



Alabama State Port Authority
Addendum to R&P or Specification Booklet

Project Name Berth Bed-Leveling On-Call

Project No. TBD **Task No.** 1 **Addendum No.** 1

To: Prospective Bidders **Date:** 6/8/2026

The following items are clarifications, notes and/or answers to questions received during the Pre Bid Meeting.

Item	Description
1.	<p>Clarifications & Changes</p> <ol style="list-style-type: none"> 1. DIVISION I, PROPOSAL, page I-6 <ol style="list-style-type: none"> a) Proposal, page V-7 (Deleted Item) <p>(1) Item 31. Main Docks-Rail Ferry (Delete). Write “No Bid” in Value column.</p> 2. DIVISION V, 1.7 NOTICES, page V-7 <ol style="list-style-type: none"> a) 1.7.1 Start Work, page V-7 (Added Language) <p>Upon receipt of a mobilization request, the Contractor shall notify the Owner’s Representative within three (3) calendar days as to the actual dates of a) mobilization and b) commencement of dredging. Should the Owner’s Representative notify the Contractor of a mobilization request associated with an emergency dredging occurrence, the Contractor shall notify the Owner’s Representative within twenty-four (24) hours as to the earliest available dates of a) mobilization and b) commencement of leveling. These dates shall be as near to the emergency mobilization request date as possible. Should the dates provided by the Contractor be deemed inadequate due to impacts on vessel traffic and/or ASPA operations, the Owner’s Representative reserves the right to source other dredging or leveling options in part or in total as related to the Contract. The same will apply under normal scheduled dredging or leveling requests under this Contract. In all instances without exception, the Contractor shall have not more than thirty (30) calendar days to commence leveling after receiving a written mobilization request or Notice to Proceed (NTP).</p>
2.	<p>Questions and Answers</p> <ol style="list-style-type: none"> 1. Please explain the difference in Standby and Prolonged Standby? <i>The Standby time rate is billed up to eight (8) hours, anything over eight (8) hours will be billed at the Prolonged Standby rate. The Contractor shall be paid the bid unit price for standby time, also referred to as downtime. Standby time caused by items such as debris, vessel traffic, or moving the leveling plant’s location due to port operations shall be considered outside the Contractor’s control and will be paid by the Owner. Relocating from one location to another as part of the normal operation of the project, resetting anchors and pontoons, and maintenance of the leveling plant are examples of items considered to be within the Contractor’s control and will be the Contractor’s responsibility.</i> 2. Why is a performance bond needed when there is only a target average, and job specifics are not available nor given? <i>The performance bond requirement for this Contract shall be omitted.</i> 3. What if one of the docks is not able to be dragged due to area and drag rig size? i.e. Rail Ferry dock and dock face of Middle Bay Port canal. <i>The Rail Ferry, item 31. Main Docks-Rail Ferry shall be removed from the Proposal. Please write in “No Bid” for this item. The dredge template has been modified for Middle Bay Port. Please see the revised template with this addendum.</i> 4. What is the distance/tolerance off of structure/ship docks and head of slips to operate? At 100’ it says do not dredge. That means it could be as much as 220’ off the head of the slip in some instances to be able to turn and maneuver. <i>The 100-foot no-dredge buffer is the minimum standoff distance from structures and dock faces. We understand that, depending on the slip layout, turning and maneuvering your equipment may require operating farther away — in some cases up to roughly 220 feet from the head of the slip. This operational limitation is expected and will be taken into consideration when work is performed inside the slips.</i> 5. What if the head of a slip [is too] shallow to operate in to get the drag into that area to turn around and reach the dredge template? <i>If the head of a slip is too shallow to safely maneuver the drag into position or reach the dredge template, the Contractor should not force equipment into that area. In these cases, the shallow conditions will be documented and considered a limitation of the slip. The inability to reach the template due to insufficient water depth will be taken into account during evaluation of the work, and no unsafe or impractical operations will be required.</i>



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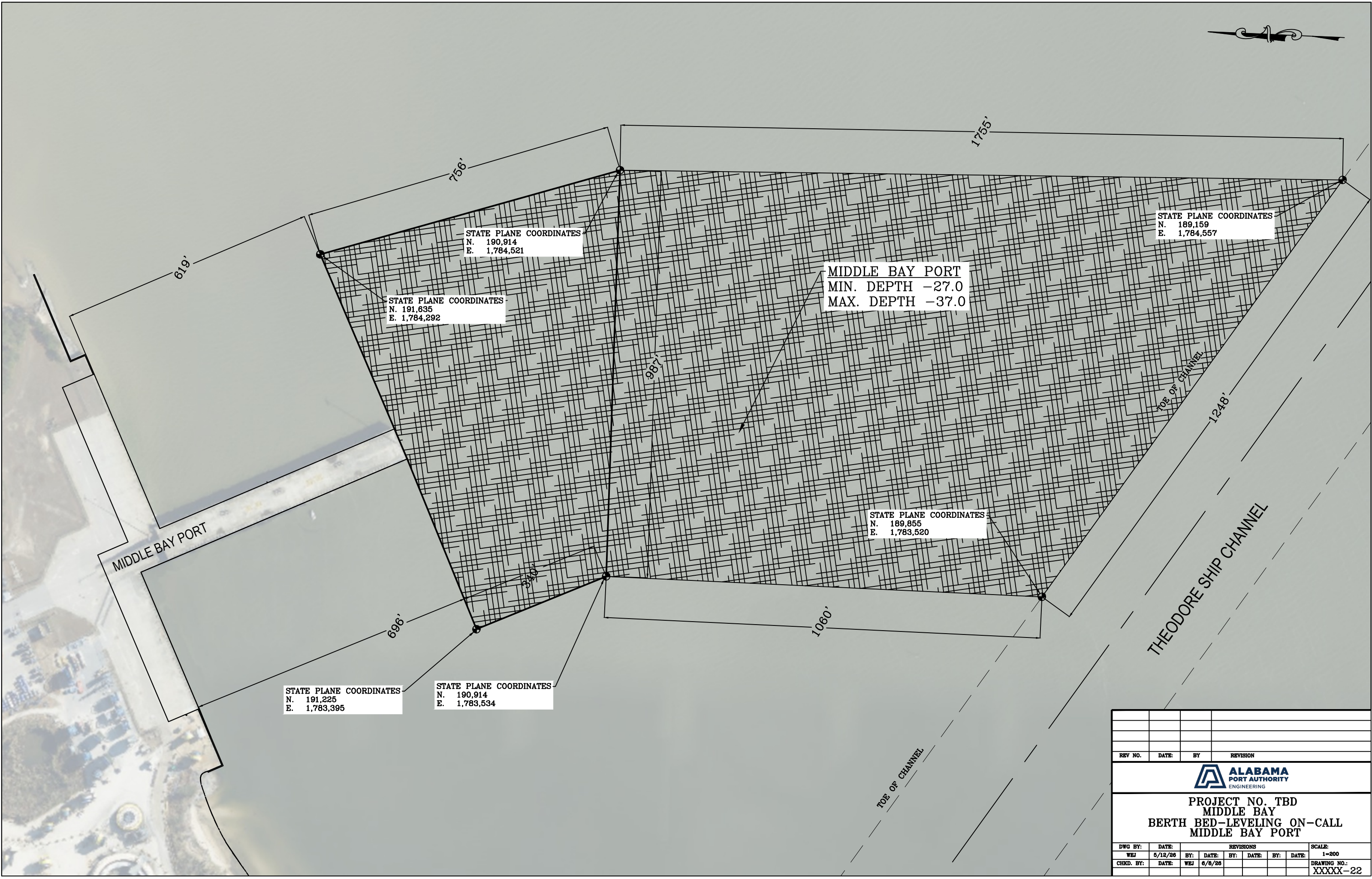
	<p>6. Who provides time frame per job if we don't have an exact amount of material to be moved and scope of project to find average? <i>The Contractor will establish the expected timeline for completing the work. The schedule is based on real-time conditions such as material type, existing depths, required maneuvering, vessel traffic, and any operational constraints within the slip or berth area. The Port will issue the task details, and the Contractor will provide the corresponding schedule based on those real-time conditions.</i></p> <p>7. Have all the dredge areas been previously dredged to the target depth? <i>Yes.</i></p> <p>8. When dragging inside of a slip or dock face will a ship be [in] the adjacent berth? I.e Dragging North A- would there be a ship at South B. <i>Yes, it is common for ships to berth on either side of the slips during dredge operations.</i></p> <p>9. [Will there be a] prebid meeting? <i>No.</i></p>
3.	<p><u>Attachments</u></p> <ul style="list-style-type: none"> ▪ Drawing No. XXXXX-22, Middle Bay Port (Revision date 6/8/26)

Please indicate your receipt of this addendum by adding the addendum number in the appropriate place in your Requisition & Proposal or Specification Book.


 Wesley Jackson, E.I.
 Project Manager

6/8/2026

 Date



STATE PLANE COORDINATES
 N. 190,914
 E. 1,784,521

STATE PLANE COORDINATES
 N. 189,159
 E. 1,784,557

STATE PLANE COORDINATES
 N. 191,835
 E. 1,784,292

MIDDLE BAY PORT
 MIN. DEPTH -27.0
 MAX. DEPTH -37.0

STATE PLANE COORDINATES
 N. 189,855
 E. 1,783,520

STATE PLANE COORDINATES
 N. 191,225
 E. 1,783,395

STATE PLANE COORDINATES
 N. 190,914
 E. 1,783,534

REV NO.	DATE	BY	REVISION



PROJECT NO. TBD
 MIDDLE BAY
 BERTH BED-LEVELING ON-CALL
 MIDDLE BAY PORT

DWG BY:	DATE:	REVISIONS	SCALE:
WEJ	5/12/26	BY: DATE: BY: DATE: BY: DATE:	1=200
CHKD. BY:	DATE:	WEJ 6/8/26	DRAWING NO.: XXXXX-22