



QUESTIONS & RESPONSES #02

RFP or RFQ / TITLE 071403 | Blair Terminal Fender Systems Upgrade

CONTACT Heather Shadko, PROCUREMENT

EMAIL procurement@portoftacoma.com

PHONE NUMBER 253-428-8697

SUBMITTAL DUE DATE November 12, 2020 @ 2:00 PM (PST)

Q&A ISSUE DATE 11/4/2020 revised 11/6/20

PROPOSER QUESTIONS	PORT RESPONSES	Section
<p>Please confirm that the contractor is allowed to perform this project from the dock face without using any floating equipment at all. Section 31 62 19-1 1.02C "Equipment Restrictions" states: <i>Piles may be driven from either a floating pile driver or a land-based pile driver.</i></p>	<p>It is confirmed that pile driving may be completed from the dock face as stated in Section 31 62 19 - 1 1.02C, piles may be driven from either a floating pile driver or a land-based pile driver. Equipment loads shall not exceed the allowable facility loads posted in the reference documents. During a vessel service call, all contractor equipment and material shall be relocated to the Contractor laydown area shown in the drawings or as directed to avoid interference with vehicle offloading. See Section 01 14 00 - Work Restrictions 1.02 B.1.a.2)(b)</p> <p>"On non-working days used to service a vessel at the Blair Terminal, the Contractor shall relocate equipment as necessary to clear the terminal to accommodate vessel servicing."</p> <p>Additional laydown area, if required for dock based construction, could be made available to the Contractor along the Blair Terminal access road as directed by the engineer.</p>	31 62 19-1 1.02C
<p>Section 01 14 00-1 1.02B1.a.2 states: The contractor shall plan on eight (8) non-working days to be used by the Port at the discretion of the Engineer to service vessels at the Blair Terminal. Section 01 14 00-2 1.03A.1 states: Vessel activity at the Blair Terminal takes priority over the Contract so the Work must be rigorously coordinated through the Engineer to continue while accommodating vessels at berth. My question is – The first specification referenced above tells us to include 8 non-working days in our bid. Do these 8 non-working days cover both specification sections referenced?</p>	<p>Yes; the (8) non-working days covers both specification sections referenced. The intent of this language is to quantify how many service impacts should be allocated for from Notice to Proceed to February 14th 2021.</p>	01 14 00-1 1.02B1.a.2

<p>Please clarify if the Marine Mammal Monitoring requirements will be the contractors responsibility or will they be provided by the Port of Tacoma. Contradicting language is provided between the contract document and the permits. If it is to be the contractors responsibility, should the cost for these services be incidental to the pile driving? Or should there be a specific line item for this concept. No mention of the MMM is included in the measurement of payment specifications.</p>	<p>Marine Mammal Monitoring will be the contractor's responsibility. The Port is the permittee, and the contractor is performing the work under the Port's permit. The marine mammal monitoring requirements listed in the permits shall be the contractor's responsibility as stated in Section 01 14 00 – Work Restrictions 1.03 A.3. since the contractor is working on the Port's behalf under the Port's permit.</p> <p>The cost of these services shall be incidental to pile driving, see Addenda #1.</p>	
<p>The new timber piles installation is stated to be performed with an impact hammer, permits state prefer method is to use vibratory hammer. Please clarify if both methods area acceptable or confirm if the specification or permits requirements should prevail.</p>	<p>Both methods are acceptable. New timber piles may be impact driven or vibrated to tip elevation. See Addenda #1.</p> <p>Note: Per the Port of Tacoma Marine Mammal Monitoring Plan Appendix E Figure 8 - Site 6 (Blair Terminal), Vibratory Monitoring area is hatched red and impact temporary effect area is hatched in the enlarged view. Vibratory activities at the Blair Terminal shall require two monitors to cover the Vibratory Monitoring Area. Impact driving at the Blair Terminal (site 6) does not affect ESA-listed marine mammals.</p>	