

OREGON INTERNATIONAL PORT OF COOS BAY
COOS BAY RAIL LINE TUNNEL 2018 TIMBER BRIDGE REPAIRS PROJECT
ADDENDUM NO. 3

This addendum is issued to inform all potential responders to the Coos Bay Rail Line 2018 Timber Bridge Repairs Project Bid Documents to provide answer to questions received from potential bidders. This addendum has been provided to all known potential bidders and posted to the Oregon International Port of Coos Bay website.

This addendum is comprised of questions and answers listed below:

Addendum 3

All bidders must acknowledge receipt of this addendum in their bids. Failure to do so may result in a bid being declared nonresponsive. The bid due date remains unchanged.

CONTRACTOR REQUESTS FOR INFORMATION AND RESPONSES:

1. 00333.46 Tamping; Can the contractor use a vibrating squeeze type power tamper (Chase Tamper that matches spec without lifting jacks on board) with a separate hydraulic lifting jack assembly that lift both rails at once for making grade adjustments during the surfacing operation at the 50 foot approaches? Use of lifting jacks too close to the headwall may cause damage to the rail and tie connection with stringers and bent 1 cap, manual jacking next to a headwall is would be preferred. Most all of the existing approaches have bent rail coming on and off bridges and if you lift to much you will cause further damage to bridge structures.

RESPONSE: Bidders are instructed to develop their best estimate using the information available in the Invitation to Bid Documents. Contractor means and methods are the responsibility of the contractor, and can be confirmed during field verification.

2. Due to condition of some of the approach ballast ties and the resurfacing work at each approach, will the port provide new ties as identified by the project engineer?

RESPONSE: Tie replacement is not part of the pricing. If tie replacement is requested by the Project Manager or Project Coordinator, the contractor will be compensated for the additional work.

3. What is an acceptable procedure to document ballast rock stock piles for a group of bridge approaches due to each bridge access point, will the port accept truck tickets as a form of quantity provided?

RESPONSE: Truck tickets will be an acceptable method to verify quantity of ballast.

4. Will the port reconsider the Railroad Protective Liability insurance limits of 3 mil per occurrence and 6 mil aggregate, to a standard of 2 mil per occurrence and 6 mil aggregate?

RESPONSE: Please replace the Railroad Protective Liability Insurance Sections in the Invitation to Bid to the following:

Railroad Protective Liability insurance is required. Contractor shall purchase and maintain a separate policy of Railroad Protective Liability insurance, in the amount of Two Million Dollars (\$2,000,000.00) per Occurrence and Six Million Dollars (\$6,000,000.00) Aggregate. The policy shall be name Oregon International Port of Coos Bay; Coos Bay Railroad Operating Company, LLC, dba: Coos Bay Rail Link as Named Insureds on ISO Railroad Protective Liability form CG 00 35 12 07 or a substantially equivalent form. A complete and valid copy of the policy shall be provided to the Port prior to commencement of any work to be performed.

5. AREMA allows for different options to connect the stringers to the cap. Which is preferred?

RESPONSE: Bidders are instructed to develop their best estimate using the information available in the Invitation to Bid Documents. Contractor means and methods are the responsibility of the contractor, and can be confirmed during field verification.

6. AREMA shows using 4 pack bolts per span in the detail on page 7-A2-3. Is this the standard we follow for re-installing stringers?

RESPONSE: Bidders are instructed to develop their best estimate using the information available in the Invitation to Bid Documents. Contractor means and methods are the responsibility of the contractor, and can be confirmed during field verification.

7. Do new materials need to be used on the head walls & wing walls? If so, what sizes?

RESPONSE: Section 00575.54 of the Special Provisions requires the Contractor to prepare and submit a work plan for each location requiring head wall replacement and wingwall installation. Subparagraph (b) of Section 00575.54 indicates new materials will be used to construct Headwalls and Wingwalls, subject to the requirements in 00575.10.

8. Is grade 5 zinc plated all thread acceptable for the connection of the stringers?

RESPONSE: All hardware and installation must conform to AREMA standards.

9. To reframe bents on land can the posts be cut off a point underground and then capped for the new posts to bear on?

RESPONSE: Section 00575.50 of the Special Provisions requires the Contractor to prepare and submit a work plan for each location requiring reframing of bents. The Project Manager will review and confirm submitted work plans, if acceptable and appropriate to the location identified.

10. To reframe bents on water can the posts be cut at the low water mark and then be capped for the new posts or would they be required to be cut off below the water level?

RESPONSE: Section 00575.50 of the Special Provisions requires the Contractor to prepare and submit a work plan for each location requiring reframing of bents. The

Project Manager will review and confirm submitted work plans, if acceptable and appropriate to the location identified.

11. In the bridge inventory information there is a bridge located at 756.55 but there is no corresponding bridge in the bid items. Are there repairs to be made to this bridge??

RESPONSE: No, only items identified in the Invitation to Bid are part of this scope or work.

12. Are there limits to the extent of the ballast rock from the headwall?

RESPONSE: Bidders are instructed to develop their best estimate using the information available in the Invitation to Bid Documents. Ballast placement details will be determined during field verification.

13. Is the port supplying tie plates and spikes? There are no specifications listed for these items?

RESPONSE: Replacement Tie Plates are to be supplied by the contractor. No. 1 relay tie plates are acceptable for this project. Spikes are to be supplied by the contractor and are incidental to the work.

14. What are the dimensions for the top ballast retainer??

RESPONSE: Section 00575.52 of the Special Provisions requires the Contractor to prepare and submit a work plan for each location requiring ballast retainer replacement. It is expected that the Contractor will determine the retainer determination during field verification and prior to submittal of the required work plan.

15. What are the dimensions of the walkway supports?

RESPONSE: Contractor will be paid for the work identified in the bid schedule, for the unit prices bid. Where possible, existing guardrails, tie spacers, and walkway supports shall be retained and re-used. Contractor shall field verify condition of existing structure and coordinate any changed work with the Project Manager or Project Coordinator.

16. What are the dimensions of the sills?

RESPONSE: Contractor will be paid for the work identified in the bid schedule, for the unit prices bid. Where possible, existing guardrails, tie spacers, and walkway supports shall be retained and re-used. Contractor shall field verify condition of existing structure and coordinate any changed work with the Project Manager or Project Coordinator.

17. What are the dimensions of the bent posts??

RESPONSE: Bidders are to assume Bent Posts are 14" diameter piles. Member sizes and lengths are to be field verified by contractor.

18. Can multiple shifts be employed from Friday morning to Sunday afternoon?

RESPONSE: Yes