



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

Project Name RFP_ASPA-TS-2024-01
Choctaw Point – Marine Terminal Development

Project No. 11411 **Task No.** 01 **Addendum No.** 1

To: Prospective Bidders

Date: 5/28/2024

The following items are clarifications to questions received. These items are hereby included in the bid documents by this addendum.

Item	Description
1.	Question: Will consultants be able to request the date and time for our interview for the week of 6/17 to accommodate travel? If so, when can we submit our request? <i>Answer: We intend to schedule the presentations for June 20 from 8am - noon. Each firm will be allocated one hour total.</i>
2.	Question: At the connection of the south end of the new pier to the north end of McDuffie Dock 3, will a security perimeter be required between the 2 structures? If so, is the intent to have a security fence with a gate that would allow personnel and passenger vehicle access between the 2 structures? <i>Answer: Yes, a security fence will be required with vehicle/personnel access.</i>
3.	Question: Will crane interface drawings and loads be provided by the Port? <i>Answer: The consultant will coordinate with ASPA and APMT to acquire this information.</i>
4.	Question: Will a Construction Cost limit be established between the Owner and Engineer for this Agreement as described in Article 5 of the Standard Form of Agreement? <i>Answer: No.</i>
5.	Question: What will be the scope of the consultant regarding terminal security. Will the terminal operator's security team provide information on the locations of the required security equipment and the consultant only be responsible for providing underground infrastructure to accommodate the required equipment? Please clarify. <i>Answer: The consultant will provide UG infrastructure (conduit) to accommodate the operator supplied equipment.</i>
6.	Question: How many STS cranes should be considered in the electrical design for the new dock? <i>Answer: The design scope will be finalized during the preliminary design phase, however assume a total of six (6) STS cranes in operation in the terminal for the purposes of this RFP submittal.</i>
7.	Question: How many eRTG cranes should be considered for the electrical design of the new yard area? <i>Answer: The number of potential eRTG cranes will be determined by the final yard layout within the project boundary.</i>
8.	Question: Will the yard layout(s) for the 30% submittal be provided by the Port or will the consultant be responsible for providing proposed layouts and traffic flow studies based on both reach stacker and eRTG operations?



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	<p><i>Answer: The yard layouts for the 30% submittal will be provided by the consultant in coordination with ASPA and APMT.</i></p>
9.	<p>Question: Is the design for any automated or remotely operated stacking cranes in the container yard included in the scope of work?</p> <p><i>Answer: No</i></p>
10.	<p>Question: Is the design of electrical infrastructure for charging of equipment, POV's and terminal tractors included in the scope of work?</p> <p><i>Answer: No</i></p>
11.	<p>Question: During the pre-submittal site visit, it was stated by ASPA representatives that the relocation of the McDuffie IT/Security infrastructure currently located on the second floor of one of the existing buildings will be performed by others. Please confirm.</p> <p><i>Answer: Yes, relocation of the infrastructure will be performed by others; building demolition is included in the project scope.</i></p>
12.	<p>Question: During the pre-submittal site visit, it was stated by ASPA representatives that the removal of the existing ship-to-shore gantry cranes on coal dock 3 is no longer in the scope of the project. Please confirm.</p> <p><i>Answer: Removal of the existing ship unloader cranes on dock 3 are not currently anticipated to be included in the scope, however this is subject to change. For the purposes of this RFP submittal, assume demolition of the two existing STS unloader cranes are not included.</i></p>
13.	<p>Question: During the pre-submittal site visit, it was stated by ASPA representatives that the limits of demolition of Conveyors A & B is only required within the footprint of the expansion as shown in the RFP. This will leave both conveyors inoperable and any required modifications to make them operable will be by others. Please confirm.</p> <p><i>Answer: The limits of demolition for Conveyors A and B are anticipated to be limited to the expansion boundary as shown in the RFP document, however, this is subject to change. For the purposes of this RFP submittal, assume demolition of Conveyors A and B will be limited to the boundary shown in the RFP document.</i></p>
14.	<p>Question: During the pre-submittal site visit, it was stated by ASPA representatives that the bi-wing stacker, and both reclaim hoppers are to remain and will be relocated by McDuffie to the area south of the project limits. Please confirm.</p> <p><i>Answer: The current plan is for the bi-wing stacker and reclaim hoppers to remain and be relocated outside of the project boundary by others, however this is subject to change. For the purposes of this RFP submittal, assume the bi-wing stacker and reclaim hoppers will remain onsite and be relocated by others out of the project limits.</i></p>
15.	<p>Question: During the pre-submittal site visit, it was stated by ASPA representatives that the relocation of the existing electric center for McDuffie Yard 4 is in the scope of the project and that the new location will likely be adjacent to the new McDuffie Warehouse south of the project limits. Based on the decision by ASPA to not totally remove the Yard 4 conveyors and equipment, and on the inability to startup and test the relocated electrical equipment, could the existing electric center demolition be included in the scope of this project, but the replacement be excluded from this scope of work and included in the scope of work for the modifications to the conveyors?</p> <p><i>Answer: The final location of the relocated Yard 4 electrical building isn't known at this time. For the purposes of this RFP submittal, assume the existing yard 4 electrical building will be removed at its</i></p>



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	<p><i>current location, a new building constructed in a TBD location and all existing electrical equipment will be relocated to the new building.</i></p>
16.	<p>Question: Will design deliverables be reviewed and approved by APMT along with ASPA?</p> <p><i>Answer: Plans will be distributed to APMT for review and comment, however approvals will be by ASPA.</i></p>
17.	<p>Question: Since the fee proposals will not be opened until after the completion of the interviews, would the Port consider making the fee proposals due at the interview.</p> <p><i>Answer: The fee proposals must be submitted as stipulated in the RFP document.</i></p>
18.	<p>Question: Please provide an anticipated schedule for dredge activities associated with the deepening of Upper Bay Channel.</p> <p><i>Answer: ASPA lower harbor berths are anticipated to be dredged to 50' in the Q1 or Q2 of 2025.</i></p>
19.	<p>Question: During the site visit, it was noted that APMT has placed orders for two STS cranes. Could you please furnish additional information regarding the specifications of the cranes, anticipated delivery date, and the intended location for their installation? Does the new crane order include the technical requirements associated with traveling between the existing terminal and the proposed terminal expansion?</p> <p><i>Answer: Specifications and delivery dates for the new STS cranes are not known at this time. The new cranes are planned to be installed on the north end of the existing terminal wharf and the two smaller existing cranes moved to the new wharf. APMT will be responsible to ensure all terminal STS cranes have articulating bogies capable of traversing the curved section of crane runway.</i></p>
20.	<p>Question: Please provide clarification of the consultant's required involvement with the terminal planning process, and that of APMT. Is it correct to assume that APMT, through their consultant, will provide a design basis for terminal layouts and configurations? Please confirm that we, the consultant for the project management, design, and construction management, would provide services to ASPA for the review of APMT terminal planning efforts, determine overall feasibility, operational impacts, costs to the development, and otherwise provide recommendations for planning decisions. Are there other port planning considerations and scenarios to be considered under this contract?</p> <p><i>Answer: APMT will provide a design basis for the terminal layout/configuration. The consultant will coordinate with ASPA and APMT to provide review, recommendations, and overall feasibility support for the expanded terminal operation.</i></p>
21.	<p>Question: To build an effective berth that can work with the existing facility it is important to understand the operational parameters and requirements. Are those operational parameters already discussed and agreed with the future tenant and available as input for the technical basis of design? If not, should this be part of the Scope of Work to be undertaken?</p> <p><i>Answer: The consultant will be responsible for coordinating with ASPA and APMT in the preliminary design phase to formulate the berth operational parameters and requirements.</i></p>
22.	<p>Question: A yard area of 30 acres (or less) will not operate as a stand-alone terminal. Are there operational layouts and operational requirements discussed and agreed with the future tenant and available as input for the technical basis of design? If not, should it be part of the scope of work to be undertaken to define the operational parameters and basis of design criteria for the yard.</p> <p><i>Answer: The consultant will be responsible for coordinating with ASPA and APMT in the preliminary design phase to formulate the yard operational layouts and requirements.</i></p>



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23.	<p>Question: Based on the RFP: "The design shall account for the expected current operations (reach stackers) and the future potential operations (gantry cranes) of the facility." Are the specifications of the future gantry cranes available?</p> <p><i>Answer: The specifications for the future RTG cranes (if determined) will be furnished by APMT to the consultant during the preliminary design phase.</i></p>
24.	<p>Question: As the facility will be built for current and future operations, in many terminals (provisions for) the electrification of the terminal equipment in the yard and (provisions for) shore power at the berth to plug in vessels are included. As provisions for electrification will increase the electric scope significantly, we would like to understand if this is a topic that is considered? If yes, is the basis of design available where the future operations are evaluated in order to understand the technical loads and demands. If not, should this be part of the Scope of Work to be undertaken?</p> <p><i>Answer: Consideration for future terminal electrification and/or shore power will be required to be considered in the design of the new dock and yard. The consultant will coordinate with ASPA and APMT in the preliminary design phase to gain an understanding of the full electrical scope for the expansion area, as well as the overall terminal to accommodate future EV's and shore power.</i></p>
25.	<p>Question: Table A, Anticipated Proposal Schedule, indicates that Requests for Information (RFI) deadline is May 27, which is Memorial Day. Please confirm whether the RFIs are due on 5/24 or 5/28 and if the Port is considering any revisions to the proposal schedule due to the Memorial Day holiday.</p> <p><i>Answer: Requests for Information were due as specified in the RFP document.</i></p>

Please indicate your receipt of this addendum by adding the addendum number in the appropriate place in your RFP Submittal document.

 Bill Claw 5/28/2024
Date