Alabama State Port Authority

Addendum to R&P or Specification Booklet

Project Name: Pier B South Replacement

Project: 11283 Task 02

ADDENDUM No. 1

To: Prospective Bidders **Date:** 8/13/2025

This Addendum contains the following information and becomes a part of the Bid Package.

Item	Description
1	Clarifications to drawings and specifications plus a general note
2	Responses to bid RFIs
3	Updated Schedule of Prices (Base Bid and Bid Additive)
4	Mandatory Pre-Bid meeting attendance sheet.

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

Project Manager:

8/13/2025

Matt Thomas, P.E. **Date**
Facilities Engineer

Addendum No. 01

General

Incorporate the following into the Contract Documents:

Drawings, Geographic Information Systems (GIS), and Geospatial Data
All Computer Aided Design (CAD) based final submittals shall include deliverables completed using ASPA GIS Standards for CAD and layer/block protocols including minimum CAD metadata. These may include site plans, derivative drawings, record drawings, survey drawings, as-builts, and other civil "plan view" drawings (perpendicular to the surface of the earth). These GIS compliant deliverables are not expected nor intended to replace planned deliverables (i.e. those that would normally be submitted as per standards of practice) but as supplementary deliverables.

All GIS and other geospatial data (e.g. captured through remote sensing, GNSS, etc.) delivered to the port shall comply with any schema and data specifications provided or prescribed by ASPA, as well as ASPA Geospatial Data Delivery Standards and ASPA Metadata Standards. See these standards at the following link: https://www.alports.com/alabama-state-port-authority-drawing-and-data-delivery-policy/

Reference Drawings

1. GA-01: Under title, change Task 01 to Task 02

2. GA-06, Section A, General: Add the following note 14

   14. Prior to demolition and production pile driving activities, the Contractor shall provide a pre- and post-demolition underwater debris sonar survey as a best practice to determine any underwater and/or buried debris. All identified pre-demolition debris that will interfere with the pile driving activities shall be removed based on the unit prices in the Schedule of Prices. All debris deposited during demolition shall be the responsibility of the Contractor and shall be removed at the Contractor's expense. The Contractor shall provide copies of both surveys and maintain records of the type and quantity of debris that is removed prior to legally disposing of such debris for the purposes of payment.

3. GA-07, Section N, Temporary Operations, Note 1: Remove "No work is to be performed during vessel operations" and replace with "Work at Pier B South may continue when coordinated during vessel operations on the opposite side of the slip at Pier A North. In no way shall work at Pier B South impede access for berthing/departing vessels to call on

Pier A North nor any operations associated with Pier A North. Work shall be limited to avoid any potential disruptions or damage to the operations at Pier A North."

4. MA-20, Detail 1: revise dowel note from #7 x 2'-8"…. to the following: ¾" x 2'-8" partially threaded rod with 8" threaded end @ 18" OC……."

Reference Specifications

1. Division 1, Invitation to Bid: revise bid date to Wednesday, September 10, 2025 (same times as listed in original).

2. Division 1, Instructions to Bidders: revise question deadline date to Wednesday, August 27, 2025.

3. Division 1, Schedule of Prices: See attached for revised Base Bid and Bid Additive Schedule of Prices.

4. 31 62 13, Prestressed Concrete Piles Section 3.02: Add sections H and I as follows –

H CAPWAP

Signal matching analysis by CAPWAP® software of the dynamic pile testing data must be performed on data obtained from the end of initial driving and the beginning of restrike of all test piles. CAPWAP analyses must be performed by an engineer who has achieved Advanced Level or better (or by an engineer licensed in the state of Alabama who has achieved Intermediate Level or better with at least 10 years experience) on the PDI / PDCA Dynamic Measurement and Analysis Proficiency Test for Providers of PDA Testing Services

Upon completion of test pile driving, allow the piles to set-up for at least 7 days. After evaluation of pile, hammer and soil performance by the Geotechnical Engineer of Record (retained by the Contractor), the second step of the dynamic pile analysis may proceed. This portion of the evaluation requires striking the set-up piles a minimum of 20-50 times, or as directed by the Geotechnical Engineer using the same hammer which was used for the test pile driving and which will be used for production pile driving. "Warm up" the hammer and make it optimally ready prior to restriking, to avoid capacity losses during evaluation of restrike data. Apply maximum hammer energy during restrike to fully mobilize the soil resistance. However, exercise care so as to not overstress the pile. In addition to those items listed above, selected restrike driving records (as directed by the Geotechnical Engineer are to be subjected to rigorous computer analysis by the Case

Pile Wave Analysis Program (CAPWAP) for determination of resistance distribution, soil resistance and properties, and plot of applied load vs. average pile displacement based on the calculated soil properties.

I. Dynamic Load Test Reporting

Upon satisfactory completion of each dynamic load test, submit copy of the Pile Performance Report. The submittal must be prepared and sealed by a Professional Engineer registered in Alabama.

The report for the Dynamic Pile Analysis must contain the following information:

a. Capacity of pile from Case Pile Wave Analysis Program (CAPWAP). Information resulting from analysis of a selected restrike blow.

b. Maximum and final transferred energy, hammer system efficiency during pile installation.

c. Maximum compressive stress, velocity, acceleration and displacement.

d. Maximum tensile stress in pile.

e. Pile structural integrity, damage detection, extent and location.

f. Blows per minute and blow number.

g. Input and reflection values of force and velocity, upward and downward traveling force wave with time.

h. Pile skin friction and toe resistance distribution.

i. Maximum energy transferred to pile.

The maximum allowable pile design load must be proposed by the Geotechnical Engineer based upon the results of a satisfactory pile load test conducted on a pile driven as specified herein and must include the effects of load transfer to the soil above the foundation stratum.

Use either a model 8G or PAX Pile Driving Analyzer as manufactured by Pile Dynamics, Inc., of Cleveland Ohio or approved equivalent, for dynamic testing of the pile hammer and for dynamic load testing of the test pile. All equipment necessary for the dynamic

monitoring such as sensors, cables or wireless transmitters, etc., must be furnished by the Contractor's Geotechnical Engineer. The equipment must conform to the requirements of ASTM D4945.

5. 35 59 13, Fender Systems Section 2.02C: Remove section in its entirety. There is no preapproval process during bidding for this project. All submittals shall meet the minimum requirements listed in the specifications and the drawings, no exceptions.

Response to RFIs

1. Would 12-inch-thick precast concrete panels with an 8-inch-thick topping slab be considered instead of the 20-inch CIP deck?

   Response: No

2. Are test pile intended to determine the actual lengths of production pile or are the test pile intended to only confirm capacities and the production pile lengths to stay as determined through the pile properties tables on Sheet SD-01?

   Response: Confirm capacities

3. Can a Pile Schedule be provided?

   Response: No, the information needed to bid is available on the pile property tables on sheet SD-01.

4. Can the bid date be extended by 4 weeks?

   Response: No, reference specification item number 1 above for new bid date.

5. When is the anticipated NTP date for this project?

   Response: Typically, 3 to 4 weeks after bid opening.

6. Are there any other contracts expected to be performed at the same time in the project limits?

   Response: No, the pier will be shut down for this project. However, Pier B warehouse and Pier A North operations will be ongoing for the duration of the project.

7. Do the Auger Cast Grout Pile testing responsibilities fall under the Geotechnical Engineer of Record or the selected contractor's Testing Agency?

   Response: Pile testing shall fall under the Geotechnical Engineer of Record retained by the Contractor. All other material testing and special inspections may fall under the contractor's selected testing agency.

8. Will the testing and monitoring of pile driving be handled by the Geotechnical Engineer of Record, or should this be included in the scope of work for the selected contractor's Testing Agency?

   Response: Pile testing shall fall under the Geotechnical Engineer of Record retained by the Contractor. All other material testing and special inspections may fall under the contractor's selected testing agency.

9. For economical casting of the pile and prevention of driving similar length piles incorrectly, can plan lengths be lengthened to the nearest whole foot?

   Response: Yes

10. Can we get a bid due date extension of 2 weeks?

    Response: Reference specification item number 1 above for new bid date.

11. Section SP-8 indicates to provide the resume + organizational chart for the project. Please clarify if this is a bid requirement or this will be required once awarded the project?

    Response: Required once awarded the project

12. Section SP-14 CPM Project Schedule indicates for the contractor to submit a project schedule using Microsoft Project. Please advise if Primavera 6 (P6) or equivalent is acceptable?

    Response: Yes, Primavera 6 (P6) or equivalent is acceptable

13. SP-16 states "The responsibility shall be upon the Contractor to provide and maintain at his own expense an adequate supply of water … / electrical current". Please advise if the contractor can tie into / install a meter on ASPA property.

Response: At this time, the Contractor shall not depend on the Port utilities and shall provide these services on their own.

14. Drawing GA-07, General Marine Notes, Section N: Please advise if any work (provided not conflicting with Port operations) can be conducted during the outages for the commercial cargo vessel operations.

    Response: Yes, reference drawing item number two (2) above.

15. Drawing GA-04, General Notes, Section G: The General Notes indicates for the contractor to "salvage and turn over to ASPA the following: crushed aggregate; plastic & concrete jersey barriers; undamaged bollards; steel plate(s); rubber square extrusion fenders (from river side); rail on grade." Please confirm that the crushed aggregate is in reference to the aggregate in between the existing wharf and the relieving platform. This item should not include the crushed aggregated yielded from the existing concrete wharf.

    Response: The salvage aggregate is only the exposed gravel on top of the existing sheet pile concrete cap between the existing relieving platform and pier and the exposed gravel between the west end of the existing relieving platform and existing asphalt pavement.

16. Drawing MA-02: Note #3 indicates that the "contractor may encounter underwater debris that may hinder pile driving operations. Contractor shall remove and dispose as required." Are there any reports detailing the quantity / type of submerged debris? Will clearing the obstruction be deemed as a change in condition due to an unforeseen sight condition?

    Response: There are no existing reports identifying potential submerged debris. It is the Contractor's responsibility and best practice to provide a pre- and post-demolition debris sonar survey to identify pre- and post-demolition debris prior to pile driving. All pre-demolition debris identified that interferes with pile driving activities shall be removed per the unit cost in the Schedule of Prices. All debris deposited during demolition is the responsibility of the Contractor and shall be removed at the Contractor's expense. Reference drawing item two (2) above and attached revised Schedule of Prices.

17. Drawing DS-03: Plan view 2; Demolition Deck Plan Area 5 indicates to remove and dispose of all floating debris under existing pier. Is side scan / hydrographic survey data available for review to verify submerged debris / obstructions?

Response: No, this is mostly floating logs and other natural debris from the river.

18. Drawing DS-05: Note #1 indicates that "AFTER DEMOLITION OF EXISTING PIER, LIMIT CONSTRUCTION SURCHARGE LOADS BEHIND EXISTING RETURN SHEET PILE WALL TO MAX 100 PSF. FINAL CONSTRUCTION WORK BEHIND WALL CAN NOT BE COMPLETE UNTIL AFTER NEW PIER IS INSTALLED AND WALL IS PERMANENTLY BRACED". Please advise if the installation of the pile cap beams is sufficient to satisfy the condition of final construction work behind the wall cannot complete until after the new pier is installed (the deck slab does not need to be installed prior to the start of the relieving platform).

    Response: This note is intended for the "return" wall that is parallel to Bent 1. This wall was originally designed as braced by the existing pier at the top of sheet pile wall. However, with the installation of the new bent 0.5 behind the wall, the surcharge load will be reduced on the wall itself. Regardless, the construction surcharge loads shall still be limited behind the existing wall until the new pier and deck is completed between bents 0.5 and 7A.

    As for the main wall parallel to the slip, it is designed as a cantilever wall with a functioning pile supported relieving platform behind it to eliminate surcharge loads on the wall itself. The existing relieving platform in its current condition has a live load capacity of 400 psf. Once the slab is removed, the existing timber piles are to remain and shall be protected during installation of new auger cast piles. Overfill and crane mats shall be used and designed to distribute the load to the existing piles that have a maximum allowable capacity of 25 tons (50 kips). At contractor's option, implementation of a top-down approach to use the new relieving platform as a work deck for the completion of the relieving platform pile and slab construction may be used.

19. Drawing MA-20: Detail #1 shows a #7 bar with 8" threaded ends to be drilled / epoxied into the existing slab. Usually the deformations on the rebar are sufficient to be utilized with Hilti RE500. Please advise if a typical #7 x 2'-8" dowel is acceptable.

    Response: No, the dowel should be smooth into the new concrete and threaded for the epoxy application into the existing slab. Reference drawing item number four (4) above.

20. Drawing MA-21: Detail #3 shows the removable concrete slab that sits on the existing pile cap and the new CIP concrete cap. On the existing pile cap side of the removable

slab, there is a L-bar that ties the slab to the wall. Please advise if the wall and the slab are supposed to be tied together.

Response: Yes, the new wall and new slab are intended to be tied together and act as one unit.

21. Existing Drawing B-4-22: The provided highlighted section indicates that Bent Line 101B piles are to be included within the SOW. Drawing DS-04AA indicates that the demolition limits terminate at Bent line 101A. Please clarify.

Response: The highlights on the existing drawings are not indicative of the actual SOW. Only the new drawings and specifications should be used for the limits of the SOW.

22. Specification Section 01 31 13 states, "At the contractor's expense, all field staff and subcontractors shall acquire a TWIC card and APSA port access." Please advise if APSA authorizes a TWIC escort policy where a TWIC card holder is able to escort personnel to the project. If so, please advise the quantity of personnel an escort can be responsible for.

Response: All contractors and their subcontractors doing work on the property must have Port credentials. After getting your Port credentials, no more than 5 of the prime contractor's personnel may apply for TWIC escort status in order to bring in third parties, e.g. in order to bring in a delivery truck driver. The escort may not escort more than 5 people at a time or one vehicle at a time.

23. On the 3" x 3" x ¼" embed angle, the drawings call for a ¾" diameter stud to be welded on 12" centers, from past experience this will cause an exceptional amount of distortion in the angle meaning each 20' angle (over 12,000 'LF) will have to be straightened before it heads to the galvanizer. My question is can a smaller diameter stud be used on the ¼" thick angle such as 3/8" x 6" or ½" x 6" or maybe a longer spacing between the studs to cut down on distortion?

Response: Yes, 1/2"diameter x 6" studs may be used. Spacing to remain 12".

End Clarifications and RFI Responses

Project Name Pier B South Replacement

Location Mobile, AL

Project # 11283 **Task #** 02 **August 2025**

BASE BID SCHEDULE OF PRICES- Addendum No. 01

Description	Est. Quantity	Unit	Unit Price	Value
1. Project bonds and insurance & port credentials	1	LS	$	$
2. Mobilization/demobilization	1	LS	$	$
3. Environmental protection measures	1	LS	$	$
4. Pre- & post-construction survey (above water)	1	LS	$	$
5. Testing and monitoring (Include cathodic protection ready testing)	1	LS	$	$
6. Construction MOT/barriers/fencing	1	LS	$	$
7. Demolition, removal, and disposal of existing pier, fender system, and ancillary items including incidental debris deposited underwater	1	LS	$	$
8. Pre- and Post-demolition underwater debris sonar survey (pier length by pier width+10 ft)	1	LS	$	$
9. Underwater existing debris removal (allowance)	5	DAY	$	$
10. Underwater existing debris disposal (allowance)	350	CY	$	$
11. 24” sq. prestressed concrete piling (straight)	86048	LF	$	$
12. 24” sq. prestressed concrete piling (battered)	19596	LF	$	$
13. CIP concrete pile caps	2591	CY	$	$
14. CIP concrete beams	3953	CY	$	$
15. CIP concrete deck	7120	CY	$	$
16. CIP concrete bull rail	46	CY	$	$
17. Cone fenders	20	EA	$	$
18. UMHW fender strips	30	EA	$	$
19. Mooring bollards	23	EA	$	$
20. Utility vaults (power supply not included)	5	EA	$	$
21. Water vaults (water supply not included)	3	EA	$	$
22. Utilities to vaults (1 power/ 3 fire+water)	1	LS	$	$
23. Elevated rail	1460	LF	$	$
24. Removable slab (Include stem wall)	60	CY	$	$

25. Striping & stenciling for removable slab	1	LS	$	$
26. Demolition and removal of existing relieving platform slab	1	LS	$	$
27. Concrete cap on existing sheet pile wall	132	CY	$	$
28. Select fill for voids under relieving platform	2908	CY	$	$
29. 14" dia. augercast piles	90084	LF	$	$
30. CIP concrete slab	2622	CY	$	$
31. Existing warehouse concrete repairs (see S-03)	1	LS	$	$
32. Restroom building	560	SF	$	$
33. Utilities to restroom (plumbing and electrical)	1	LS	$	$
34. Flashing at existing MCC building & warehouse	48	LF	$	$
35. Traffic protection bollards	31	EA	$	$
36. Demolition of existing landside rail, asphalt and selective demolition of cap/sheet piles at Bent 1	1	LS	$	$
37. Excavation/fill behind existing sheet pile wall	264	CY	$	$
38. Approach slab	48	CY	$	$
39. Landside rail with tie-in to existing rail	230	LF	$	$
40. Asphalt pavement	800	SY	$	$
			Total Base Bid	**$**

ADD ALTERNATE SCHEDULE OF PRICES

1. Pre- & post-construction survey (below water)	1	LS	$	$
			Total Add Alternate	**$**

_____ Dollars
(In Words)

BID ADDITIVE SCHEDULE OF PRICES- Addendum No. 01

Description	Est. Quantity	Unit	Unit Price	Value
1. Additional project bonds and insurance	1	LS	$	$
2. Additional mobilization/demobilization	1	LS	$	$
3. Additional Environmental protection measures	1	LS	$	$
4. Pre- and post-construction survey (above water)	1	LS	$	$
5. Additional testing and monitoring (include cathodic protection ready testing)	1	LS	$	$
6. Additional construction MOT/barriers/fencing	1	LS	$	$
7. Demolition, removal, and disposal of existing pier, fender system, and ancillary items including incidental debris deposited underwater	1	LS	$	$
8. Pre- and Post-demolition underwater debris sonar survey (pier length by pier width+10 ft)	1	LS	$	$
9. Underwater existing debris removal (allowance)	3	DAY	$	$
10. Underwater existing debris disposal (allowance)	200	CY	$	$
11. 24” sq. prestressed concrete piling (straight)	30878	LF	$	$
12. 24” sq. prestressed concrete piling (battered)	4996	LF	$	$
13. CIP concrete pile caps	688	CY	$	$
14. CIP concrete beams	734	CY	$	$
15. CIP concrete deck	2361	CY	$	$
16. CIP concrete bull rail	18	CY	$	$
17. Cone fenders	10	EA	$	$
18. Mooring bollards	9	EA	$	$
19. Utility vaults (power supply not included)	1	EA	$	$
20. Water vaults (water supply not included)	1	EA	$	$
21. Utilities to vault (1 fire+water)	1	LS	$	$
22. Pier B North fender modifications	21	MB	$	$
			Total Bid Additive	**$**

ADD ALTERNATE SCHEDULE OF PRICES

1. Pre- and post-construction survey (below water)	1	LS	$	$
			Total Add Alternate	**$**

_____ Dollars
(In Words)

I, the undersigned bidder, hereby acknowledge receipt of the following addenda:

ADDENDUM NO._____

ADDENDUM NO._____

ADDENDUM NO._____

ADDENDUM NO._____

Contractor's Signature:

Contractor
Company_____

_____ _____ _____
Name **Title** **Date**

End Addendum No. 01

Alabama Port Authority
Pre-Bid Meeting Sign-In Sheet

Project Name Pier B South Replacement **PROJECT #** 11283 **Task #** 2

Date August 6, 2025 **Time** 10:00 AM **Location** Killian Room, ITC

Company Name	Attendee Name Printed	Telephone #	Email	Prime/Sub/Vendor
RTF Project Services	Patrick Hicks	251-656-9846	phicks@rtfps.com	Sub
Rob't J Baggett Inc	Joey Dicks	251-463-7458	joey@rjbaggett.com	Prime
Mott MacDonald	Adrian Lang	251-300-4208	adrian.lang@mottmac.com	PM
SCOTT BRIDGE CO.	ETHAN LOWREY	(334) 464-5040	ETHAN.LOWREY@SCOTTBRIDGE.COM	PRIME
WEEKS MARINE	William BROADUS	251 802 8510	wpbroadus@weeksmarine.com	PRIME
TIC	Ryan Hruda	(912) 429-5116	ryan.hruda@ticus.com	Prime
IDS Concrete Cutting	Russ Lang	251-304-7485	russ@idscuts.com	Sub
VIRGINIA WRECKING CO.	KYLE MADDOX	251-626-3907	OFFICE@VIRGINIAWRECKING.COM	SUB

Alabama Port Authority

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Date August 6, 2025 **Time** 10:00 AM **Location** Killian Room, ITC

Company Name	Attendee Name Printed	Telephone #	Email	Prime/Sub/Vendor
Sealevel Construction	Parker Naquin	985-859-5244	pnaquin@sealevelinc.com	sub
RJ Baggett, Inc	Bryant Baggett	251-404-8330	bryant@rjbaggett.com	Prime
Morris Shea	Jesse James	850-696-8135	jesse.james@morrisshea.com	SUB
JORDAN PILE DRIVING INC.	CURTIS R. JOHNSON	251-433-6969	Cjohnson@jordangroup.com	SUB
WEEKS	DAVID SKELTON	9253836025	DAVE.SKELTON@WEEKSMARINE.COM	PRIME
AM-TECH	TOM BOYNTON	713.275.1961	TBOYNTON@AMERICANMTECH.COM	SUB
McInnis Construction	Abe Bailey	334-531-4074	abe.bailey@mcinnisconstructs.com	Sub
McInnis Construction	Dylan Gulledge	334-432-2376	dylan.gulledge@mcinnisconstructs.com	Sub
Gulf Coast Prestress	Heath Stevens	601-347-2931	hstevens@gcprestress.com	Vendor

Alabama Port Authority

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Date August 6, 2025 **Time** 10:00 AM **Location** Killian Room, ITC

Company Name	Attendee Name Printed	Telephone #	Email	Prime/Sub/Vendor
WJ Barnes	Jeffery Moreci	504-835-1756 ~~251-250-2758~~	estimating@wjbe.com	Sub
TRAC-WORK INC	JAMES PYBUS	251-490-7312	jpybus@trac-work.com	Sub
Massman Construction ~~Steve Hayes~~ Co.	St. Steve Hayes	225.892.2025	shayes@massman.net	Prime
Kingdom construction Group.	Spencer Ruggs	251-554-7780	spencerruggs@hotmail.com	sub / DBE
MORRIS - SHEA	TYSON DEKLAVS	832-205-7292	TYSON.DEKLAVS@MORRISSHEA.COM	SUB
WEBBER, LLC	FRANK MAINES	404-662-7512	FMAINES@WWEBBER.COM	PRIME
Geotechnical Eng-Test	Curt Doyle	251-666-7197	cdoyle@gcoengr.com	ENG

Alabama Port Authority

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Date August 6, 2025 **Time** 10:00 AM **Location** Killian Room, ITC

Company Name	Attendee Name Printed	Telephone #	Email	Prime/Sub/Vendor
RUSSELL MARINE	SEAN VANDERWINCH	813-215-1842	sean.m.vandedwinch@russellmanneellc.com	PRIME
Russell Marine	Benjamin Hurst	854-253-7723	benjamin.hurst@russellmarinellc.com	Prime
WEBBER LLC	ADRIAN PEREZ	469-475-1660	aperezjimeno@wwebber.com	PRIME
P+H Construction ~~Dale Hensley~~	Dale Hensley	251-518-9082	DHensley@PHconst.com	Sub
~~Chris Hensley~~				
P+H Construction	Chris Hensley	251-433-6716	chensley@phconst.com	Sub
Jordan Pile Driving Inc.	Charles Ernest III	251-259-7454	CErnest@jordangroup.com	Sub
Jordan Pile Driving	Will Jordan	251-753-1593		Sub
Specialty Diving	Paul Bartow	985 6341230	pbartow@sdive.com	Sub

Alabama Port Authority

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Company Name	Attendee Name Printed	Telephone #	Email	Prime/Sub/Vendor
G.A. West	Kristian Roe	2514215438	kristian.roe@gawest.com	Prime
G.A. West	Grayson Roe			
G.A. West	David Rhames	251-533-8261	david.rhames@gawest.com	Prime
GA WEST	BRYAN MARCHIOLO	251-410-6259	bryan.marchiolo@gawest.com	PRIME
Orion	Kenneth Lawler	908-812-6708	klawler@orn.net	Prime
Bo-Mac Contractors	Collin Ross	504-578-0003	collin.ross@bo-mac.com	Prime
MANSON CONSTRUCTION	RYAN GIELOW	704-654-2671	RGIELOW@MANSONCC.COM	PRIME
Manson Construction Co.	Joe Gonzales	904-821-0211	Manson GECMC@Manson Construction.com	Prime
Daniel Pile and Shoring	Davis Daniel	251-463-2653	davis@danielpileandshoring.com	sub
Bo-Mac Contractors	Dustin Talley	409-299-1979	dustin.talley@bo-mac.com	Prime

Alabama Port Authority

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Date August 6, 2025 **Time** 10:00 AM **Location** Killian Room, ITC

Company Name	Attendee Name Printed	Telephone #	Email	Prime/Sub/Vendor
Southern Earth Sciences	Matt Coaker	251-331-4199	MCoaker@SoEarth.com	
Southern Earth Sciences	Justin Hatton	251-366-5707	jhatton@soearth.com	
Southern Earth Sciences	Kris Shantazio	251-379-1755	kshantazio@soearth.com	
AM-TECH	Dylan Alidor	251-643-4626	DAlidor@americanmtech.com	