Approved by the JEA Awards Committee

Date: 04/13/2023 Item# 3

Formal Bid and Award System

Award #3 April 13, 2023

Type of Award Request:	REQUEST FOR PROPOSAL (RFP)
Request #:	602
Requestor Name:	Chmist, Sebastian – Staff Engineer
Requestor Phone:	904-625-5974
Project Title:	Fulton Cut - Transmission Line Raising & Tower Replacement Project
Project Number:	8007890
Project Location:	JEA
Funds:	Capital
Budget Estimate:	$12,542,521.00 (10% estimate design - $1,254,252.00)

Scope of Work:

The purpose of this Request for Proposals (this "RFP") is to evaluate and select a Company that can provide Design-Build Services for the 138 and 230 kV Fulton Cut transmission tower replacement (collectively, the "Work" or "Services").

The Company to be Awarded will be comprised of a Construction Contractor and an Engineering firm to perform all engineering, design and construction services needed to replace transmission lattice towers and increase clearances of six (6) existing overhead 138kV and 230kV transmission circuits 840, 918, 926, 934, 935, and 938 across the Fulton Cut near Jax Port in Jacksonville, Florida. The figure below illustrates the project location.

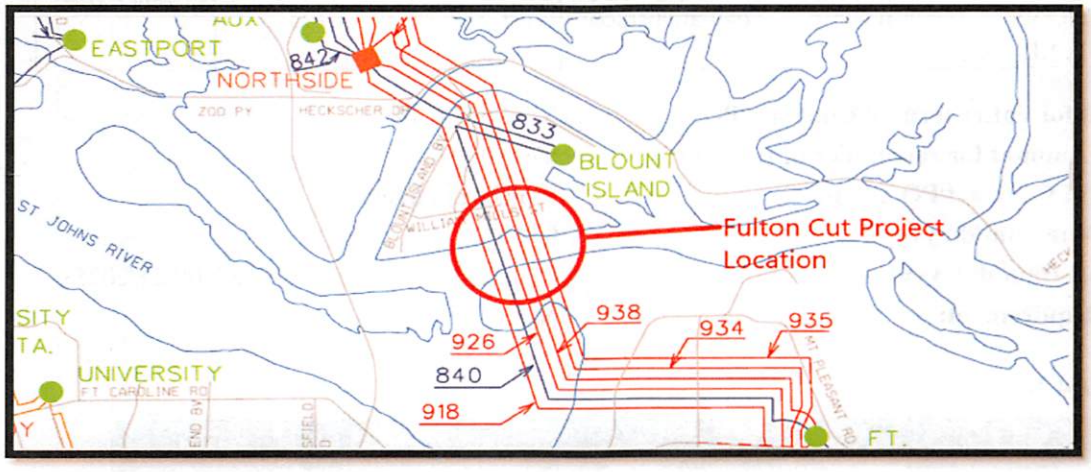


Figure 1: Existing Transmission System Map Project Location

The scope of work for this project includes engineering and construction services which will be competitively sourced as a single team through this design build solicitation process. The selected team will create a 10% design plan to be approved by all stakeholders.

The 30%, 60%, 90% and 100% design documents will then be created with stakeholder reviews at each phase. The required construction documents will be subject to review and approval by the JEA Engineering team.

Long Lead Items: JEA may purchase long lead & higher cost capital items to reduce the construction timeline, where such purchase is beneficial to JEA.

The scope of services includes, but is not necessarily limited to, the items listed below. The following items are to be addressed in the RFP response:

- Resource loaded project plan – Estimated hours for investigation, surveying, permitting, material and structure procurement, engineering design, and construction for the Fulton Cut Replacement.
- Project Design – Engineering design for the replacement of circuits 840, 918, 926, 934, 935, and 938 across the Fulton Cut.
- At 30% design, the successful Awardee will submit a preliminary Guaranteed Maximum Price (GMP) for review. At and 60% design the Awardee will submit a final GMP for approval. Should JEA not approve the GMP, JEA may terminate the contract for convenience and pay for current costs incurred or JEA may elect to have the company complete the design and competitively bid construction.
- Should JEA proceed to construction with the Awardee, the company shall complete the project for the GMP developed during design.

JEA IFB/RFP/State/City/GSA#: 1410860846
Purchasing Agent: Rodney Lovgren
Is this a Ratification?: NO

RECOMMENDED AWARDEE(S):

Name	Contact Name	Email	Address	Phone	Amount
QUANTA INFRASTRUCTURE SOLUTIONS GROUP, LLC	Michael Luckey	Michael.luckey @quantaisq.com	2707 North Loop West, Suite 500	980-253-6793	$1,696,036.44

Amount for entire term of Contract/PO: $1,696,036.44
Award Amount for remainder of this FY: $700,000.00
Length of Contract/PO Term: Project Completion
Begin Date (mm/dd/yyyy): 05/08/2023
End Date (mm/dd/yyyy): Project Completion (Expected: 09/21/2026)
JSEB Requirement: N/A – Optional

PROPOSERS:

Name	Points	Rank
QUANTA INFRASTRUCTURE SOLUTIONS GROUP, LLC	84.8	1
FORBES BROTHERS	82.0	2
A-COMPANY (HEYDEN ENTERPRISES)	67.1	3
MICHELS POWERBIDS	65.8	4

Background/Recommendations:

Advertised on 08/26/2022. Four (4) prime companies attended the mandatory pre-proposal meeting held on 09/26/2022. At Proposal opening on 10/11/2022, JEA received four (4) Proposals. The public evaluation meeting was held on 11/02/2022. Companies were evaluated on the basis of staff experience, design approach, company experience and JSEB. JEA deemed Quanta Infrastructure Solutions Group, LLC most qualified to perform the work. A copy of the evaluation matrix, negotiated schedule, and fees are attached as backup.

Negotiations with Quanta Infrastructure Solutions Group, LLC were successfully completed. The proposed project total is $43,233,949.00. Of this amount, it is currently estimated that $11,887,021.00 will be needed for construction, $28,589,270.00 for structures / foundations / materials, and $2,757,658.00 for engineering, support during construction, project management, real estate, permits, and project outreach.

The engineering design proposal is 63% higher than the originally budgeted engineering estimate of $1,042,500.00. The original budgeted estimate was taken from a feasibility study performed by Worley in early 2022 with a range of -20% / +30%. The design concept has changed since the original study was completed to help reduce outage durations and increases worker safety. These changes resulted in the project requiring more engineering hours than originally anticipated. The project budget has been re-estimated and increased based on the negotiated terms and conditions. The current design proposal is 3.93% of the estimated total project budget and is deemed reasonable.

The engineering design phase is expected to reach 60% design by the end of Q4 of 2023, and then a Guaranteed Maximum Price (GMP) will be developed for evaluation. If JEA elects to accept the GMP, a contract increase will be brought to awards to fund the construction phase of the project.

Additionally, it is noted that this project is joint COJ / FDOT grant funded. The project is reimbursable to JEA by the Port Authority on a per payment basis.

1410860846 – Request approval to award a contract to Quanta Infrastructure Solutions Group, LLC for Design Build services for the Fulton Cut - Transmission Line Raising & Tower Replacement Project in the amount of $1,696,036.44, subject to the availability of lawfully appropriated funds.

Manager:	Hamilton, Darrell D. – Mgr. Transmission and Substation Projects
Director:	Acs, Gabor – Sr. Dir. Engineering & Projects
VP:	Melendez, Pedro A. - VP Planning Engineering & Construction

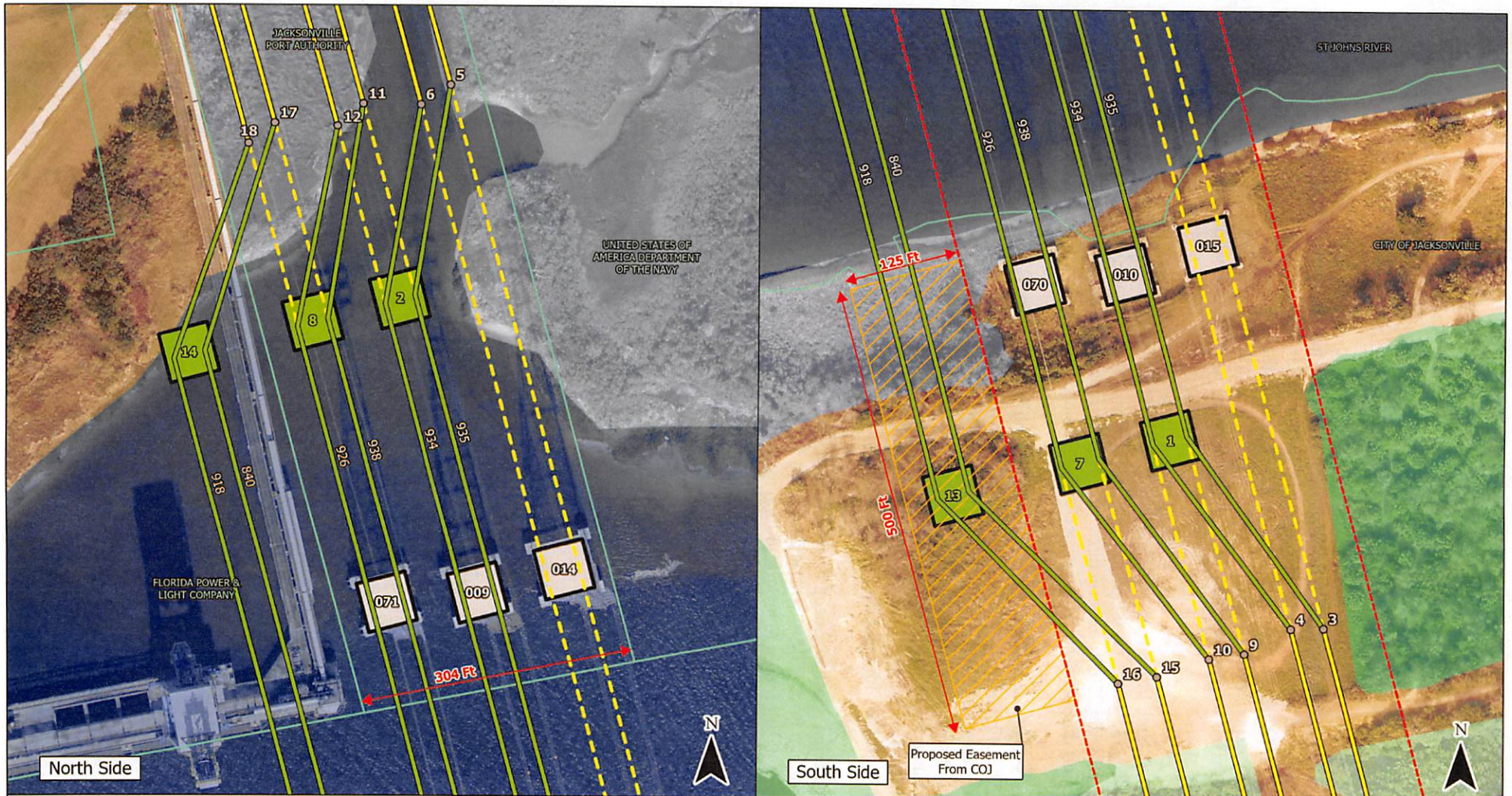
APPROVALS:

Stephen Datz 4/13/2023

Chairman, Awards Committee **Date**

Stephanie M Nealy 4/13/2023

Budget Representative **Date**



Legend

- New Pole
- Existing Transmission Line
- Existing Transmission Line (To Be Removed)
- Proposed Transmission Line
- Proposed New Easement
- Mapping Boundary
- Existing Tower (To Be Removed)
- Proposed Tower
- Parcel
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Estuarine and Marine Wetland
- Estuarine and Marine Deepwater

0 50 100 Feet

REV	DATE	DESCRIPTION	BY	CKD	APP
B	12/9/2022	ISSUED FOR REVIEW	JI	---	---

PICKETT®

JEA

FULTON CUT REBUILD

SCALE: 1 IN = 100 FT
DRAWN BY: JI
ENGINEER: ---
COUNTY: DUVAL
SHEET 1 OF 2

DATE: 12/9/2022
CHECKED BY: ---
SECTION: AS SHOWN
FILE NAME:
JEA_FultonCut_PDFMaps

JEA

PROPOSED CONCEPTUAL SKETCH

Fulton Cut Transmission Line Clearance Project Overview

March 6, 2025

Project Schedule

Project Phase	What's Happening	When (Estimate)
Design & Engineering	Completing the final design plans	Spring 2025
Mobilization	Moving equipment to the site	Summer 2025
Tower Replacement	Building the new pole foundations	Summer 2026
Power Line Installation	Install new power lines on the newly built structures	December 2026
Project Completion	Remove the old towers, restore the site and complete construction	Summer 2027

Why is this Project Important?

- JEA is partnering with the City of Jacksonville and JAXPORT to raise the transmission lines crossing the St. Johns River to ensure larger container ships can safely access JAXPORT.
- Raising the power lines provides an essential community benefit by upgrading critical JEA infrastructure while supporting the more than 15,000 area jobs created or protected by the growth of international container trade in Jacksonville.
- It's all about modernizing our community's capabilities for future generations to come.

What Are the Benefits?

Economic Growth:

More ships, more jobs and a more resilient supply chain. This keeps JAXPORT – and Jacksonville – thriving.

Improved Infrastructure:

The upgrades strengthen our electric grid, making it more reliable for all JEA customers.

Modern Technology:

Upgrading the electric transmission lines with advanced technology ensures enhanced resiliency and long-term performance.

Construction Activities

What to Expect

Transport of Equipment & Structures:

Large equipment will arrive via barges or helicopter. Construction traffic will be limited to workers, equipment, and material deliveries using designated routes.

Traffic Plan:

Signage will direct construction traffic along safe routes.

Extended Work Periods:

Some phases may require extended hours, including nights/weekends, with prior notice.

Noise & Visual Impact:

Crews will minimize noise, dust, and disruptions, keeping work confined to the project site.

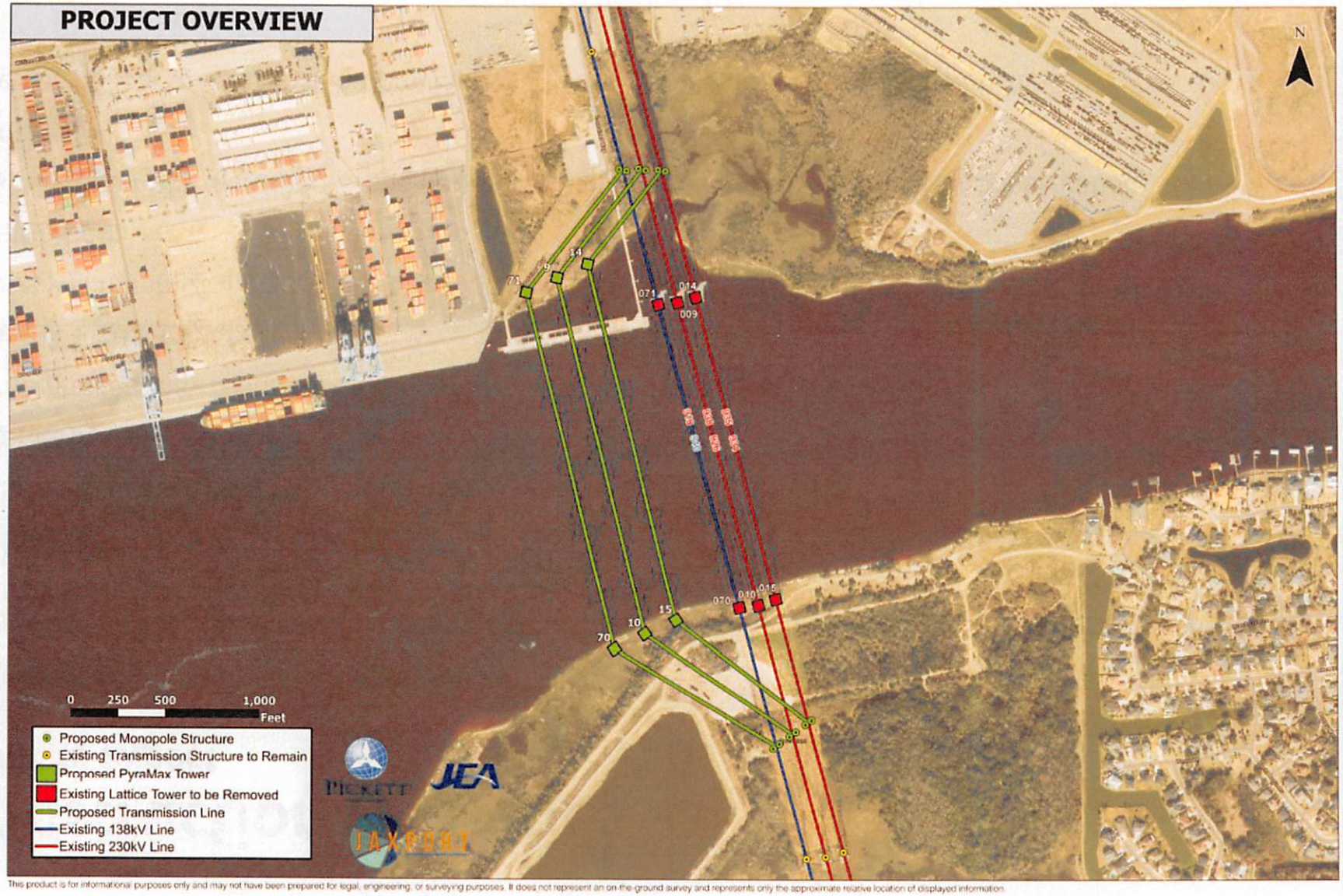
Restoration:

JEA will repair any disturbed areas (landscaping, curbs, sidewalks, etc.) after construction.

Updates:

Regular project updates will be provided via flyers, emails, and the project website.

PROJECT OVERVIEW



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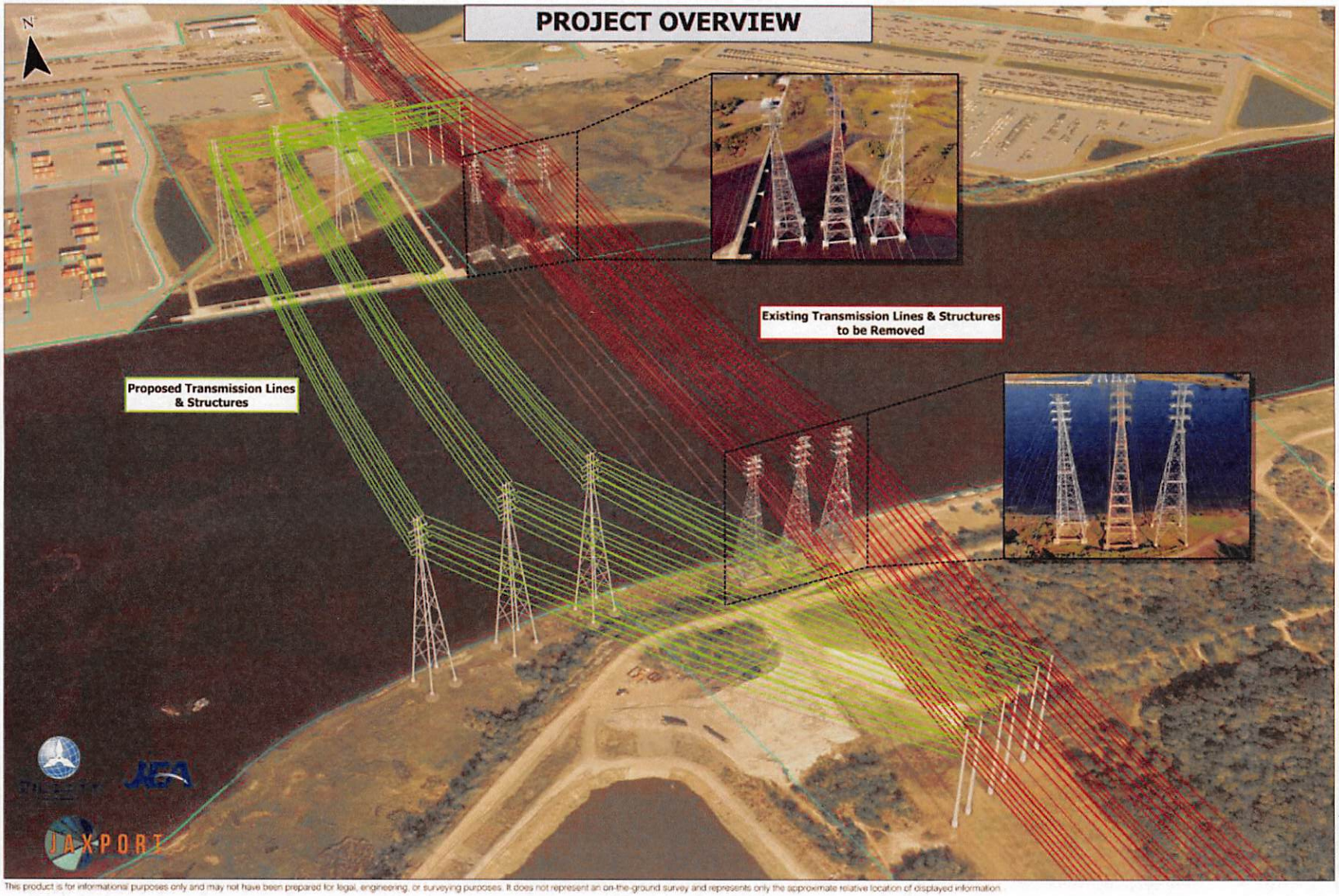

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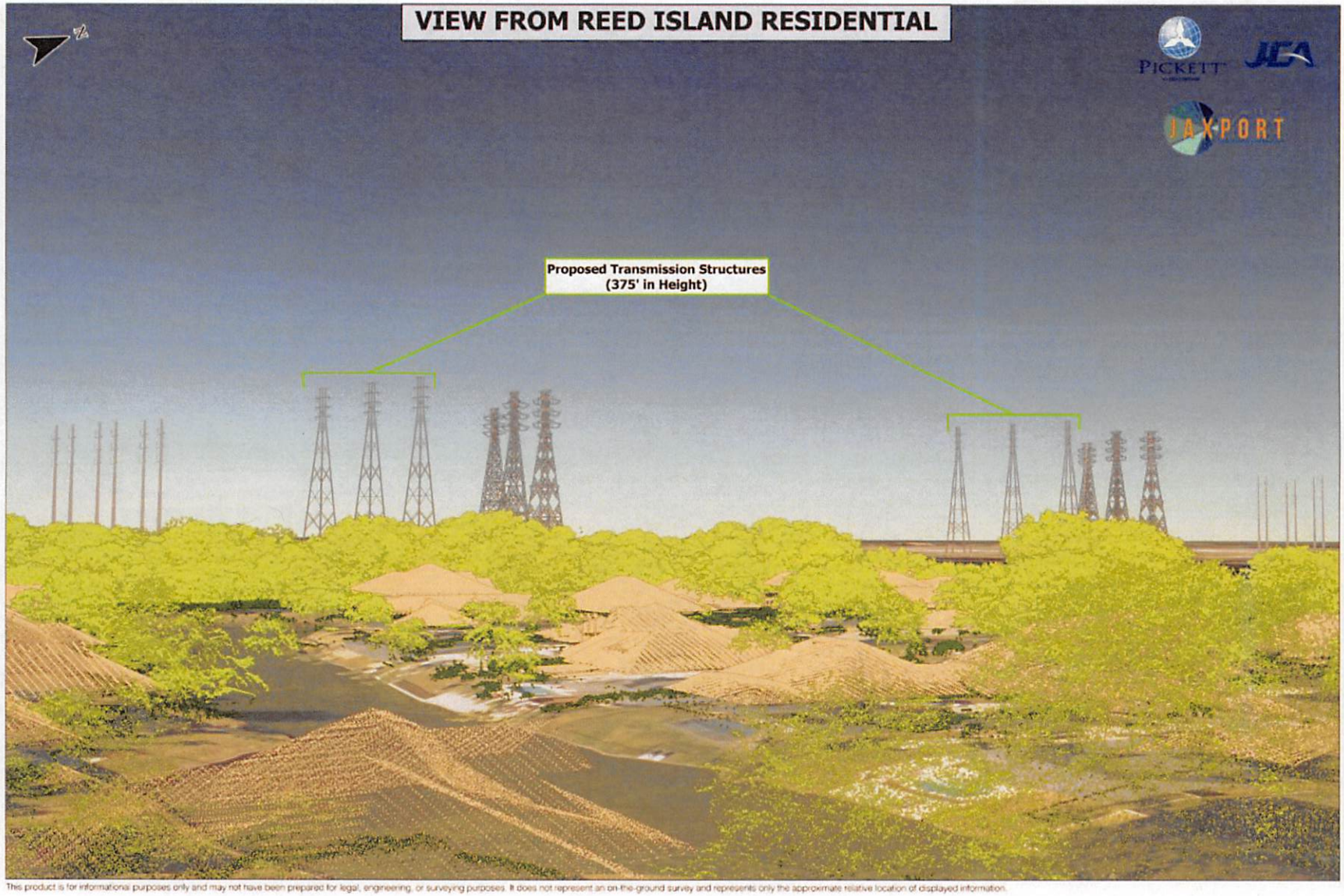
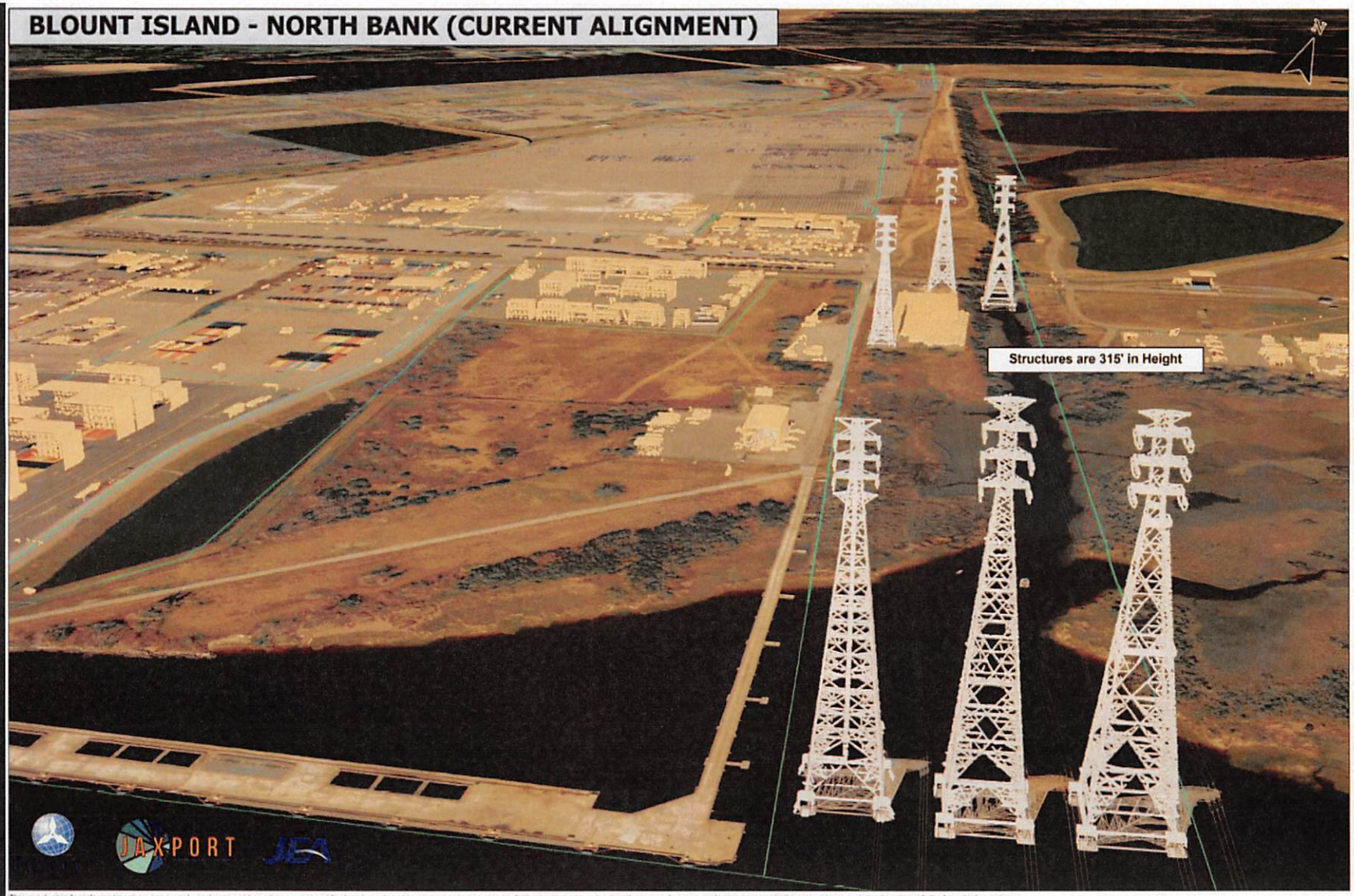
VIEW FROM REED ISLAND RESIDENTIAL



BLOUNT ISLAND - NORTH BANK (CURRENT ALIGNMENT)



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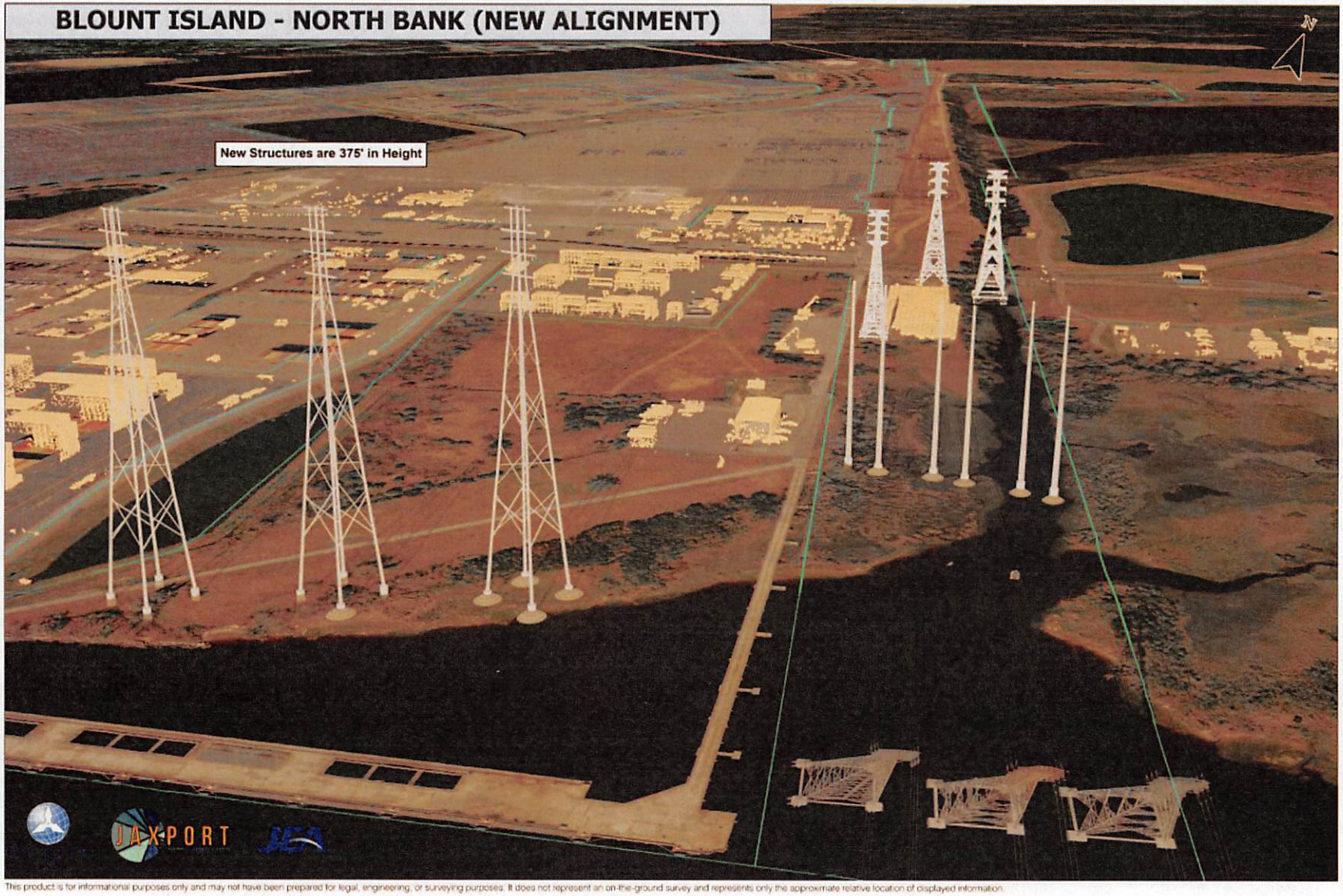
BLOUNT ISLAND - NORTH BANK (NEW ALIGNMENT)



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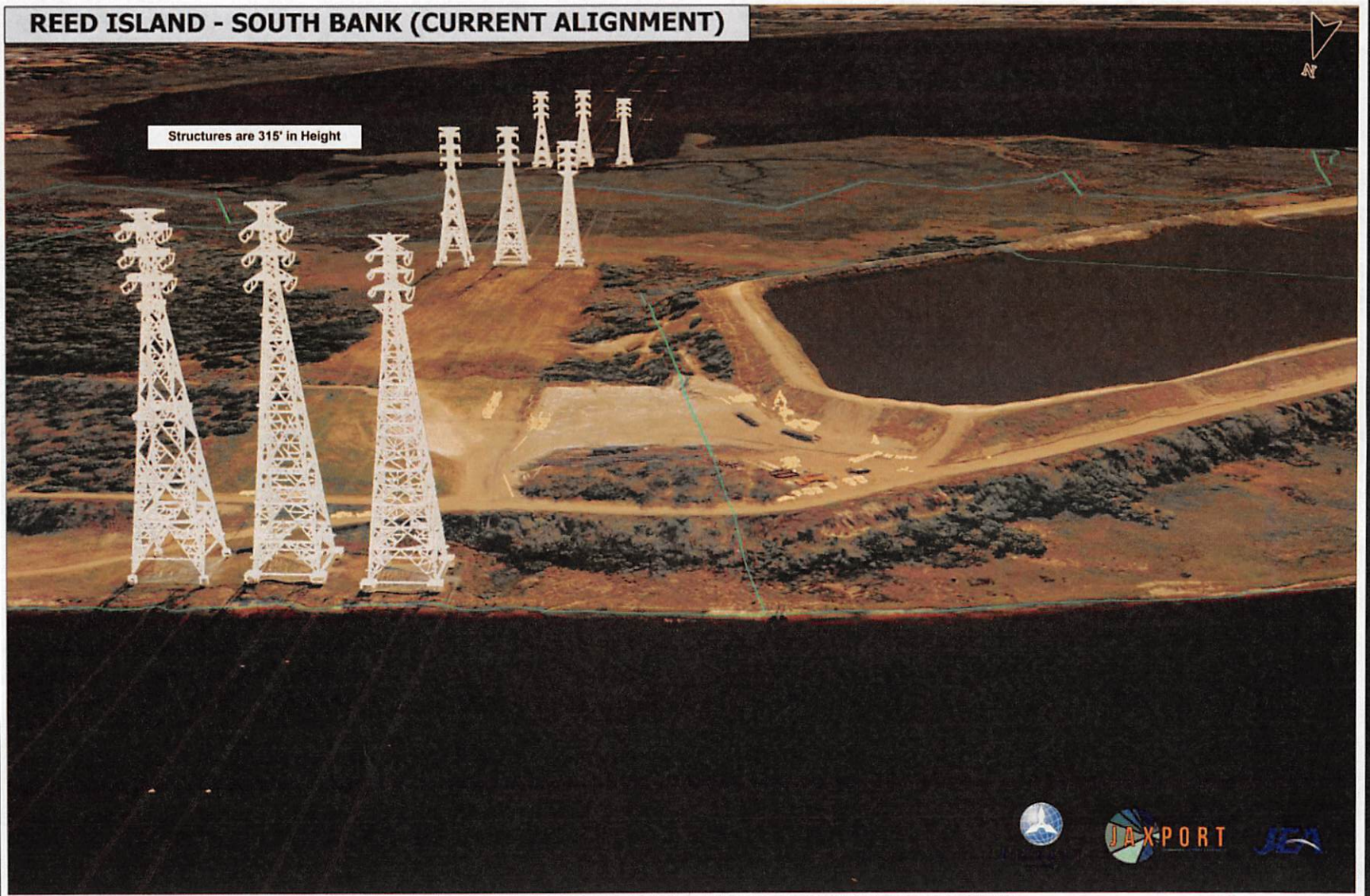
REED ISLAND - SOUTH BANK (CURRENT ALIGNMENT)



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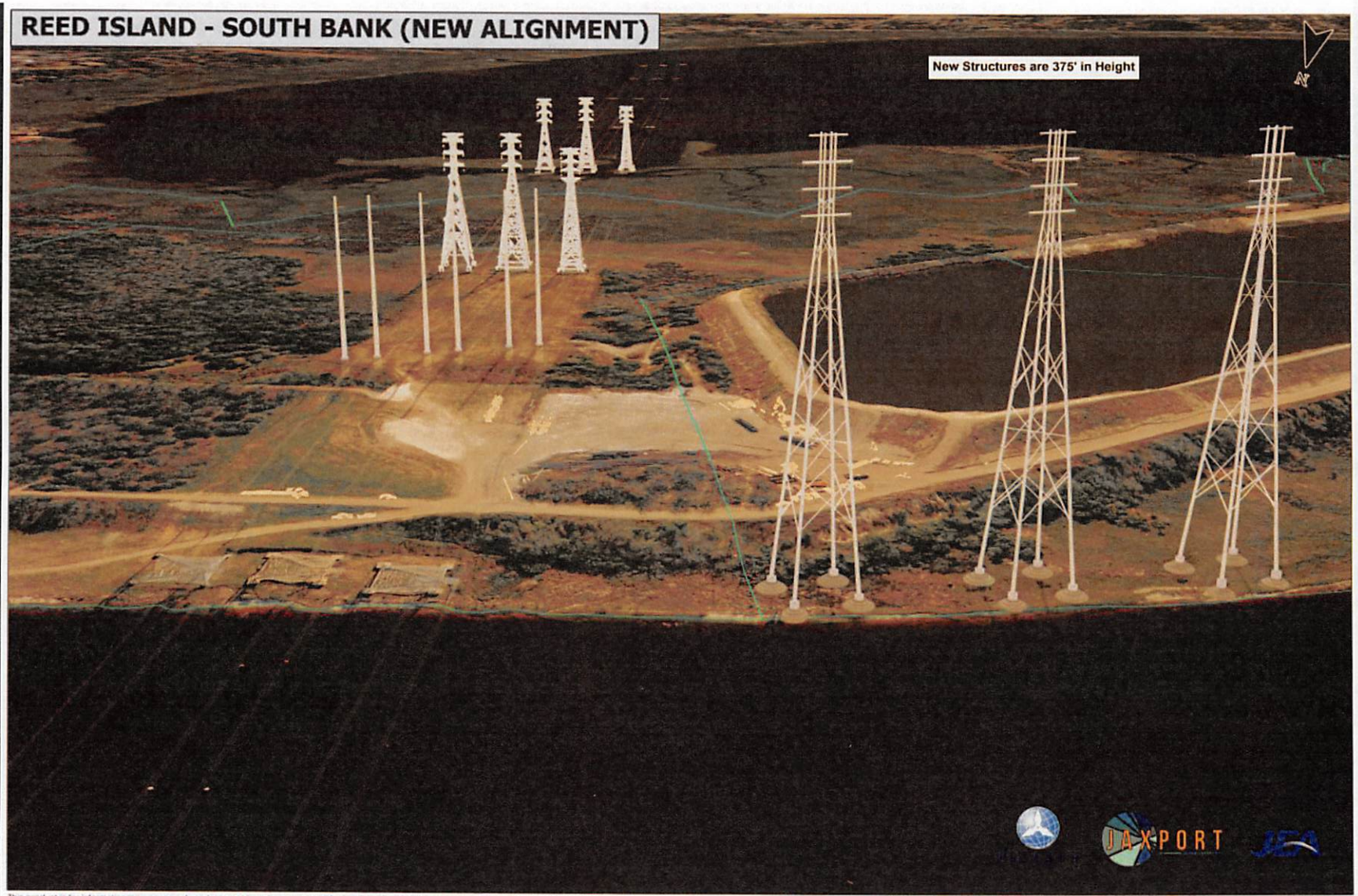
REED ISLAND - SOUTH BANK (NEW ALIGNMENT)



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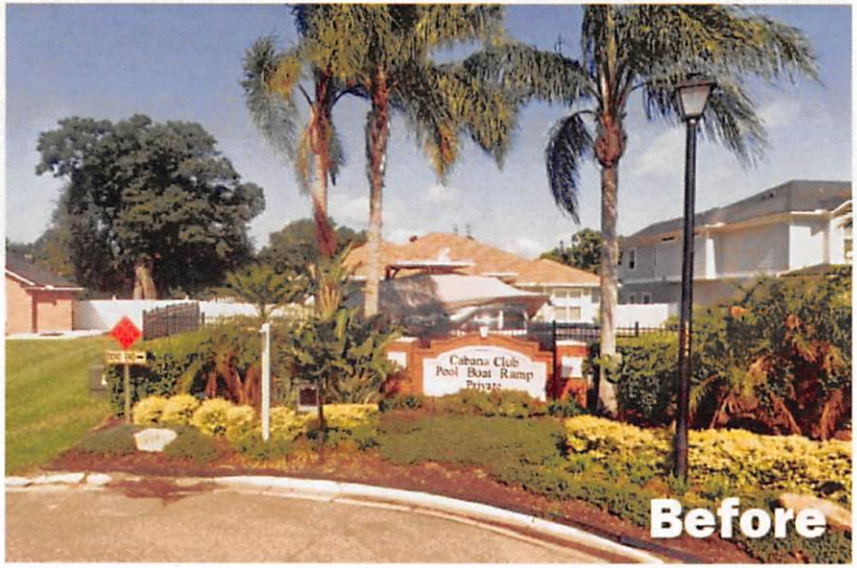
View from Reed Island Dr



View from Cabana Club

View from Kingsley Manor


Ft Caroline Rd
Monument Rd
Mount Pleasant Rd
McCormick Rd
Merril Rd
295
Monument Rd
295
Legend
Work Area
Truck Route
No Trucks - Do Not Use
N


Kingsley Manor Way
Reed Island Dr
Charles Bennett Dr
Ft Caroline Rd
Monument Rd
295
N
Legend
Work Area
Notification Area
Truck Route


MSC SHIRLEY
M S C


M S C
CROWLEY

Contact Information:

JEA Project Outreach
904-665-7500

Email: **projectoutreach@jea.com**

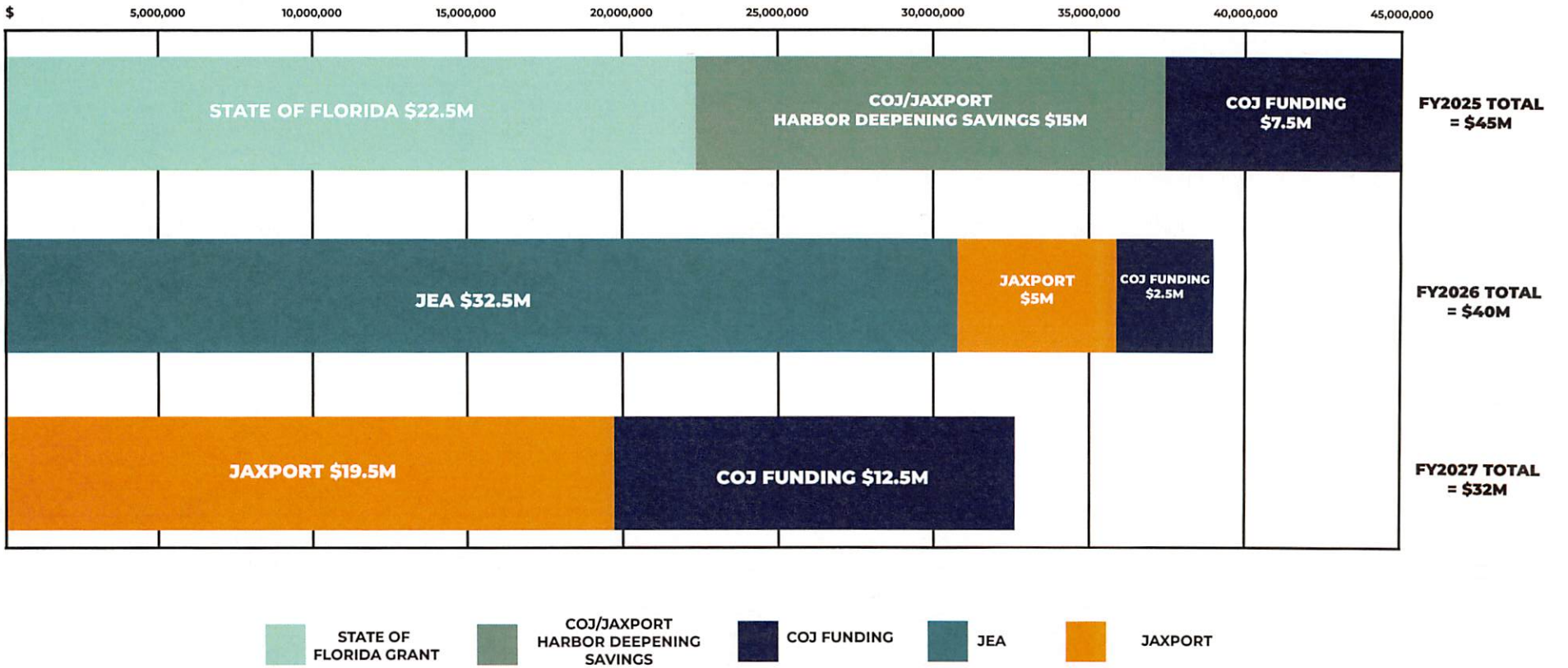
JEA

JAXPORT
JACKSONVILLE PORT AUTHORITY

CITY OF JACKSONVILLE, FLORIDA

POWERLINE PROJECT FY2025 - FY2027

CASH FLOW PROJECTIONS



JEA Fulton Cut Alternatives Analysis

Project Approach

The construction means and methods are dictated or driven by project constraints which can greatly affect cost and risk. Therefore, an alternative analysis study was performed to evaluate differing construction approaches to mitigate various constraints.

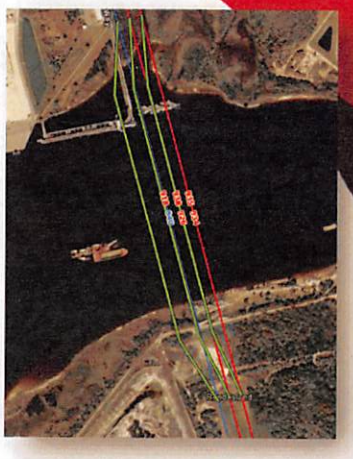
- Electrical Load Constraints
  - The project is to replace primary transmission circuits on JEA grid.
  - Outages will need to be minimized or mitigated to reduce load impacts on JEA grid and neighboring systems.
  - Outage requirements greatly affect tower building and access cost.
- Physical Access Constraints
  - Blount Island (North End) is constrained by JaxPort and TWIC clearance
  - Wetlands and open water cover the entire north bank of this project
  - Shallow water on both the north and south ends encumber river access
  - South end constrained by dense residential neighborhood.
  - Multiple energized high-voltage circuits combined with restrict airspace

Alternatives Considered

- **Option 1:** Traditional – The original option presented to JEA. A traditional construction approach using cranes to set structures to minimize outages.
- **Option 2:** Temp Line – Construct a temporary line with two Pyramax structures on the west side of circuits 840/918. This approach frees up the existing lines allowing for construction with a helicopter.
- **Option 3:** Megastructure – Construct a mega-PyraMax Tower at new positions 70 and 71 to handle four circuits. Use the top two circuits as a temp line to free up the existing lines allowing for construction with a helicopter.
- **Option 4:** Underground – Build the river crossing via horizontal directional drill using XLPE high voltage cable. Install underground overhead transition structures on the north and south banks. Remove existing conductor with wire pulling equipment, and existing structures with a helicopter.
- **Option 5 (New):** Westernmost – Shift the line to the west of the existing line and build structures on land. Like the Temp Line, this approach frees up existing lines allowing for construction with a helicopter. This is the most cost-effective approach.

Option 1: Traditional

- Construction approach is based on constraints provided in the original job scope
- Due to outage requirements, we were not able to safely use helicopters to facilitate construction of Pyramax towers
- This approach utilizes 2x 900-ton cranes to erect Pyramax structures
- This approach minimizes outages to 30 days per 2 circuits
- Temporary access requires engineered Emtek solution on the north bank and in wetland areas on the south bank
- The traditional approach is the costliest option considered

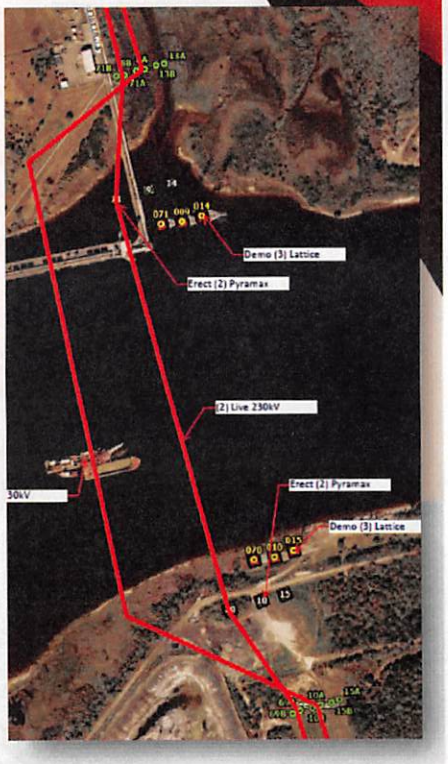


Description	Traditional
Eng. & PM	$ 4,500,000
Environmental	$ 500,000
Real Estate	
Structures	$ 16,000,000
Material	$ 2,000,000
Access	$ 61,147,412
Foundation	$ 21,368,824
T-Line	$ 39,995,128
Aviation	$ 4,455,372
Removal	$ 20,000,000
Subtotal	**$169,966,736**
Contingency	$ 20,396,008 15%
Total	**$190,362,744**

Alternative 2: Temporary Line

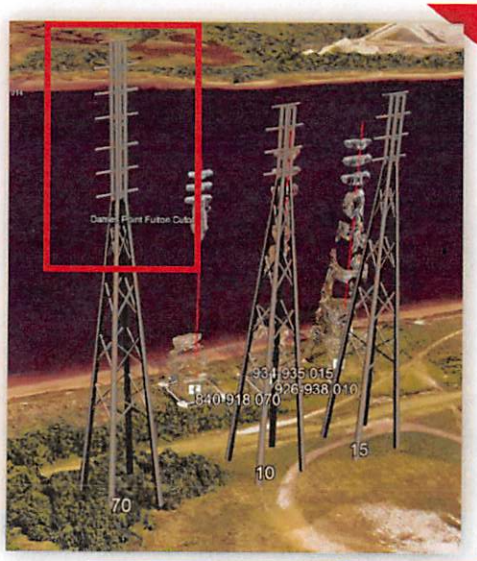
- Develop a construction approach that allows for helicopter construction of the Pyramaxtowers
- This approach offsets the costs associated with cranes and access in the traditional approach
- Helicopter construction requires clear ingress and egress to construction zones
- The temp line allows us to relocate load from circuits 926/938 to create the free and clear construction zone
- Once the middle circuits have been constructed, temporary structures will be reused for Str. 15 and 14
- We have considered different foundation types and structure types for the temporary line

Description	Temp. Line	
Eng. & PM	$	5,000,000
Environmental	$	500,000
Real Estate		
Structures	$	17,000,000
Material	$	3,000,000
Access	$	30,942,615
Foundation	$	31,117,451
T-Line	$	25,736,602
Aviation	$	6,483,044
Removal	$	4,541,753
Subtotal	$	**124,321,465**
Contingency	$	18,648,220
	15%	
Total	**$142,969,685**	



Alternative 3: Megastructure

- Construct a mega-PyraMax Tower at new positions 70 and 71 to handle four circuits. Use the top two circuits as a temp line to free up the existing lines allowing for construction with a helicopter.
- Circuits 918 / 840 will be installed in the top position of the mega-structure, and the temporary line will be in the underbuilt position.
- After the remaining circuits are built, circuits 918 / 840 will be installed in the bottom position and the top of the mega-structure will be removed, creating a traditional Pyramax structure.
- Temporary configurations will be installed with 1590 ACSR conductor



Description	Mega-structure
Eng. & PM	$ 5,000,000
Environmental	$ 500,000
Real Estate	
Structures	$ 18,000,000
Material	$ 3,000,000
Access	$ 30,942,615
Foundation	$ 24,440,000
T-Line	$ 30,736,602
Aviation	$ 6,342,217
Removal	$ 4,541,723
Subtotal	**$ 123,503,156**
Contingency	$ 22,230,568
	18%
Total	**$145,733,724**

Alternative 4: Underground

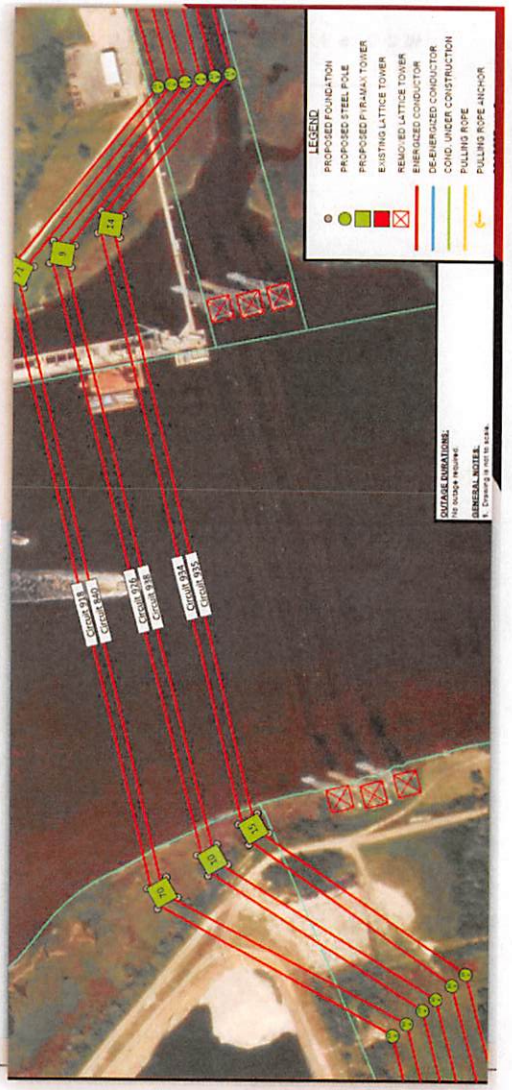
- Build the river crossing via horizontal directional drill using XLPE high voltage cable.
- Install underground overhead transition structures on the north and south banks.
- Remove existing conductor with wire pulling equipment, and existing structures with a helicopter.
- Due to power requirements, this approach requires 2 cables per phase for each circuit using 4000 kcmil copper cable.
- Leadtime for materials has been estimated at 45 weeks.
- Aviation and t-line crews will still be required to wreck out the old structures.
- This approach will greatly encumber the JEA parcel on Blount Island

Description	Underground
Eng. & PM	$ 3,500,000.00
Environmental	$ 500,000.00
Real Estate	
Structures	$ 3,000,000.00
Material	$ 48,376,884.00
Access	$ 60,144,530.00
Foundation	$ 7,122,941.22
T-Line	$ 10,568,200.00
Aviation	$ 1,098,100.85
Removal	$ 4,541,723.25
Subtotal	**$ 138,852,379.32**
Contingency	$ 20,827,856.90 15%
Total	**$159,680,236**

Alternative 5: Westernmost (New)

- This approach is to constructall the lines to the west of the existing lines allowing for helicopter construction and limiting access requirements.
- This approach greatly reduces the cost of construction by removing the primary cost drivers of access, cranes, and barges.
- All foundations will be built first, followed by tower erection, and wire stringing operations
- Tower climbers will be utilized for both installation of the Pyramax towers and wreck-out of the old lattice towers
- Circuits will be cut-in one at a time to minimize outages on the whole system.
- This approach assumes that we will be able to utilize the neighborhood on the south end for concrete, equipment, matting, personnel, and monopole structure delivery.
- This estimate assumes that we will be able to dispose of spoils on site.

Description	Westernmost
Eng. & PM	$4,000,000
Environmental	$500,000
Real Estate	
Structures	$15,000,000
Material	$2,000,000
Access	$21,500,000
Foundation	$21,000,000
T-Line	$21,000,000
Aviation	$4,455,372
Removal	$4,541,723
Subtotal	**$93,997,095**
Contingency	$11,279,651 12%
Total	**$105,276,747**



Outages

Option	Outage Requirements
Traditional	30-day outages, 2 circuits per outage.
Temp Line	180-day outage on 2 circuits, 7-day outage per circuit.
Mega Structure	180-day outage on 2 circuits, multiple 7-day outage for relocation, multiple 7-day outages for cut-overs
Underground	30-days outages per circuit
Westernmost	30-days per circuit, additional 2-day daily outage

Cost Comparison

Description	Worley (OH)	Power (UG)	Traditional	Temp. Line	Mega-structure	Underground	Westernmost (New)
Eng. & PM	$2,110,658	$1,614,000	$4,500,000	$5,000,000	$5,000,000	$3,500,000	$4,000,000
Environmental	$447,000	$ -	$500,000	$500,000	$500,000	$500,000	$500,000
Real Estate	$200,000	$ -					
Structures	$18,275,056	$1,200,000	$16,000,000	$17,000,000	$18,000,000	$3,000,000	$15,000,000
Material	$1,323,483	$20,837,700	$2,000,000	$3,000,000	$3,000,000	$48,376,884	$2,000,000
Access	$200,000	$50,144,530	$61,147,412	$30,942,615	$30,942,615	$60,144,530	$21,500,000
Foundation	$8,990,730	$480,000	$21,368,824	$31,117,451	$24,440,000	$7,122,941	$21,000,000
T-Line	$11,887,021	$8,472,200	$39,995,128	$25,736,602	$30,736,602	$10,568,200	$21,000,000
Aviation			$4,455,372	$6,483,044	$6,342,217	$1,098,101	$4,455,372
Removal		$1,500,000	$20,000,000	$4,541,753	$4,541,723	$4,541,723	$4,541,723
Subtotal	$43,433,948	$84,248,430	**$169,966,736**	**$124,321,465**	**$123,503,156**	**$138,852,379**	**$93,997,095**
Contingency	$1,273,804	$12,637,265	$20,396,008	$18,648,220	$22,230,568	$20,827,857	$11,279,651
	3%	15%	12%	15%	18%	15%	12%
Total	$44,707,752	$96,885,695	$190,362,744	$142,969,685	$145,733,724	$159,680,236	$105,276,747
Outage Requirements (Per Circuit)			30 – Day Outage 2 Circuits per Outage	180 –Day Outage on 2 Circuits 7-Day Outage Per Circuit	180-Day Outage on 2 Circuits Multiple 7-Day Outage For Relocation Multiple 7-Day Outages for Cut-Overs	30-Day Outage Per Circuit	30 Days per Circuit Additional 2-Day Daily Outage
Risk			Low	Medium	High	Medium	Low
Estimated In-Service Date			March 2027	May 2027	March 2027	January 2027	December 2026

Assumptions – Worley vs QISG / Pickett

Category	Worley Estimate	QISG Estimate	Analysis
Construction Crew	16 – man construction crew consisting of (1) General Foreman, (1) Foreman, (6) Linemen, (4) Apprentices, (2) Groundmen, (2) Operators	Due to the complexity of this project, 5 operating units will be utilized to complete the scope: Irby (Transmission), Cassidy (Foundation), Legend (Foundation), MG Dyess (Access), and Quanta Aviation.	A 16-man transmission crew is standard for most transmission line applications. Due to the complexity of this project, specialized companies will be required to complete the scope.
Foundations	Includes 1 augur truck / jet truck to drill 39x 6ft diameter holes. No additional personnel named for foundation crew.	Project requires (2) foundation crews, one on the north end, and one on the south end to meet the schedule. Foundation depths will be 8' x 92' in depth requiring specialized equipment	Worley's foundation estimates are undersized for this project. The foundations will require larger equipment and will need to be performed by a foundation company.
Access	No access listed in the Worley Estimate	Extensive permanent access and matting required to make the jobsite ready. MG Dyess will grade and build roads, construct pads, and set mats for dead-end structures	Significant access is required to complete this project.
Construction Durations	Assumes each (2) structures can be completed (foundations, structure, wire, etc) in 10 – 12 weeks. 9 months total duration.	Construction is expected to begin in March 2025 and end January of 2027. A total of 21 months.	Construction durations presented in Worley's estimate are not possible, especially assuming that all work will be performed by one crew.
Crane Size	Assumes (1) 170-ton rental crane for a total of 3 months to assist with tower erection, wire pulling, and demo.	QISG will likely use (2) 300-ton cranes on this project. One will be stationed at the laydown yard, the other will be used to install the dead-end structures on the north and south end.	A 140-ton crane is not large enough to install the dead-end structures and will be difficult to move large structure pieces.
Aviation	Assumes 12 total weeks of "helicopter/other equipment"	Two helicopters will be required to complete this project, a Chinook will be utilized to set the structures and a light duty helicopter will be used for wire pulls.	Worley's helicopter estimate is insufficient because it assumes we would use the same helicopter to set structures and pull wire, two very specialized tasks.

Overall Project Assumptions and Clarifications

- The provided pricing is budgetary, and price will be revised accordingly once the project schedule, foundation design, structure design, foundation specifications, soil borings, and environmental restraints are fully understood.
- This estimate assumes that Quanta will have access to the south bank via the neighborhood and the t-line corridor on the north bank. This access will be used for all construction activities including; concrete, equipment, matting, material, personnel, and monopole delivery.
- All the options proposed assume a 6-day work week, 10 hours per day.
- Westernmost option proposed eliminates all barge work from the project scope.

Thank You

JEA Fulton Cut Transmission Line Clearance Project

Enhancing Access for Larger and Taller Ships at JAXPORT

Why is this Project Important?

Jacksonville is a hub for global trade located at the crossroads of the nation's rail and highway network. JAXPORT, Florida's largest container port, provides jobs, economic impact, and supply chain security for our community. To stay ahead, we need to make room for bigger and taller ships that require a higher clearance.

JEA is working with the City of Jacksonville and JAXPORT to raise the transmission lines crossing the St. Johns River to ensure these larger ships can safely access JAXPORT. Raising the power lines provides an essential community benefit by upgrading critical JEA infrastructure while supporting the more than 15,000 area jobs created or protected by the growth of international container trade in Jacksonville. It's all about modernizing our community's capabilities for future generations.

What's Happening with the Project?

The Objective: JEA is raising the six transmission lines that cross the St. Johns River at the Fulton Cut. When completed, the lines will be 225 feet above high tide, giving larger vessels plenty of clearance.

Where It's Happening: The project area stretches from Blount Island on the north side of the river to Fort Caroline on the south.

What's Changing:

- The current transmission lines and towers will be replaced with new, taller, stronger structures and includes lightning protection for increased reliability.

What Are the Benefits?

This project isn't just about accommodating bigger ships – it's about supporting Jacksonville's future.

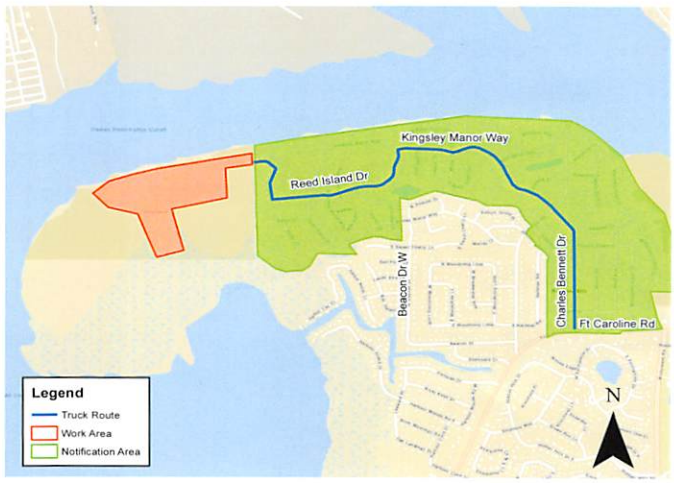
Here's what you can expect:

- **Economic Growth:** More ships, more jobs and a more resilient supply chain. This keeps JAXPORT – and Jacksonville – thriving.
- **Improved Infrastructure:** The upgrades strengthen our electric grid, making it more reliable for everyone.
- **Modern Technology:** Upgrading the electric transmission lines with advanced technology ensures enhanced resiliency and long-term performance.

What's the Schedule? Here's a general idea of what to expect:

Project Phase	What's Happening	When (Estimate)
Design and Engineering	Completing the final design plans	Spring 2025
Mobilization	Moving equipment to the site	Summer 2025
Tower Replacement	Building the new pole foundations and tower installation	Summer 2026
Power Line Installation	Install new power lines on the newly built structures	December 2026
Project Completion	Remove the old towers, restore the site and complete construction	Summer 2027

JEA Project Outreach will keep you updated as the project progresses.



Construction Activities: We understand that construction can be disruptive, so we're taking steps to minimize any impacts and keep you informed throughout the process:

- **Construction Traffic:** Due to limited access on the Fort Caroline side of the river, construction vehicles will need to travel through the Beacon Hills & St. Johns Landing neighborhood for the duration of the project. This will result in increased traffic along the designated route.
- **What to Expect:** Most of the large equipment will be transported to the work site via barges or helicopter. Construction traffic through the neighborhoods will be restricted to workers, construction equipment, and material deliveries (e.g., concrete, dirt), all of which will follow the designated construction route outlined on this page. Please note that this project will not affect your regular JEA electric service.
  - **Traffic Plan:** To ensure safety and efficiency, clear signage will be posted to keep construction traffic on designated routes.
  - **Extended Work Periods:** During certain phases of construction, there may be limited times when extended work hours, including overnight and weekends, are necessary. We will provide advance notice of these periods to minimize any inconvenience.
- **Noise and Visual Impact:** Crews will follow strict safety standards and work efficiently to limit noise, dust, and visual disruptions as much as possible. Construction will be limited to the project site.
- **Restoring the Area:** Once the work is complete, JEA will repair any landscaping, medians, curbs, sidewalks, asphalt, or sod that may have been disturbed during construction.
- **Staying Updated:** JEA Project Outreach will keep you informed with regular updates through flyers, emails, and our dedicated project website, ensuring you always know what's happening next.

Have Questions or Concerns? Let Us Help!

Project Hotline: (904) 665-7500
Website: jea.com/fultoncut
Email: projectoutreach@jea.com