use subject to operational and operator availability during construction process. The bidder is responsible for coordinating with the Riverport for planning the use of the crane. No causes for requested delay or extension of contract time will be considered because of the Riverport's crane availability.
 3. Bidder will provide any and all equipment and material needed to complete the demolition and installation activities—including but not limited to work boats, crew boats, cranes, divers and diving equipment, travel permits, trucks, trailers, lifts, forklifts, portable toilets, dumpsters, consumable and non-consumable items.
 4. All cranes provided by the Offeror to be used on site will show proof of Annual Certification. The Riverport reserves the right to request third party certification.
 5. All crane operators allowed to operate on property will have to provide at least one (1) of the following licenses: National Commission for the Certification of Crane Operators (NCCCO) or Operators union license.
 6. Work will not commence until all waterway construction permits have been approved by regulatory authorities.
 7. Work shall comply with all conditions and requirements included in the permit authorizations.



**Required Affidavit for Bidders, Offerors
and Contractors
(KRS 45A.110 & 45A.115)**

Affidavit Effective for One (1) Year from Date of Execution

Instructions: Pursuant to KRS 45A.110 and 45A.115, a bidder, offeror, or contractor ("Contractor") is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

Attestation

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offer understands that the Commonwealth retains the right to request an updated affidavit at any time.



Signature

Executive Director

Title

James H. Garrett

Printed Name

September 28th, 2026

Date

Bidder or Offeror Name: Paducah-McCracken County Riverport Authority
Address: 2000 Wayne Sullivan Drive
Paducah, KY 42003

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 28 day of September, 2026.

State of: Kentucky Notary: Jessica L. McDowell

County of: McCracken My Commission Expires: July 22, 2027



