

**ADDENDUM NO. 2**

May 18, 2022

**RE: Component 2: Reconstruction of Dock Face Phase 3 REBID at Facility One**

**FROM:** Tina Perkins, Construction Administrator  
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**TO:** Plan Holders

This Addendum forms a part of the Contract Documents and modifies the original Procurement Documents, as noted below. **Acknowledge receipt of this Addendum in the space provided on the Form Proposal.** Failure to do so may subject Bidder to disqualification.

**BID DOCUMENT CLARIFICATION**

1. The Bid Opening remains scheduled for Wednesday, May 25, 2022, at 1:00 pm., via conference call. (SEE BELOW)

TIME AND PLACE FOR RECEIPT OF PROPOSALS

- Sealed bids will be received at the Port Authority's administrative office, 1st floor reception area at One Maritime Plaza, Toledo, OH 43604 until Wednesday, May 25, 2022, at 1:00 pm. Bids will be read aloud via conference call and the standard public bid opening procedures will be followed.

CONFERENCE CALL LINE

- The conference call line number for those that wish to hear the bids be publicly opened and read aloud is:

Conference Call No.: (866) 252-0050

Participant Code No.: 5156208#

2. Rail Layout Plan Drawing - Sheet C5 – SEE ATTACHED

## PREBID QUESTIONS AND ANSWERS:

1. **Question:** Can the 12" storm pipe be open cut if the tracks are removed? If so, does it need to be in steel casing or is CDF okay?

**Answer:** This is acceptable.

2. **Question:** Can the engineer provide reinforcing details for the Alt 6 option?

**Answer:** Slab depth is 12" with #6@12" transverse bars and #4@18" longitudinal bars.

3. **Question:** How do you expect the contractor to terminate the 12" RCP under the tracks at the phase line if the alternate is not accepted?

**Answer:** Provide a pipe cap or alternately plug the end with concrete.

4. **Question:** The cross overs are shown as concrete, in the previous RFQ they were asphalt. What are required in these areas?

**Answer:** The cross overs are to be asphalt. See attached rail layout plan drawing - sheet C5.

5. **Question:** Please provide all joint details and/or drawings needed for the non-reinforced concrete per ITEM 452?

**Answer:** Provide tooled or sawcut joints at 10' o/c.

6. **Question:** Drawing MT-101-2000, under the BOM at the top of the page, 10.75 and 12.75 pipe calls out for ERW, DRL, PEB, API 5L PSL2. With the notation of PSL2 it needs to be a Seamless pipe, if denoted a PSL1 it can be ERW. This needs to be clarified, it either needs to be PSL1 which is ERW or PSL2 which is seamless. Please advise!

**Answer:** Grade B, ERW, Carbon steel pipe, is available as API 5L PSL2 standard, per our BOM call out. ERW can also be designated as HFW (High Frequency Welding). We do not want Seamless pipe. We do want the PSL2 standard.

7. **Question:** For the Reconstruction of Dock Face Ph. 3 Project the Heavy Pavement Section on Sheet C3 calls for 4" of 301 Asphalt Concrete Base, proposal line items are set up as 302 Asphalt Concrete Base. Should this item be 301 or 302?

**Answer:** 302 Asphalt Concrete Base.

8. **Question:** Also just verifying, all material needs to be domestic?

**Answer:** See Addendum No. 1, question 5.

9. **Question:** For south Dock Spur, is the existing diamond on track 2 being removed & turnout on track 1 being removed, will track that is to be replaced be new, rail ties & OTM or reinstalling the existing track?

**Answer:** The diamond and turnout are to be removed. The track, ties, OTM are to be new.

10. **Question:** For South Dock Connector track, is the turnout to remain in place with existing track shifted to match existing near ~ Station 1+70 or is this turnout to be removed and replaced with new track to tie into existing on near ~ Station 1+70?

**Answer:** The turnout is to be replaced with a new No. 8 turnout and tied into existing track near Station 1+70.

11. **Question:** For Middle Dock Connector track, is the turnout to remain in place with existing track shifted to match existing near ~ Station 1+70 or is this turnout to be removed and replaced with new track to tie into existing on near ~ Station 1+70?

**Answer:** The turnout is to be replaced with a new No. 8 turnout and tied into existing track near Station 1+70.

12. **Question:** On Sheet C4 there is an unnamed stub track that shows a turnout and 228' of track to be removed and the North Dock connection shows a turnout and approximately 200' being adjusted. Sheet C5 shows a new turnout and new track in approximately the same location as the track being adjusted. Will the north Dock connector turnout and track shown to be adjusted be track that is removed and replaced?

**Answer:** The unnamed track is to be removed. The existing No. 8 turnout is to be adjusted. All areas where existing pavement is disturbed is to be replaced once work is complete.

13. **Question:** Will IQ rail be acceptable on this project?

**Answer:** IQ Rail is acceptable.

14. **Question:** Is track on plans shown “to be adjusted” going to require steel tie track replacing existing?

**Answer:** No.

15. **Question:** Will both SMSG & RBM frogs be accepted?

**Answer:** Bid RBM frogs. SMSG frogs can be bid as a voluntary alternate.

16. **Question:** The specs requested that contractors hold their price for up to 180 calendar days. In efforts to have material vendors hold their rates as long as possible can the Owner provide the date it anticipates to award the project/issue NTP?

**Answer:** We anticipate awarding this project shortly after review and approval by TLCPA Board of Directors and all grant agencies. To ensure a timely review by grant agencies, all necessary and required supporting documents should be provided in proposals. Failure to do so may result in delays during the review process

17. **Question:** Will removed rail & OTM become the property of the contractor or is it to be stockpiled on site.

**Answer:** Removed rail and OTM will will be stockpiled on site.

18. **Question:** Will asphalt be accepted as an alternate for the entire dock surface vs. concrete?

**Answer:** You may propose this as a voluntary alternate but the base bid and alternate should be bid as directed.

19. **Question:** Will track welds require testing?

**Answer:**

**RAIL WELDING**

1. INSTALLATION OF CONTINUOUS WELDED RAIL WILL BE GOVERNED BY THE FOLLOWING DOCUMENTS/ SECTIONS, AND AS SUPPLEMENTED AND MODIFIED HEREIN:
  - a. THE OHIO CENTRAL RAILROAD ENGINEERING INSTRUCTIONS TITLE: CONTINUOUS WELDED RAIL
  - b. CSXT MW1 802-02 WELDER'S MANUAL, LATEST REVISION
  - c. REFERENCE 49 CFR 213.121 (F)
  - d. AREMA CHAPTER 4 SECTIONS 3.10 & 3.11
2. FLASH-BUTT WELDING SHALL BE USED WHEREVER POSSIBLE.
3. RECORD OF WELDS: CONTRACTOR SHALL PROVIDE A COMPLETE RECORD OF EACH FIELD WELD DAILY TO THE OWNER OR OWNER'S REPRESENTATIVE. EACH WELD SHALL BE NUMBERED CONSECUTIVELY AND THE NUMBER PAINTED ON THE RAIL.
4. TESTING AND INSPECTION: TEST EACH FIELD WELD FOR ACCEPTABILITY. CONTRACTOR SHALL PROVIDE AN INDEPENDENT TESTING LABORATORY, AT NO EXPENSE TO THE OWNER.
  - a. TEST EACH WELD USING THE ULTRASONIC METHOD. TEST METHOD AND EQUIPMENT SHALL BE APPROVED BY THE OWNER PRIOR TO TESTING.
  - b. WELD QUALITY: EACH COMPLETED WELD SHALL HAVE FULL PENETRATION AND COMPLETE FUSION, AND SHALL BE ENTIRELY FREE OF CRACKS.
5. DEFECTS:
  - a. ANY CRACKS THAT SHOW IN THE FINISHED WELD SHALL BE CAUSE FOR REJECTION.
  - b. ANY PIT HOLES THAT SHOW IN THE WELD AFTER FINISH GRINDING SHALL BE CAUSE FOR REJECTION OF THE WELD.
  - c. GAS WELDING REPAIR PROCEDURES, DETAILING, PREHEATING AND POST HEATING SHALL BE SUBMITTED FOR APPROVAL PRIOR TO PERFORMING ANY REPAIRS.
6. CUT OUT WELDED JOINTS NOT MEETING SPECIFICATIONS, REPLACE FAILED JOINT WITH A RAIL PLUG OF 14 FOOT MINIMUM LENGTH, WELD IN PLACE, AND TEST NEW WELDS AT NO ADDITIONAL COST TO THE OWNER.
7. FIELD WELDS IN OPPOSITE RAILS SHALL NOT BE MADE BETWEEN THE SAME TWO TIES.
8. THE THERMITE WELDING EQUIPMENT AND SUPPLIES MUST BE KEPT DRY AT ALL TIMES. THE MOLDS, PORTIONS, ETC. MUST BE KEPT IN THE CONTAINERS UNTIL READY TO USE.
9. FINISHING:
  - a. IMMEDIATELY AFTER WELDING, REMOVE EXCESS WELD MATERIAL USING A MECHANICAL SHEAR OR CHISEL AND A GRINDER. USE OF A CUTTING TORCH WILL NOT BE PERMITTED.
  - b. REMOVE MOLD MATERIAL FROM THE WEB ZONE.
  - c. NOTCHES CREATED DUE TO OFFSET CONDITIONS SHALL BE ELIMINATED BY GRINDING TO BLEND THE VARIATIONS.
  - d. PERFORM ALL GRINDING IN A MANNER TO MINIMIZE THE RISE IN RAIL TEMPERATURE. CONCENTRATED GRINDING WHICH EXCESSIVELY RAISES THE RAIL TEMPERATURE WILL NOT BE PERMITTED.
  - e. REMOVE ALL FINS ON THE WELD RESULTING FROM GRINDING DRAG.
  - f. PERFORM FINISHING GRINDING WITH A PROFILE GRINDER.
10. FINISHING TOLERANCE:
  - a. RAIL HEAD, TOP AND SIDES: PLUS 0.010 INCH OR MINUS 0.010 INCH OF THE PARENT SECTION.
  - b. BASE: PLUS 0.010 INCH OR MINUS 0.010 INCH OF THE PARENT SECTION. FINISH TO ELIMINATE VISIBLE CRACKS.
11. ALIGNMENT:
  - a. HORIZONTAL: 0.040 INCH PER FOOT WITH A MAXIMUM COMBINED OFFSET OF 0.060 INCH.
  - b. VERTICAL: 0.040 INCH PER FOOT WITH A MAXIMUM COMBINED OFFSET AND CROWN CAMBER OF 0.060 INCH.

**END OF ADDENDUM NO. 2**

