

Question & Answer #2



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

1. BIDDER QUESTION

Section 34 11 23 – Special Trackwork, Part 1.05 discusses Port Furnished Materials. It states, in part “The Port will provide the materials identified on the drawings as Port Furnished materials. Quantity of the Port Furnished Material Items shall be as indicated on the drawings” Many of the rail drawings contain the following note: “All new turnouts, crossover and diamond crossings are Port Furnished.... See Sheets R11 thru R15 and Project Specifications for special trackwork materials provided by the Port” Sheets R12 thru R16 contain the following note: “See the project specifications for special trackwork materials provided by the Port” So, unless I have overlooked something, the plans are referring me to the specifications for details, while the specifications refer me to the plans.

RESPONSE

Sheets R12-R16 and Section 01 64 00 identify the material provided by the Port. See Addendum No. 03.

2. BIDDER QUESTION

How are the turnouts being shipped? By rail or by truck?

RESPONSE

See Addendum No. 03

3. BIDDER QUESTION

Are the turnouts to be pre-assembled and panelized at the plant?

RESPONSE

See Shipping Notes on Special Trackwork shop drawings reference in Specification Section 00 31 00. Entire turnout to be disassembled for shipment ~ No Panels.

4. BIDDER QUESTION

If the turnouts are not pre-assembled, are the materials palletized or will they be shipped loose in bulk quantities?

RESPONSE

See Addendum No. 03

5. BIDDER QUESTION

Will the materials be broken out into the materials required for each turnout, or for example will all of the Port Furnished plates be shipped as a group, requiring additional sorting and organizing to prepare the materials for a specific turnout or crossover?

RESPONSE

See Addendum No. 03

6. BIDDER QUESTION

The specifications state to provide PVC coated ridged steel conduit above grade and call for ridged steel conduit where exposed. The existing conduit above grade is ridged steel. What should be installed?

RESPONSE

See Addendum No. 03

7. BIDDER QUESTION

Spec section 26 05 00 3.07 deals with seismic and wind restraints. The Seismic restraints paragraph calls for engaging the services of a professional engineer to prepare seismic restraint design for electrical nonstructural components in Division 26. The wind restraints paragraph also calls for an engineer to prepare the wind restraint design for electrical equipment. What items fall under nonstructural electrical components in Division 26, and what electrical equipment needs a wind restraint design?

RESPONSE

Nonstructural electrical components include: Unistrut rack supports as shown on Details 4 and 6 on Sheet E13. Wind restraint design is required for the light poles and light fixtures. Please note that the contract drawings provide foundation designs for both the unistrut rack and the light poles stamped by an Engineer.

8. BIDDER QUESTION

Plan sheet C12 (49 of 143) detail 2 shows the light pole foundation. The detail shows the bottom of the pole 1' above the limits of the drilled shaft. We do not feel it is possible to suspend the pole in the concrete without damaging the structural integrity of the pole foundation. In past installations for the Port of Tacoma we have had the pole rest on a bed of pea gravel so the concrete can cure without any movement of the pole. Please review.

RESPONSE

The Contractor may choose to install the light pole per the detail or provide the required encasement and over-excavate 1' for placement of pea gravel. Maintain spiral reinforcement as shown in the detail.

9. BIDDER QUESTION

Drawing R12, No. 9 Turnout, standard bill of materials, does not list joint bars. Are the joint bars and requisite track bolts furnished by the Port?

RESPONSE

See Addendum No. 02

10. BIDDER QUESTION

Are the Port furnished turnouts and crossovers pre-plated, that is, are the plates already fastened to the ties?

RESPONSE

See Addendum No. 03

11. BIDDER QUESTION

Drawing R16, note 2 referencing the replacement of material for salvaged turnouts: can you identify which turnouts are pandrol plated and which are standard cut spike?

RESPONSE

All turnouts are pandrol plated.

12. BIDDER QUESTION

Will you consider moving the bid date back a week or more?

RESPONSE

See Addendum No. 03

13. BIDDER QUESTION

Our take off reflects considerably more track footage than stated in specification section 00 11 13. Can you confirm that 12,300 feet of track is only a portion of the track shown on the plans?

RESPONSE

See Addendum No. 03

14. BIDDER QUESTION

Is there any chance you can release the CAD files for this project? I'm having them digitized (take-off) and it is very useful to use the CAD rather than having to do it by hand.

RESPONSE

The Port will not be releasing the CAD files.

15. BIDDER QUESTION

Is the Port of Tacoma willing to accept NARSTCO Steel Ties as a cost saving, environmentally friendly option for your upcoming reconfiguration of the rail yard and construction of 2 long intermodal tracks including 12,300 feet of track, 9 crossovers and 25 turnouts? I have enclosed additional information on the NARSTCO Steel Ties and Turnouts for your review. NARSTCO is the leading manufacturer of steel railroad ties and turnout sets in North America. NARSTCO works with many of the Class 1 Railroads (i.e. UP, NS, etc.) and Short Lines supplying steel ties and turnouts for yards, spurs, and passing tracks. NARSTCO also works with many industrial locations (refineries, ports, terminals, etc.), and saves them a lot of monies, with lower installation costs and reduced maintenance levels compared to wood ties. NARSTCO Steel Ties are an environmentally friendly product AMERICAN made from recycled steel and have experienced over 50+ years life in track! Steel Ties eliminate the need for spikes, tie plates, anchors, toxic creosote, are fire resistant, and utilize up to 40% less ballast compared to wood ties.

RESPONSE

The Port will not accept the proposed substitution.