

Question & Answer #1



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NORTH LEAD RAIL IMPROVEMENTS PROJECT NO. 092938 | CONTRACT NO. 070164

1. BIDDER QUESTION

Sheet R11 shows standard 115RE and 136RE track on wood ties. In reviewing the specifications, I am of the impression that all of the new 115RE as well as the small amount of 136# rail connecting to the diamonds is to be supplied by the contractor. However, one of the notes I referenced above includes Sheet R11 when discussing Port Furnished Materials.

RESPONSE

All required materials shown on the Special Trackwork shop drawings referenced in Specification Section 00 31 00 will be furnished by the Port. The Contractor shall provide all other 115RE and 136RE rail not being furnished by the Port.

2. BIDDER QUESTION

Sheet R12 shows a typical turnout. At the pre-bid meeting, it was mentioned that a shop drawing had been provided. Is Sheet R12 the shop drawing they were referring to, or is there additional information someplace else that I have overlooked. If so, where?

RESPONSE

See Section 00 31 00 - Available Project Information for directions to all reference documents on the Port's ftp site.

3. BIDDER QUESTION

Some of the items on the turnout, including 115RE Rail, Pandrol Plates, Pandrol Clips, Screw Spikes have quantities of "a/r", which presumably means "as requested". Are all of these items required for turnout assembly supplied by the port? Are we to provide any materials for the turnout (other than ballast)? For example, do we need to provide some 115Re rail for running rails, or the standard Pandrol plates? Screw Spikes, e Clips?

RESPONSE

See Addendum No. 02. The legend on Sheet R12 has been revised.

4. BIDDER QUESTION

While the turnout drawing does show joints, I did not see any joint bars listed on the bill of materials. Are these supplied by the port or are we to provide them? Are any of the joints to be welded?

RESPONSE

See Addendum No. 02. Joint bars are added to the bill of materials on R12. Anticipated field welding locations noted on plan view sheets R1 and R6.

5. BIDDER QUESTION

Are all conduits below the tracks and asphalt to be concrete encased?

RESPONSE

See Addendum No. 02. Detail 5 on sheet E12 and Detail 1 on sheet E13 have been revised with clarifying language

6. BIDDER QUESTION

Are all subcontractors required to provide railroad insurance?

RESPONSE

See Addendum No. 02

7. BIDDER QUESTION

I noticed the following section in the specifications: SECTION 34 11 16 - FIELD WELDING
Does the specifications require any welded connections on this project? Possibly it is included as a reference procedure in case we need to make a welded connection to eliminate a "square joint" or short rail when making tie-ins etc?

RESPONSE

See Addendum No. 02. Anticipated field welding locations noted on plan view sheets R1 and R6.

8. BIDDER QUESTION

Drawing R7 shows a section of existing 90# track that is to be relayed with 115RE rail. I cannot find anything in the specifications regarding the relay. Specifically, do the existing ties need to be adzed?

RESPONSE

See Addendum No. 02

9. BIDDER QUESTION

While the specifications state that the rail is to be relaid with 115RE rail salvaged from the demolition, it does not mention tie plates. Are we to supply new Pandrol plates? Can we salvage the existing tie plates during the demo for use in the rail relay section? If so, they will probably be regular tie plates for use with spikes rather than Pandrol plates. Is that acceptable?

RESPONSE

See Addendum No. 02

10. BIDDER QUESTION

Contract specification section 00 73 16 section 1.03.D.3 states "Railroad protective liability issued in the name of the railroad and in the limits required by the railroad." Please provide the name of the Railroad and the limits that are required by the railroad.

RESPONSE

See Addendum No. 02

11. BIDDER QUESTION

Spec Section 33 40 00 – STORM DRAINAGE UTILITIES, Part 2.01 C. refers to ductile iron pipe to be used at points noted on the drawings. And although there don't appear to be any specific callouts for DI pipe in the drawings, Drawing SD8 (Sheet 98) gives the appearance of DI pipe to be used for Track Sub-drain Cleanouts. Can you please clarify whether sub-drain cleanouts are intended to be ductile iron pipe or PVC like the sub-drain itself?

RESPONSE

Cleanouts shall be PVC. No ductile iron is included in contract, however connection between existing ductile iron and new PVC is required with appropriate couplings, per sheet SD6 and Spec Section 33 40 00 Part 2.05.

12. BIDDER QUESTION

Drawing R5 (Sheet 60 of 134) calls out the End of Line and Grade for Track MY12 at Sta. 253+99.55, but this distance conflicts with scaled measurements to stationing on the previous sheet. Can you please clarify the desired station for the End of Line and Grade for Track MY12?

RESPONSE

Line and Grade distance for MY12 ending on sheet R5 is called out on Profile sheet RRP4 as 200'. The distance is not called out on previous sheet (R4).