

Question & Answer #3



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

1. BIDDER QUESTION

Section 34 05 17 - 2.12 A: Does the equipment need to be able to deliver friction management lubricants to both the top of rail and gauge face of rail, or just the gauge face of rail? Note 1: Typically, different bars are required for top of rail and gauge face of rail application. Note 2: While gauge face lubricants only require a mild steel tank and pump, water-based top of rail friction modifiers require a stainless steel tank and bronze pump to prevent corrosion.

RESPONSE

[See Addendum No. 04](#)

2. BIDDER QUESTION

Section 34 05 17 - 2.12 C: Is it required that the applicators have a minimum of 48 ports? Is it required that two applicators are used per rail? Note 1: We have a 48 port bar, but it has been replaced by a 16 port bar. This new bar is less prone to clogging, as it has larger ports and an even distribution. We can still provide the 48 port bar if necessary. Note 2: Our new 16 port bar comes with our new Grease Guide technology. The result is that only one applicator per rail is required, not two. We can still quote two if necessary.

RESPONSE

[See Addendum No. 04](#)

3. BIDDER QUESTION

Section 34 05 17 - 2.12 D: Is it intended that the lubricator be powered only by DC solar panels, or by either DC solar panels and wired AC? Note 1: The DC solar panels provide roughly 21 VDC, not 120/240 VAC at 60 Hz. The 120/240 VAC at 60 Hz is for a wired installation only when AC power is available.

RESPONSE

[See Addendum No. 04](#)

4. BIDDER QUESTION

Section 34 05 17 - 2.12 G: Is it ok if the length of the track mat is 60 feet, not 70 feet? Note 1: The specification mentions 30 feet in each direction, which would be 60 feet in total.

RESPONSE

[See Addendum No. 04](#)

5. BIDDER QUESTION

Section 34 05 17 - 2.13 A: Is NLGI Grade 0 the correct value? Note 1: NLGI Grade 0 is Arctic Grade, and probably not suitable for Port of Tacoma. Usually for the Pacific NW we would recommend Winter Grade (NLGI 1) in the fall/winter and Summer Grade (NLGI 2) in the spring/summer.

RESPONSE

See Addendum No. 04

6. BIDDER QUESTION

Was it the Port's expectation that 100% of any soils needing to leave this site be paid by either Line Items #3 or #4?

RESPONSE

Yes. See Section 01 20 00, Price and Payment Procedures 1.06 C and D for description.

7. BIDDER QUESTION

What if the cumulative export to Sub-C or Sub-D exceeds re-usable native onsite soils? Then how will the Port reconcile the amount of structural import required to accommodate the delta from the SubC/D soil tonnages?

RESPONSE

See section 01 35 43.19, Export Soil Management for export requirements; See Section 31 00 00 Earthwork and Section 32 11 24 Recycled Base Course for re-use of onsite soils. Bidder will determine amount of recycling and import quantities as part of its bid.

8. BIDDER QUESTION

Since the Port is the "Waste Generator", should the Port's field testing deem a particular soil "clean, how will the Port be providing the contractor indemnity for any soils we're instructed to push around your contaminated property and/or haul offsite as "clean"...that X-years from is determined to be contaminated under new regulations?

RESPONSE

No. See Section 01 35 43.19, Export Material Management, 1.02H for Type D soils.

9. BIDDER QUESTION

Sheet E8 has duct bank going under the rails from existing vaults 2PV1 and 2CV2 to vaults 2CVB and 2PVA. It is our understanding that there is to be no boring on this job and we are to follow details 5/E12 and 1/E13. We have concluded that under these rails we need to excavate under the tracks and follow detail 1/E13 using a sleeve and sand bedding, however there is not outage scheduled for these rails and this work would require a lengthy outage. If this will not be permitted we see no allowance for boring on this project. Please advise.

RESPONSE

As stated on sheet G7, the phasing and sequencing plan is a suggested sequence with track outage locations and durations generally acceptable to the Port and Tacoma Rail for railroad construction. The Contractor shall coordinate all restrictions for other work as described in specification section 01 14 00. Directional boring is not prohibited by the contract. The means and methods selected by the Contractor shall be included in the Electrical Construction Sequencing plan and all requested track outages shall be submitted for approval by the Port and Tacoma Rail.

10. BIDDER QUESTION

Addendum No. 3, Specification Section 31 00 00, Earthwork, Part 1.04E, states: The Contractor shall assume all excavated material in the East End area that is to be exported, shall be handled as Type C Soil as defined in 01 35 43.19, Export Soil Management. Specification Section 00 41 00, Bid Form, Item No. 4, description states: Off-site disposal of Type D soil material. Was abovementioned statement from Specification Section 31 00 00, Earthwork, Part 1.04E intended to state Type D Soil rather than Type C Soil? Please confirm.

RESPONSE

See Addendum No. 04. All material to be exported from the East end requires further analysis and will be stockpiled on site for testing prior to export. Depending on the results of the characterization tests, the soil will be exported as Type B - regulated soil to LRI or Type D - non-regulated soil to a site determined by the Contractor.

11. BIDDER QUESTION

Drawing R16 has the following note regarding the turnouts salvaged for reinstallation. "All switch stands, spikes, plates and anchors shall be replaced with new material on salvaged turnouts. The contractor shall inventory all salvaged turnouts and replace all spikes, plates and anchors in kind." Our question is whether or not it is actually your intent to replace all of the plates on the salvaged turnouts. If it is your intent to replace the plates, does that also include the special plating for the turnouts, (switch plates, gauge plates and turnout plates) or only the standard Pandrol Tie plates? The existing plating is in excellent condition with little wear. Replacing the plating would involve a significant cost for each turnout, so we want to be certain that this is the Port's intention. Replacing the spikes, screw spikes, clips and anchors is standard practice, and we are not questioning replacing any of those items.

RESPONSE

Supply new materials as indicated on sheet R16.

12. BIDDER QUESTION

Who is the funding source for the North Rail Improvements, (092938)?

RESPONSE

The Port of Tacoma, City of Tacoma and Department of Commerce.