



**Alabama State Port Authority  
Automotive RO/RO Terminal  
Civil / Site Improvements Package**

**Request for Qualifications  
RFQ #: ASPA-TS-2018-04**

**Addendum #2**

**Date: December 4, 2018**

Item	Description
1	<p>The following is a list of questions received prior to the deadline (November 30, 2018 at 4:00 PM (CST) and the responses to each question:</p> <ol style="list-style-type: none"><li data-bbox="277 548 1398 621">1. What documents are available (as-built drawings, subsurface investigation reports, environmental documents) that describe known conditions at the site?  <u>Response:</u> During the development of the Request for Proposals (RFP) documentation a review of all available as-built drawings for the site was conducted and several site investigations were undertaken. A significant number of as-built drawings were compiled as a result of that effort and all pertinent as-built drawings will be included with the RFP for informational purposes. The site investigations pertinent to the Civil / Site Improvements Package included a topographic survey of the project site, geotechnical surveys on the project site and an environmental investigation of the project site. These surveys and reports will also be included with the RFP for informational purposes.</li><li data-bbox="277 1052 932 1083">2. Will the ASPA provide the CLOMAR document?  <u>Response:</u> ASPA is currently undertaking a “No-Rise Certification Flood Study” to demonstrate that the Project will not have an impact on the surround Special Flood Hazard Area. As such, ASPA shall retain responsibility for all studies and permitting necessary for raising the grade of the facility as it relates to the National Flood Insurance Program.</li><li data-bbox="277 1362 1398 1436">3. What alternative access points has the Port considered for this project to minimize impact to Port operations?  <u>Response:</u> Based on current planning for the Project, over land access to the site will be via the Alabama State Port Authority’s (ASPA) main entrance. ASPA security is aware of the project and the high volume of traffic that is anticipated. Further coordination between the Design Build Contractor and ASPA security will be essential to develop an approach that will minimize impacts on Port operations while supporting the deliveries of materials required for the Project. Additionally, waterborne access to the site would conditionally be available via either the existing Bulk Material Handling Facility wharf or potentially Pier E. The existing wharf has limitations on loading that would need to be adhered to and coordination with the Wharf Rehabilitation Design Build Contractor would be critical. Pier E is an active cargo berth for ASPA so use of the facility would be subject to avoidance of conflicts with Port operations.</li></ol>