

Addenda: No. 5 Berth 5 Project IFB Port of Port Arthur, TX		
Date: January 12, 2018		
Question No:	Question Description:	Owner's/Engineer's Response:
1	Instructions to Bidders, Article 8, Liquidated Damages: states LD's are set forth in Agreement. However, it appears that LD's are not stated in Agreement?	Port has established a liquidated damages rate of \$2,700 per day for the Berth 5 project
2	Agreement, Article 5.1, Insurance: states that insurance coverages are detailed on attached Exhibit 1, Port Insurance Requirements. However, it appears Exhibit 1 is not attached?	See link on website www.portpa.com click on Public Notice and Insurance Requirements, Attachment A, Addenda 2
3	What are the insurance requirements for the project?	See link on website www.portpa.com click on Public Notice and Insurance Requirements, Attachment A, Addenda 2
4	Will a bid item list or bid breakdown be provided?	Bid item list/bid breakdown will not be provided
5	Please provide dimensions in the X and Y direction for the Wharf 5 pile lines from the base line (Base line is shown on Dwg. C 100)	Dimensions can be provided to the successful bidder
6	Please provide co-ordinates for the existing wharf and rail trestle. Will assist in laying out the existing rail trestle piles over the new piles to identify interferences.	Contractor to estimate based on bid drawings provided. Coordinates can be provided to the successful bidder.
7	Can the false work for wharf concrete formwork be supported on the new wharf piles?	Falsework that is supported on the new wharf piles will be considered after review of the Contractor's description of methods for installation and related design and drawings that are prepared by a registered Professional Engineer in the State of Texas.
8	Spec 02 41 13.13, Item 1.6 states contractor to get demolition permits. What are these permits and who is the issuing authority?	The Port of Port Arthur is located outside of the City's jurisdictional limits. The POPA Navigation District of Jefferson County is a quasistate Texas institution and as such, is not subject to local authorities. The POPA can for their own reasons, subject themselves to City code ordinances such as building, electrical, plumbing and gas permits; pipeline construction permits; and permits for any modifications to City roadways. The decision to obtain permits and subject themselves to City code ordinances at POPA's discretion. POPA has elected to provide a complete set of drawings for informational purposes to the city officials.
9	Spec 26 42 00.00 Item 1.5 A, states contractor to get permits. What are these permits and who is the issuing authority?	See response to question number 8. Bidder should submit form GW-1 to the Texas Railroad Commission.
10	Is corrosion inhibiting admixture mandatory for all concrete (Spec 03 3100)?	Yes, corrosion-inhibiting admixtures shall be used for all concrete.
11	Spec 033100, Item 2.5 A 4 states fly-ash is optional, however Item 2.9 E states fly-ash shall be utilized. Please clarify.	Fly-ash shall be utilized at rate of 20% of the total cementitious material by weight. Spec 03 31 00 shall be corrected to read as follows: "20% by weight of fly ash meeting ASTM C618 Type F shall be used as cement material. Use only one source of fly ash throughout the project."
12	Spec 31 20 00.00, Item 3.12B states contractor to hire geo-tech testing agency. But Spec 01 45 00.00, Item 1.4 A show this under the owner. Please clarify.	The successful bidder is responsible for all construction materials testing, as a part of the 'Contractor's Quality-Control Plan', Section 01 40 00.00 - Quality Requirements. The Port's 'Owner's Representative' will not be performing any construction materials testing. The Owner's Representative will be performing quality assurance services – auditing and ensuring the Contractor's construction quality control efforts. Part 1.4 A. 'Performance Requirements' of Specification Section 01 45 00.00 – Testing Laboratory Services, the first two sentences are revised to read as follows "At a minimum, the CONTRACTOR shall employ an independent testing laboratory to perform testing for work specified in the following sections:"

13	Spec 31 09 16.23 Item 1.1A states contractor to engage PDA. But Spec 01 45 00.00, Item 1.4 A show this under the owner. Please clarify.	Contractor to include PDA as part of his bid.
14	Spec 31 09 16.23, Item 3.1 D1 & 3.2D indicate test piles need to vibrated in. Concrete piles are normally not vibrated and are only impact driven. Please clarify if even the concrete test piles need to be vibrated first.	The concrete piles may be driven using impact hammers.
15	Spec 31 09 16.23, item 1.1A states 12 piles to be PDA tested. Item 1.1 A 1,2, & 3 add up to 8 piles. Please confirm only 8 piles to be PDA tested.	The total number of piles to be tested is 8, per Specification 31 09 16.23, Item 1.1 A, 1 to 5.
16	Spec 35 20 25.10, Item 3.1A states sub-grade for Articulated Concrete Mats (ACM) needs to be proof-rolled to 90%. These are underwater. Please confirm underwater sections need not be proof-rolled.	Reference section refers to the top of slope for the turn down of the ACM and not areas underwater.
17	Dwg. C203 shows ACM's starting only from the new bulkhead return wall (STA 11+75). But Dwg. C206 Section 3 shows ACM's from STA 10+50. Please advise.	Refer to dwg C 206, ACM starts at roughly 11+85 and terminates at sta 18+00.
18	Does the bulkhead wall have to be fully constructed including the tie-backs prior to start of dredging?	Yes
19	What is the area/dimension of the asphalt pavement removal shown on Dwg. CD101.	Approximately 0.75 acres, but contractor should confirm from the scale drawing information provided.
20	Please confirm that the 122'± of rail trestle & rail shown on Dwg. S004 (curved section, right side of dwg.) is not part of this contract.	The rail trestle & rail shown on Sheet S 004 "FUTURE EXPANSION ACCOMODATIONS" are not part of this contract.
21	Dwg. No.: S 250 & S 251 show details for 54"Ø precast prestressed concrete pile. Please indicate where these are to be used.	Please disregard the 54" dia. precast piles details on Sheets S-250 and S-251. The 54" dia. precast piles have been replaced with 54" dia. steel pipe piles.
22	What is the weld detail for the female sheetpile coupler that needs to be welded to the existing sheetpile bulkhead (Dwg. No.: S301, Detail 1 & 2).	The weld size would be continuous 5/16" fillet welds on both sides
23	Liquidated Damages Spec Section 00 20 00.00 8. Liquidated Damages in Section 00 02 00.00 states that "provisions for liquidated damages are set forth in the Agreement." However, the Agreement provided in Section 00 52 00.00 does not define liquidated damages. Please provide the amount that will be charged for liquidated damages.	See response to question number 1.
24	Dredge Elevation Spec Section 35 20 23.15 and Drawing Sheets 19 to 21 Section 35 20 23.15, 1.7 QUANTITY OF MATERIAL, Paragraph B states that "the total quantity should include two feet of advanced maintenance and one foot of overdredge as indicated on the Contract Drawings." However, Sheets 19 through 21 of the Contract Drawings show only one dredge elevation at -45.8 ft-NAVD. Is it the Owner's intention that -45.8 ft-NAVD includes the advanced maintenance and allowable overdepth, or should three feet be added below -45.8 ft-NAVD to account for advanced maintenance and overdepth?	Bidders, be advised there is a limited amount of dredging required in this project. Reference portpa.com for files defining the Berth 5 dredge area, sample collection points, bathymetry and dredge quantity. A summary of the dredging excavation will be provided to address this question. The Berth 5 plans include Dredging Cross Sections that the contractor is advised to calculate and estimated dredge quantity for bid. Collins Engineers Inc. will be providing a design dredge quantity for bidding purposes that consists of removals below the waterline to design dredge depth, overdredge quantity (additional removals for 2-ft overdredge), excavation quantity (removals above the waterline) and fill quantity
25	Overdredge vs Advance Maintenance Spec Section 35 20 23.15 and Permit SWG-2011-00303Section 35 20 23.15, 1.7 QUANTITY OF MATERIAL, Paragraph B states that "the total quantity should include two feet of advanced maintenance and one foot of overdredge." The following paragraph, Paragraph C, states that "material actually removed to a maximum one foot below the depth specified and within dredging limits will be measured and paid for at full contract price." However, the project descriptions provided in the Department of the Army Permit SWG-2011-00303 and the consistency certification issued by the Texas Commission on Environmental Quality indicate that the area may be dredged to "-48 feet mean low tide plus 2 feet overdredge plus 1 foot advanced maintenance." Please clarify whether there are two feet of advanced maintenance and one foot of overdredge as stated in the specifications or one foot of advanced maintenance and two feet of overdredge as stated in the permits as this discrepancy affects the anticipated pay quantity.	The Department of Army Permit dredge quantity is valid for current and future dredging for the Port as indicated in the TCEQ permit. A summary of the dredging excavation will be provided to address this question. The Berth 5 plans include Dredging Cross Sections that the contractor is advised to calculate and estimated dredge quantity for bid. Collins Engineers Inc. will be providing a design dredge quantity for bidding purposes that consists of removals below the waterline to design dredge depth, overdredge quantity (additional removals for 2-ft overdredge), excavation quantity (removals above the waterline) and fill quantity.

26	Dredged Material Disposal Spec Section 35 20 23.15	Item 1 of D. Disposal in Section 35 20 23.15, 3.3 CONDUCT OF DREDGING WORK states that the contractor must "comply with the placement plan limits and volumes defined in the USACE permit if hydraulic dredging methods are used." However item 4 of the same section states that "wet material [is] to be disposed of in USACE approved disposal area." All wet dredge material, whether dredged hydraulically or mechanically, be placed in the dredged material placement area defined in the Department of the Army Permit, or only the hydraulically dredged wet material.
27	Dredged Material Disposal Spec Section 35 20 23.15 Item 1 of D. Disposal in Section 35 20 23.15, 3.3 CONDUCT OF DREDGING WORK states that the contractor must "transport and dispose of dredged materials to the sites specifically designated for both the type (dry or wet) and volume of dredged material." What, if any, limitations exist regarding the volume of dredged material that may be disposed at the USACE approved disposal areas?	Volume of dredged material is subject to Corp/Non-federal sponsor approval. Project involves a small volume. Port has identified estimated volume to Corp in Real Estate Outgrant Application. Port has also engaged contractor for sediment testing and analysis. Sample project is underway. Results to be provided. Est timeline for delivery mid-December 2017.
28	Dredged Material Disposal Department of the Army Permit SWG-2011-00303 and Texas Commission on Environmental Quality Certification The Department of the Army Permit SWG-2011-00303 specifies that "dredged material [will be placed] into the following dredged material placement areas: 8, 9A, 9B, and 11." However, the Texas Commission on Environmental Quality states that "dredged material will be piped to the U.S. Army Corps of Engineers' Dredged Material Placement Area #8." Are Placement Areas 8, 9A, 9B and 11 all available for the contractor to choose from, or is the contractor restricted to using Placement Area 8?	Port understanding is that USACE permit SWG-2011-00303 allows for placement in 8, 9A, 9B and 11
29	Dredged Material Disposal Regarding the permitted Dredge Material Placement Areas 8, 9A, 9B and 11 listed in the Department of the Army Permit SWG-2011-00303, will the contractor be allowed to place material anywhere they would like within the areas, or are there specific areas within each placement area that must be used for this work? Further, may the contractor choose where dredge pipelines enter the placement areas or are there designated pipeline corridors?	Contractor to place only in approved areas, subject to non-federal sponsor(Sabine-Neches Navigation District)/USACE preferred/approved sections. Pipeline paths generally defined and subject to non-federal sponsor/USACE approval.
30	Permits Spec Section 35 20 23.15 Item 1 of B. Dredge Pipelines and Casings in Section 35 20 23.15, 3.3 CONDUCT OF DREDGING WORK states that the contractor must "make all arrangements including right-of-way and permits for locating and installing dredge pipelines and casings." Are there any additional permits that will be required if contractor uses the USACE-approved disposal areas provided in the Department of the Army Permit SWG-2011-00303 and, if so, what are they?	Coordination required for Sabine-Neches Navigation District. Owner will provide assistance.
31	Method of Measurement Spec Section 35 20 23.15 Item 1 of B. Method of Measurement in Section 35 20 23.15, 3.7 MEASUREMENT states "measure the material removed and items associated with disposal including silt fences, turbidity screens, and outfall structures by cubic yard in place." Is this statement intended to direct bidders to include the costs of silt fences, turbidity screens and outfall structures in the cubic yard price for material removed?	All specification and plan sheets requirements related to providing and installing a turbidity curtain for the Berth 5 Project are deleted by issuance of Addendum number 2.
32	Dredging Bid Quantity Department of the Army Permit SWG-2011-00303, Texas Commission on Environmental Quality certification, and Spec Section 00 41 00.00 The Department of the Army Permit SWG-2011-00303 indicates that 416,200 cubic yards of material will be removed for the new work dredging; the consistency certification issued by the Texas Commission on Environmental Quality indicates that 454,300 cubic yards of material will be removed; and the specifications do not provide an estimated dredge quantity. As no itemized bid form has been provided to define a dredging bid quantity, what quantity should bidders base their cost on?	Actual dredge quantity for Berth 5 is considerably less than quantities identified in USACE permit. Reference portpa.com for estimated dredge quantities for Berth 5 project.

33	Bidding Schedule Spec Section 00 41 00.00/35 20 23.15 Please provide a bidding schedule based on cubic yard pricing for dredging and disposal.	Article 1.5 "SUBMITTALS" of Section 35 20 20 23.15 - "DREDGING AND DISPOSAL" indicates that the contractor shall submit the proposed dredging plan for approval 15 days prior to the start of dredging operations. The contract is a Lump Sum contract. The Berth 5 plans include Dredging Cross Sections that the contractor is advised to calculate and estimated dredge quantity for bid. Collins Engineers Inc. will be providing a design dredge quantity for bidding purposes that consists of removals below the waterline to design dredge depth, overdredge quantity (additional removals for 2-ft overdredge), excavation quantity (removals above the waterline) and fill quantity. Reference portpa.com for estimated dredge quantities.
34	Survey Data Drawing Sheets 16 to 21 Please provide the survey data for the dredge area shown in project drawing sheets 16 through 21.	Survey data for the existing conditions will be provided in an addendum to the plans that describes existing conditions that shows existing contour information in areas that appear to be missing from the plans. See portpa.com
35	Dredge Payment Surveys Spec Section 35 20 23.15 Item A of Section 35 20 23.15, 3.7 MEASUREMENT indicates that the contractor must "perform a pre-dredge hydrographic survey and have the survey witnessed by the Owner's Representative." Item A of Section 35 20 23.15, 3.8 FINAL EXAMINATION AND ACCEPTANCE states "as soon as practicable after the completion of areas that in the opinion of the Owner's Representative will not be affected by further dredging operations, each area will be sounded by the Owner's Representative by sounding, sweeping, or both." Item B of the same 3.8 FINAL EXAMINATION AND ACCEPTANCE states "notification will be made when soundings or sweepings for post dredge are to be made. The Owner's Representative will accompany the sounding or sweeping party and inspect the data and methods used in preparing the final estimate." Based on this language, it appears that the contractor is responsible for the pre-dredge survey, but it is unclear whether the Owner or the contractor is responsible for the post-dredge surveys. Is the Owner or the contractor responsible for taking payment surveys?	Article 3.7.A "MEASUREMENT" of Section 35 20 23.15 indicates that the Owner will employ it's own Survey Crew or an independent Surveyor at the Owner's discretion to perform post- dredge surveys for verification of dredge quantities.
36	Pile Load Test Spec 31 09 16.23 Can the test piles for the new bulkhead (48" steel pipe) and anchor system (18" concrete) be installed concurrently with the bulkhead wall?	All test piles shall be driven in the position of permanent piles and at the locations as identified on the contract drawings.
37	Concrete Piles Dwg S250 & S251 Contract drawings show a detail for a 54" diameter spun cast concrete pile but there are none shown on the drawings, please confirm there are no 54" concrete piles?	Please disregard the 54" dia. precast piles details on Sheets S-250 and S-251. The 54" dia. precast piles have been replaced with 54" dia. steel pipe piles.
38	Both drawings and specs state that the existing wharf must remain active during construction and that 'Port operations take precedence over construction activities' (note on dwg G 002, #2). Will there be an established standby rate or how many days of delay should the Contractor assume?	At present the tenant utilizing the project area has suspended operations. Unknown as to when vessel activity will resume.
39	Is there a 'Buy American' or 'Buy America' clause for this project?	"Buy America" clauses and provisions do not apply to this construction contract.
40	Once the mooring dolphin, bollards & tracks are demolished will berths 3 & 4 remain active?	Berths 3 and 4 will remain fully operational during construction of new Berth 5
41	Existing Train Rail DWG CD101, SD101, SD160, & SD161 On DWG CD 101 it states in a note to stockpile approximately 800 LF of site rail. Please provide site rail splice details and desired lengths for stockpile.	Splice details can be found in the VZM Phase II drawings. See www.portpa.com Stockpile rail and joint bars at a location to be approved by POPA. Remove bolts and joint bars; do not cut rail sections unless they exceed 80 feet in length. Rail sections shall be stacked in piles arranged in layers with 4" by 4" dunnings separating each layer. The height of each pile shall be restricted to a maximum height of six feet.
42	Turbidity Control Curtains Spec Section 35 20 23.15 Paragraph A of Section 35 20 23.15, 3.1 TURBIDITY CONTROL CURTAIN INSTALLATION states that "turbidity control curtains shall be installed prior to commencing any dredging work. Turbidity curtains shall be used during the entire dredging operation to minimize increases in turbidity outside the area of dredging." Dredging work in this area has typically not required the use of turbidity curtains around dredge areas, and permits provided with the contract documents do not appear to require turbidity curtains. Additionally, survey boats and attendant plant require frequent access to the dredge area during dredging operations, and installation of turbidity curtains may prove a hindrance in a dredge area of such narrow width. Would the Owner consider waiving the turbidity curtain requirement for dredging activities?	See response to question number 31.

43	Turbidity Control Curtains Spec Section 35 20 23.15 Paragraph B of Section 35 20 23.15, 2.1 TURBIDITY CONTROL CURTAIN states "...each curtain shall be made up of one or more sections run from shoreline to shoreline...". With the dredge area configured along a single shoreline, is this statement intended to direct the contractor to have one continuous turbidity curtain to contain the entire dredge area?	See response to question number 31.
44	Turbidity Control Curtains Spec Section 35 20 23.15 Paragraph B of Section 35 20 23.15, 3.1 TURBIDITY CONTROL CURTAIN INSTALLATION states "permanent turbidity control curtains shall be installed at locations approved by the Owner's Representative. These shall remain in place during the entire period of dredging work and shall be removed only after final acceptance of the dredging work." The following paragraph, Paragraph C, states "temporary turbidity control curtains shall be installed both upstream and downstream of the dredging work and relocated as the work progresses." Please provide bidders with the locations that the Owner would like the permanent turbidity control curtains to be installed.	See response to question number 31.
45	Sect. 033100 Sub Sec. 2.5 B. Aggregates- "Course aggregate shall be well graded with a maximum size of 1 ½""- Is the 1.5" max the nominal maximum size aggregate or the maximum size aggregate as defined by ASTM C 33?	Maximum nominal size aggregate
46	Sect. 033100 Sub Sec. 2.5 E. #3 Corrosion-Inhibiting Admixture- which applications (wharf deck..., bulkhead wall cap..., crossover...) will require the addition of 4.5 gallons per cubic yard of the corrosion inhibiting admixture?	All structural concrete will require the addition of the corrosion inhibiting admixture at the specified rates.
47	Dwg. CD 101 (Page 15 of 148) Note 3, references drawing C574. Drawing C574 is not currently issued as part of the drawing package. Please provide.	Sheet C574 excluded as part of Foley Ditch Outfall Project, not Berth 5.
48	Please provide a cross section view of the Swale shown Dwg. No.: C401. Is seeding acceptable or is rip rap material required?	Seeding is not accepted. Rip rap material shall meet broken stone or concrete, as per rip rap specifications. Construct swale per provided centerline and top of bank elevations to width dimension provided on sheet C401
49	Articulated Concrete Mats on C250 (page 29 of 148), detail 6, note 1 states "provide anchors at 4-foot spacing for 2.5:1 (H:V) slopes and at 8-foot spacing for 3:1 slopes. Please provide anchor details.	Anchors to be provided based on manufacturers recommendations.
50	What is the thickness of the existing concrete at the Guniting Outfall Structure?	See VZM Drawings available www.portpa.com , public notice, berth 5, Supplemental Information click on VZM Phase II
51	What is the thickness of existing asphalt on site?	See VZM Drawings available www.portpa.com , public notice, berth 5, Supplemental Information click on VZM Phase II
52	Is the turbidity curtain (w/7' Skirt) required only during dredging operations or during the entire phase of marine construction?	See response to question number 31.
53	General Requirements & Design Criteria Note No.: 14 C talks about a breasting/mooring dolphin. Please confirm this is not part of this bid	Breasting/mooring dolphin structures are not part of this contract.
54	General Requirements & Design Criteria Note No.: 14 D talks about a mooring deadman. Please confirm this is not part of this bid.	Mooring deadman structures are not part of this contract.
55	Please confirm that no sleeve is required for the full length of the articulated anchor rods (tie-rod system for the combi-pipe bulkhead to tie-back concrete deadman).	A 6'-2 long x 6" dia. pipe sleeve is provided in the anchor system concrete pile cap at all locations.
56	Are the articulated anchor rods & components (pipe sleeve, plate washers, nuts) to be HDG?	Yes
57	Please provide existing contour lines for the entire dredge footprint. The contour lines on Dwg. C 100 stop before Station STA 14+00.	Existing ground lines are shown on the cross sections starting with sheet C101.
58	Please provide drawings for the tie-rod locations of the existing bulkhead. This would assist in ensuring there are no conflicts with the new grouted tie-back system.	VZM Phase II drawings are available on the website. These drawings are record only and provided for informational purposes. The proposed tie-rods have been laid out to try and miss the existing platform piles based on existing site conditions. It was determined that accurate as-built drawings of the existing bulkhead, in particular the tie-rod locations do not exist.

59	Please provide a plan view showing the location of the new fenceline that is part of this contract. The only new fencing shown is on Dwg C 402 which is at Foley's ditch (not part of this contract).	No new fencing is included in the bid documents for Berth 5. Foley ditch and existing fencing is shown for informational purposes only.
60	Please advise if any of the rail being removed is to be reused on the new Wharf 5.	See drawing note on CD101, to remove and stock pile the rail. Also see note 3 on SD100.
61	Structural Steel Notes No.: 13 talks about a guardrail assembly. Please provide a plan view indicating location & limits of the guardrail assembly.	Please refer to the IFB Drawings, Sheet S-500 and S-501
62	Bid Date & Questions Extension Notice to Bidders We respectfully request a time extension of at least 2 weeks for the bid due date and the questions cutoff date. This project has a lot of details and with it being a Lump Sum it will take a lot more time to perform takeoffs.	Sealed bids addressed to the Port of Port Arthur for the Berth 5 Expansion Project will be received at the office of the Deputy Port Director, Larry Kelley, until 10:00 a.m. local time on January 17, 2018 and all bids received will immediately thereafter be opened and read on January 17, 2018 at 221 Houston Avenue, Port Arthur, Texas. Please review all available documentation. Final inquiries on this project will be accepted until 5:00 pm, Friday, January 5, 2018. Direct written questions to larry@portpa.com
63	Structural Demo DWG SD 100 According to Note 1: "All existing pile that will be in conflict with new construction shall be extracted." Please provide tip information	Please refer to the pdf file on website entitled "Str Drawings1 for Responses to Pre-bid Questions_05172017" of existing POPA wharf drawings, Sheets W3, W4, W7 and B-12 (pdf page #s 1-4 of 5). A complete set of drawings can be found at www.portpa.com for VZM Phase II drawings: W3, W4, W7 and Tailtrack drawings.
64	Structural Demo DWG SD 150 According to Note on plans Timber Pile Dolphin clusters details are shown on sheet B-17 of existing drawings please provide.	Please refer to the pdf file on website entitled "Str Drawings1 for Responses to Pre-bid Questions_05172017" of existing POPA wharf drawings, Sheets W3, W4, W7 and B-12 (pdf page #s 1-4 of 5). A complete set of drawings can be found at www.portpa.com for VZM Phase II drawings: W3, W4, W7 and Tailtrack drawings.
65	What is the anticipated Port Operations at Dock during the construction?	At present the tenant using the project area has suspended operations. Unknown as to when vessel activity will resume.
66	Where is the lay-down yard location?	The contractor laydown areas for Berth 5 is indicated by "CONTRACTOR LAYDOWN AND PERMANENT WORK AREAS" hatch as indicated on Sheets G 008 and G 009 of the plans. Contractor may request additional laydown areas, 48 hours in advance of need, by submitting a request through the Port's Owner's Representative on the Berth 5 project.
67	No payment for stored material?	See Article 14 - Payments to Contractor and Completion of the Standard General Conditions to the Construction Contract.
68	Clarify "Special Inspection" Sheet S002.	Inspection of the construction by an approved and qualified special inspector to ensure work is performed in accordance with the construction documents and approved Codes. Inspection cost is to be included in the Contractor's bid.
69	Are we required to place ACM in Dredge Transition per C206 Section 3 or as shown on C203?	ACM is to be installed per sheet C206 beginning at station 11+85. Dredge transition C203
70	Builders Risk Insurance Required?	See Attachment A to Addendum number 2 - Port Contractors Insurance Requirements.
71	Are all utilities available at site office location designated on plans?	Existing electrical services are available.
72	How to maintain flow in Grannis Ditch?	Port is not responsible for contractor methods and means of construction
73	Are there "Liquidated Damages"?	See response to question number 1.

74	Is there a Dredge Quantity?	Bidders are advised. The actual dredge quantity in Berth 5 is considerably less than quantities identified in the USACE permit. While there are no dredge quantities for Berth 5 in the plans or specifications, the Berth 5 plans include Dredging Cross Sections. Contractor is advised to calculate and estimated dredge quantity for bid. With that, Collins Engineers Inc. has provided a design dredge quantity for bidding purposes that consists of removals below the waterline to design dredge depth, overdredge quantity (additional removals for 2-ft overdredge), excavation quantity (removals above the waterline) and fill quantity. Please see portpa.com estimated dredge quantities.
75	What is the length of existing Concrete Piles in demolition area?	Please refer to the website for a pdf file titled "Str Drawings1 for Responses to Pre-bid Questions_05172017" for approximate pile lengths. A complete set of drawings can be found at www.portpa.com for VZM Phase II drawings: W3, W4, W7 and Tailtrack drawings.
76	Will the Splicing of concrete be allowed?	Splicing of concrete piles will be allowed upon review of the submittal details.
77	When will we be able to visit site ?	Contact port to arrange visit
78	Vendor -Regarding the W27/AZ19-700 combiwall for the Bulkhead Improvements Wall: After review of the plans and consulting with our in-house engineer it was determined that the required spacing or system-width of 8'-3" cannot be achieved utilizing the specified components. The components that make up the system-width consist of: pieces W27 x 194# Beam, 2 pieces E22 Connector, - 1 pair AZ19-700, 2 pieces of cut-off interlocks (flanges) of AZ19-700. Please see the attached sketch of an achievable system-width utilizing the above components. NOTE: The maximum width of a cut-off interlock is 6-5/16". Please advise how we should proceed.	See response 288
79	Do to the site visit being on May 10, 2017, which is the same day as the cut-off day for questions. Can the cut-off date be extended to 3 business days after site-visit? The reason being we might have questions after our visit.	Question period extended to 5:00 pm, Friday, January 5, 2018. Please provide questions as soon as possible.
80	Some of the dredging may be performed from land. Is this acceptable? Provided that the material is suitable can it be used on site for backfill or does it have to go to a disposal area?	When applicable, contractors may mechanically excavate from land. If the excavated material meets backfill soil requirements it may be repurposed and used on project (see Spec's 31 23 23.13, and 31 20 00.00). Excavated site material deemed unsuitable as project material can be disposed of on port property, subject to port approval.
81	With regards to removal and discharge of dredged spoils, please provide the culvert location that should be used to access Area 8 and the discharge location on the East side of T B Ellison Pkwy/Martin Luther King Jr. Drive.	According to POPA, there are culverts located approximately 1 mile north and south of Highway 82.
82	Is there a dumping fee associated with the dredge material disposal areas indicated on Dwg. C100. If yes, who is responsible? What is the amount?	Disposal fee is not required on POPA projects.
83	Are there any improvements that need to be done at the dredge spoil dumping location?	No upgrades required for the DMPA.
84	What is the pattern (or quantity) of the primary & secondary fender? Based on the location of Detail 2 & 4 on Dwg. S 401, it appears as though it's a primary fender next to a secondary fender and the pattern repeats. This indicates there are fifteen (15) primary fender blocks and fourteen (14) secondary fender blocks. Please confirm if this assumption is correct.	Yes
85	Note 12 on Dwg. S 402 states no construction joints are allowed in the longitudinal direction. Due to the intricate nature of the fender beam & crane beam pours, these are typically poured separately from the remainder of the deck. Please advise if Note 12 will be reconsidered and construction joints in the longitudinal direction will be allowed.	Construction joints in the longitudinal direction are not allowed.
86	Specs indicate that use of site material as fill is at the discretion of the Engineer. Since this is a Lump Sum bid, it is difficult to quantify and estimate the quantity of site material that can be reutilized as fill. Please advise if the select fill can be treated as a unit price item for the bid.	Assume all material is unsuitable. If determined otherwise a credit change order to Port shall be negotiated for use of any and all excavated site material reused as fill material on the project.
87	Will the Port provide access to DMPAs 9A and 9B ?	Port does not provide access, information/access to be coordinated with the Sabine-Neches Navigation District

88	Can you confirm the question deadline? Bid documents say 10 days prior to the bid (which should be 5/14/17), but the Prebid agenda say by 5/10/17.	See response to question number 79.
89	Is this a job a prevailing wage or normal Inspection wages?	The Berth 5 Project is not a federally funded project. For a copy of the latest state prevailing wage rates, you can visit this website: http://www.wdol.gov/wdol/scafiles/davisbacon/tx.html The Port of Port Arthur uses Jefferson County rates.
90	What type of testing NDT/NDE is required?	Please refer to the appropriate section of the Specifications for methods of testing that are specific to a material or system
91	What welding process is being used?	SMAW is commonly used in these types of applications
92	Will there be vehicle driving access around the entire site?	Contractor's access to the project site is shown on Plan Sheets G-008 through G-010. Contractor may request additional project site access, 48 hours in advance of need, by submitting a request through the Port's Owner's Representative on the Berth 5 project.
93	Where do I find the Prevailing Wages pay scale	See response 89
94	The spec calls fender performance of max R=120 kips (480 kips), min E=181 ft-kips (724 ft-kips) but the drawing calls for max R=514 kips, min E=1094 ft-kips. Please clarify	Both are correct. The minimum energy absorption and maximum reaction per fender assembly (fender system per location) is 1094 ft-kips and 514 kips, respectively. That which is prescribed in the Specifications is based on the nominal performance of one 39.37-inch long unit.
95	MSB-150 in writing on the drawings and spec. However, the drawing show a double bitt bollard. Please Clarify	Where double bitt bollards are shown on the drawings, double bitt bollards with the rated capacity are to be provided.
96	Are there any fencing requirements on the project that correspond with detail D on sheet 450 and if so , where?	No new fencing is included in the bid documents for Berth 5. Foley ditch and existing fencing is shown for informational purposes only.
97	Will jetting be allowed for the removal of existing railroad trestle 24" support piles?	No jetting is allowed for pile removal.
98	How long are the existing railroad trestle 24" support piles?	Please refer to the attached pdf file titled "Str Drawings1 for Responses to Pre-bid Questions_05172017" for approximate pile lengths.
99	What is the Engineer's estimate for this project?	Opinion of construction cost is \$25-\$35 million
100	Is spiral weld acceptable for these piles? I don't see anything in the specs that says spiral weld is not acceptable.	Spiral welded pipes will not be accepted for this project.
101	Are there any SBE requirements on this project?	Disadvantaged Business Enterprise, DBE clauses and provisions do not apply for the Berth 5 project. The Port has made considerable effort to encourage small businesses as well as local, woman and minority owned businesses to participate. Same encouragement has been given to general contractors for engaging such business.
102	The details on the Tail Track #3 spur accommodation are unclear. Can section views along W6.45 line, W6.B line and in between W6.45 & W6.46 be provided?	See www.portpa.com reference Tailtrack drawings. From LAN: Due to the elimination of the rail trestle, Tail Track 3 should be constructed parallel to Tracks 1 and 2 with a new bumping post added at the end of Track 3.
103	The industry standard specification for pipe pile is ASTM A252 and not ASTM A572. Please advise if ASTM A252 with the required minimum yield strength is acceptable for the 48"Ø & 36"Ø Combiwall Piles and 54"Ø Pipe Piles.	ASTM A572 base material shall be used to produce the pipe piles according to ASTM A252.
104	Per project specs, we are required to pay prevailing wages according to Davis-Bacon act. But the meeting minutes indicates this is not a prevailing wage project. Please advise.	See response 89
105	Please confirm the exact location of the existing pull box and usability and number of existing conduits to bring in the power to the new light poles. If the pullbox or existing conduits are not usable, please let us know.	Keyed note 1 on E-101 indicates the contractor is responsible for field verification of the pull box location and usability of the conduits.
106	Please confirm the number relays that are open in panel LCP-3 for power to the new lights.	Keyed note 8 on sheet E-101 indicates 3 relay positions may be available but the contractor is to field verify availability of relays/circuits.
107	Please confirm the number of circuits available from panel PBL3 for heat trace power.	We believe adequate spaces exist but it is the contractors responsibility to field verify the existing conditions.
108	Please confirm the number of circuits available from panel PBH3B for cathodic protection.	We believe adequate spaces exist but it is the contractors responsibility to field verify the existing conditions.

109	There is no cable schedule nor conduit schedule in the drawings. Please provide a conduit/cable schedule including for heat tracing applications.	Conduit and wire sizes are shown on the plan sheets. Heat Tracing is shown on E-250 as 2-#10 w/ 1-#10 Ground.
110	A question about page 82 of 148. It shows a cross section of rail that is built on wood ties that I believe is to be covered by asphalt. The track numbers read tracks #4 and track #5. And another cross section shows concrete panels on wood ties also marked as tracks 4 and 5? Are those tracks apart of this bid? Are any of these tracks being built on wood ties?	The sheet referred to is a structural demolition reference drawing and does not include any reference to new rail track construction for this project, (SD161) The sections identified as Tracks 4 and 5 are not applicable to this bid. Wood ties and ballast were intended for track on the approach bridge and at-grade approach. This work is no longer included in this bid.
111	Clarify if materials removed such as ballast and rail are the property of the contractor or the port? Please advise the yield strength/steel grade required on the W27 x 194#.	Note 3, SD100 should be clarified all rail track materials to remain port property. Removed ballast, rail and rail connectors will remain the property of the Port of Port Arthur. See response to Question 112 for steel grade and strength.
112	Please advise the yield strength/steel grade required on the W27 x 194#. Specification 31 62 16.00 calls out ASTM A572 Grade 65 but Drawing S200 calls out ASTM A992. By definition, A992 is 50 ksi minimum yield strength.	ASTM A992, Gr. 65 is an applicable material specification.
113	Please advise the yield strength/steel grade required on the 48" and 36" Combiwall Pipe. Specification 31 62 16.00 calls out ASTM A572 Grade 65. Drawing S200 does not indicate the Grade.	ASTM A 572 Grade 65 steel plate shall be used in the manufacture of the rolled and welded steel pipe piles to meet the requirements of ASTM A252.
114	Please advise the yield strength/steel grade required on the 54"OD Pipe Piling. Specification 31 62 16.00 calls out ASTM A572 Grade 65. Drawings do not indicate a steel grade.	ASTM A 572 Grade 65 steel plate shall be used in the manufacture of the rolled and welded steel pipe piles to meet the requirements of ASTM A252.
115	The industry standard specification for pipe pile is ASTM A252....not ASTM A572. ASTM A572 applies to structural shapes, plates, bars, and sheet piling. Please advise if ASTM A252 with the required minimum yield strength is acceptable for the 48"OD and 36"OD Combiwall Pipe and 54"OD Pipe Piling	The pipe piles shall be manufacture red to meet the requirements of ASTM A252 from plate meeting A572 Gr. 65.
116	Please advise the yield strength/steel grade required on the AZ19-700 and AZ-26 Steel Sheet Piling.	Grade 65
117	Regarding the W27/AZ19-700 combiwall for the Bulkhead Improvement Wall: After review of the plans and consulting with our in-house engineer it was determined that the required spacing or system-width of 8'-3" cannot be achieved utilizing the specified components. The components that make up the system-width consist of: ¢ 2 pieces W27 x 194# Beam ¢ 2 pieces E22 Connector ¢ 1 pair AZ19-700 ¢ 2 pieces of cut-off interlocks (flanges) of AZ19-700. Please see the attached sketch of an achievable system-width utilizing the above components. NOTE: The maximum width of a cut-off interlock is 6-5/16". Please advise how we should proceed. Please do not hesitate to contact me with questions or comments.	See response 288
118	What will be the work schedule?	See Article 6 - Contractor's Responsibilities of the Standard General Conditions to the Construction Contract.
119	How do we quote the job?	Lump sum per the bid form
120	Are their any special training/OSHA?	See Article 6. - Contractor responsibility. In addition, TWIC required if work is in restricted or secure area of port.
121	Do I quote Davis Beacon wages?	See response 89
122	How bonding insurance is needed?	Berth 5 project specifications, Division 00 - Procurement and Contracting Requirements include provisions for and requirements of Sections Bid Bond 00 43 00.00; Standard Form of Agreement 00 52 00.00; Performance Bond 00 61 00.00; Payment Bond 00 61 50.00; as well as Article 5 - Bonds and Insurance of the Standard General Conditions of the Construction Contract.

123	Special Testing/Testing Agency/Laboratories: who is responsible for acquiring these services?	The successful bidder is responsible for all construction materials testing, as a part of the 'Contractor's Quality-Control Plan', Section 01 40 00.00 - Quality Requirements. The Port's 'Owner's Representative' will not be performing any construction materials testing. The Owner's Representative will be performing quality assurance services – auditing and ensuring the Contractor's construction quality control efforts. Part 1.4 A. 'Performance Requirements' of Specification Section 01 45 00.00 – Testing Laboratory Services, the first two sentences are revised to read as follows "At a minimum, the CONTRACTOR shall employ an independent testing laboratory to perform testing for work specified in the following sections:"
124	For jobs/fabrication of material done off site, will inspection oversee those fit-ups, welding process, and NDT procedures?	Special inspection by the Owner or the Owner's representative will be required except where the work is performed on the premises of a fabricator who is registered and approved to perform the work without special inspection. Contractor shall include the cost of these inspection services as part of his bid.
125	Dredging DWG C103 to C105 Cross sections of Stations 12+00 to 17+95 on Sheets 19 through 21 of the Contract Drawings show a keyway that is to be dredged to an elevation of -53.8 ft-NAVD. However, this elevation lies below the permitted dredge elevation of -48 ft-MLT plus 2 ft of overdredge plus 1 ft of advanced maintenance. Is the depth of this keyway permitted? Further, does the keyway elevation shown include 3 ft for overdredge and advanced maintenance, or should 3 ft be added to the elevation shown to account for overdredge and advanced maintenance?	Keyway depth is permitted. Refer to page 13 in the permit. The key is a design consideration for the stability of the slope. Keyway shall be cut to the elevation shown on the plans and does not require advanced dredging maintenance consideration.
126	Dredging Spec Section 35 20 23.15 Item D of 1.7 Quantity of Material in Section 35 20 23.15 states, "Side Slopes: Dredge side slopes as closely as practicable to the lines indicated or specified. Final dredged soil profile as measured vertically shall be within plus/minus one foot of the lines shown on the Drawings. Dredging beyond the one- foot allowance is not considered a payable item. Pay for material to be replaced and compacted." Regarding the keyway that is to be dredged to an elevation of -53.8 ft-NAVD, shown on cross sections of Stations 12+00 to 17+95 on Sheets 19 through 21 of the Contract Drawings, the side slopes shown may not be achievable along such a narrow dredge width. Will the Owner consider revising the language to indicate that the side slope requirements do not apply to the keyway as long as the elevation and widths of the top and bottom comply with that shown in the drawings?	The proposed option is acceptable, provided any over dredge is backfilled with rap-rap.
127	Dredging DWG C103 to C105 It appears that portions of the dredge template, specifically from approximately Station 14+00 to 17+95 on Sheets 19 through 21 of the Contract Drawings, have been dredged in the past. Please provide records (i.e. AD xyz data, daily reports, final pay estimates, etc.) for past dredging events for areas within the template that have been dredged.	See portpa.com for dredge profile data. As of 07.20.17 the port is being dredged, anticipated work completion less than 2 weeks. Dredge activity includes portion of berth 5 in front of rail bridge. On completion, port will provide data.
128	Dredging Spec Section 35 20 23.15 The last sentence of Item D of 1.7 Quantity of Material in Section 35 20 23.15 states, "Pay for material to be replaced and compacted." Will the Owner consider removing this sentence requiring that the contractor pay for material to be replaced and compacted in the event of overdredging side slope material? If not, what material will be specified to replace the potential overdredged quantity?	Replace the overdredge with riprap according to gradation No. 1 as specified in the specifications.
129	Dredging Spec Section 35 20 23.15 Item D of 1.7 Quantity of Material in Section 35 20 23.15 states, "Side Slopes: Dredge side slopes as closely as practicable to the lines indicated or specified. Final dredged soil profile as measured vertically shall be within plus/minus one foot of the lines shown on the Drawings. Dredging beyond the one- foot allowance is not considered a payable item. Pay for material to be replaced and compacted." Will box cutting be allowed along the slopes?	Up to the contractor's means and methods to meet the requirements to be within plus or mins one foot of slopes shown on drawings.
130	If a contractor intends to dredge both mechanically and hydraulically, will rehandling of material from one area to another within the dredge template be permissible?	Yes, provided water quality requirements are met.

131	Dredging Spec Section 35 20 23.15 1.9 Charges in Section 35 20 23.15 states, "Pay charges imposed by any Federal, State, or local agency for disposal of dredged material in an area outside of those specified in the Contract." Please confirm that the Owner will be responsible for payment related to the use of Dredge Material Placement Areas 8, 9A, 9B and 11. If not, what fees should bidders anticipate for use of these disposal areas?	Port not required to pay disposal fees.
132	Dredging Spec Section 35 20 23.15 Item 1 of C. Dredging in 3.3 CONDUCT OF DREDGING WORK, Section 35 20 23.15 states, "Upon approval of all required submittals, the area will be made available to verify allowable working hours and days with the Owner's Representative...". May dredging be conducted 24 hours per day, 7 days per week? Aside from dredging, would a 6 day work week be acceptable?	A 24 hour/7 day work week is permitted for dredging. Refer to the General Conditions for work weeks aside from dredging.
133	Pipe Pile Spec 31 62 16.00-1 & 31 62 16.00-5 It is unclear what grade material we are to use for steel piles. On 31 62 16.00 -1 it says A252 for welded and seamless steel pipe piles. Then, on 21 62 16.00 -5 it says A572-Gr. 65. Please advise.	The pipe piles shall be manufactured to meet the requirements of ASTM A252 from plate meeting A572 Gr. 65.
134	In addition to the time extension previously requested, we also respectfully request that the deadline for questions is extended by 2 week.	Sealed bids addressed to the Port of Port Arthur for the Berth 5 Expansion Project will be received at the office of the Deputy Port Director, Larry Kelley, until 10:00 a.m. local time on January 17, 2018 and all bids received will immediately thereafter be opened and read on January 17, 2018 at 221 Houston Avenue, Port Arthur, Texas. Please review all available documentation. Questions regarding the project will be accepted until 5:00 pm, Friday, January 5, 2018. Direct written questions to larry@portpa.com
135	On Drawings S-150, the grouted tiebacks are shown at a 12H:4V batter. Can this batter be adjusted by grouted tieback contractor?	The Contractor shall provide his drawings and calculations that support such a variation to the design drawings. The drawings and calculations shall be prepared and signed by a Professional Engineer registered in the State of Texas and submitted to the EoR for review and approval before the Contractor can pursue such variation to the designs.
136	Can you please provide foundation details (foundation type, depths, spacing, etc.) of the foundation that is holding up the German Pellets conveyor structure near grouted tieback lines B6.1, B6.2, B6.3 that may interfere with grouted tieback installation? Can you verify distance between edge of German Pellets conveyor foundation element and the existing bulkhead?	See portpa.com PDF Conveyor Footing
137	Can you provide a drawing showing a section view of the existing precast concrete waler/existing AZ 12-700 sheetpile wall which the existing tie rods tie into? Specifically, what is the bottom elevation of the AZ 12-700?	Please refer to the website for pdf file titled "Str Drawings1 for Responses to Pre-bid Questions_05172017" for approximate pile lengths. See VZM II drawings at www.portpa.com for full set of drawings.
138	Will there be an office trailer for QA/QC to set up.	Contractor to determine/establish
139	Is quality inspection/quality assurance on this job part time or	See Specification Section 01 40 00 00 - Quality Requirements, as required to perform contractor's quality control/assurance inspections. QA/QC and construction materials testing are the responsibility of the contractor, identified in the specifications.
140	Do QA/QC remain onsite the entire project.	See Specification Section 01 40 00 00 - Quality Requirements, project quality control manager shall be full - time personnel.
141	Do we use the GSA to calculate per diem.	This project is not a federally funded project.
142	Are we allowed to side cast dredged material that will be excavated from near the bulkhead into the water inside the dredge prism?	Yes, provided water quality requirements are met.
143	Can the lengths of the piles under the existing rail trestle and breasting dolphins be provided?	Please refer to the attached pdf file titled "Str Drawings1 for Responses to Pre-bid Questions_05172017" for approximate pile lengths. A full set of Tail Track plans are also located at www.portpa.com
144	Spec section shows a check valve is needed. But we were unable to identify the location on the drawings. Please provide locations for the check valve	Refer to C508 profile
145	Does the crane rail pocket get filled with grout?	"Concrete Notes" on Sheet S 003 lists lean concrete infill for crane rail pockets.

146	Drawing E250, detail 3 (Power Box Detail - Wharf Connection) & detail 4 (Power Box Heat Tracing Detail), both reference "FLOTSAM PROTECTION BARRIER". Please provide a detail of the flotsam protection barrier."	Construct per E250
147	The non-domestic ASDO M115/105 bar specified on the plans has a yield strength of 974 kips, and ultimate strength of 1285 kips. The 442 kips design load is called out as a service load, which typically can't exceed 55% or 60% of the yield strength. The largest diameter bar we carry in Grade 75 is #28 (3-1/2" dia, 961 kips Ultimate, 720 kips Yield), and in Grade 150 the largest is 3" (969 kips Ultimate). As far as I know, we carry the largest diameter bars in the US.	No comment
147.5	Am I interpreting the plans correctly, would either our #28 GR75 or 3" GR150 be acceptable?	Articulated tie-rod systems that meet all the project requirements shall be considered.
148	Is Railroad Protective Insurance required due to the location of the access road.	Not required by the port. Copy of joint access road use agreement to be provided to winning bidder.
149	Spec section 00 02 00.00-5 states hat the Owner is exempt from State and Use Taxes on material and equipment and taxes should not be included in Contract price. General Conditions section 6.10, states Contractor shall pay all sales, consumer, use and other similar taxes required to be paid by Law.... Please clarify what tax exemptions are applicable?	The Port is exempt from State and Use Taxes on material and equipment and taxes should not be included in Contract price. The successful contractor will be provided with a copy of the Port's exemption certificate.
150	Rail - Are any quantity take offs for the project provided? I can't find any track footages or totals in the Summary of work on 1-11. Do we just have the drawings to go by? Also, what sections of tracks are to be wood ties and what sections are to be anchored into concrete as both are shown on page 82 of the drawings?	The contractor is to base their estimate for track footages and related items based on the drawings provided. Wood tie track was eliminated from the bid. All track is anchored to the wharf.
151	Dust Control - In Section 44 11 23.00 - Dust Control Plan, Paragraph 1.5.A.1.b, requires that the contractor must "Specify the method of measurement to control the parameters per NAAQS". We reached out to TCEQ about appropriate measurement means and methods as well as acceptance criteria that is specific to a construction site and their response was: "Title 40 CFR Part 58 establishes regulatory NAAQS monitoring requirements for the state, but those requirements apply to the state's NAAQS monitoring network and are not specific to an individual action or project... there is [also] not a dust control requirement in the maintenance SIP (applicable for Hardin, Jefferson, and Orange Counties)." What types of measurements are required for conformance with this specification and what is the standard reference for performance criteria?	Dust control requirements are not required and references should be removed from the project requirements.
152	Ground Water Controls -Section 01 57 25.00 - Ground Water and Surface Water Control has many stipulations for monitoring and lowering the ground water table using piezometers, wells, etc. Do we have to follow these guidelines if we are able to ensure that soil, pipe, etc. are placed in the dry?	Contractor shall meet the requirements of the specification as necessary to construct the project. However, removal of the requirements based on assumed conditions at the site is at the Contractors risk.
153	Construction Exit Geotextile - On sheet G 150 detail no. 3, entitled Stabilized Construction Entrance/Exit Detail, indicates a geotextile fabric per spec 31 05 19.13. Section 1 57 14.00 - Stabilized Construction Exit, Paragraph 2.1.B gives a different specification than Section 31 05 19.13. Which applies to detail no. 3?	Specification 01 57 14.00 applies to the construction exit geotextile.
154	Geotextile Properties - Section 31 05 19.13 - Geotextile, Paragraph 2.2.D gives the minimum properties of geotextiles. We are having a difficult time finding a material that has a permittivity of 0.20, however that is a reasonable value for permeability. Is this actually supposed to be a specification for permeability?	Permittivity should be changed to 0.10
155	Regarding fenders, will the customer can accept factory testing with US 3rd party agency certification (American Bureau of Shipping)	No, fenders must comply with performance specifications Division 35, Rubber Marine Fenders 35 59 13.19 AND the Berth 5 fender face must align with existing fender face of Berth's 3 and 4. Specification 35 59 13.19, Item 2.1E provides guidance on the testing certification requirements.
156	DWG-E101: There are [3] 2" conduits to be installed (Power; Comm. & Spare). Please provide the type and size of wire/cable to be installed in these conduits.	Contractor to provide 2" ducts as specified. Reference 26 05 19.00 for electrical. Comm and Spare for future use. Light poles draw 20A ea. 60A / 40A / 20A contractor may have to adjust for voltage drop based on distance of actual pulls. Likely #6/#8/#10; Comm and Spare are empty. Cathodic protection , CP151, likely 20A or less depending upon equipment chosen; 26 05 19.00 3.2 - XHHW-2
157	DWG-E101: Layout Detail shows [3] conduits from the pull box the light fixtures. Please provide the type and size of the wire/cable to be installed in these conduits.	Contractor to provide 2" ducts as specified. 26 05 19.00 3.2 - XHHW-2; 20A for the lights, likely 20A for the CP rectifier. Contractor will need to verify and adjust for voltage drop.

158	DWG-E101: NOTE-9; Please provide details for the "Calypso Legacy Lighting Control" requirements listed here.	Contractor will need to field verify, no existing system documents available
159	DWG-E250: Please provide dimensions and NEMA Type for the Power Boxes in the Wharf Power Box details.	Concrete power box is cast in place on wharf. Surface load rating H-20. Detail 1 on E250 directs contractor to detail S459 for exact detail and location. Detail 3 shows size, type and Hoffman model # typical for 2
160	DWG-E301: Please provide part numbers for the 2-fixture and 4-fixture bullhorns.	Total of 6 fixtures on 1 pole. Fixture types B and B1 are shown on E-301, no information available on existing brackets
161	DWG-E301: Fixture "Type -C" is not shown on plans. Please provide a location and quantity for this fixture.	E-102 Keyed Note #4 Indicates 3 locations for this fixture.
162	Are there any Panel Schedules available for these existing panels located in Electrical Room-3?	Reference www.portpa.com VZM Phase II drawings, E3.
163	Sheet S 308, Detail 1 calls out (16) #6 as shown w/ #5 @ 12" O.C., E.A. face. Detail 3 calls out #6 @ 12" O.C., E.A. face. What size bar is used for the horizontal U shapes? Also, the U's next to the pipe are shown to have 4' legs. What is the distance between the legs (i.e. parallel to the sheet pile)? Also, what is the spacing between the vertical rebar in detail 1?	The horizontal U bars shall be #6. The vertical rebar shall be equally spaced.
164	What is the length (or tip and top elevations for the existing AZ 12-700 bulkhead sheet pile wall that the W-pile combi-wall will be set in front of?	Please refer to the attached pdf file titled "Str Drawings2 for Responses to Pre-bid Questions_05172017" to determine the approximate sheetpile lengths. A complete set of drawings can be found at www.portpa.com for VZM Phase II drawings.
165	Rubber Fenders, Spec Section 35 59 13.19 Section 1.3.A Bid Submittals lists the items to be included in the bid proposal. These are not mentioned in the ITB or during the pre-bid meeting. Please confirm if the are required with the bid proposal or not.	Yes, required as specified
166	Rubber Fenders, Spec Section 35 59 13.19. End of the Section states the Fender System shall be manufactured and supplies by Maritime International, Inc or approved equal. Please confirm if IRM Offshore and Marine Engineers PVT. LTD. Is an approved equal or not at this time.	A comparable fender system product from other manufacturers that meets the requirements for this project will be considered.
167	The typical elevation for the top of the 48" king pile is approximately +11.16 and the elevation of the tie-rod is at +2.83 which means the tie-rod is over 8 ft down from the top of the pile. Instead of having someone enter inside the pile to weld, would it be acceptable to weld the 8" tie-rod pipe to the 48" king pile from outside of the pile.	No.
168	Please indicate the tip elevation for the closure sheetpiles & connectors between the combi-pipe pile wall & the W-pile King pile wall (Dwg. No.: S301, View 3)	Tip Elevation -75 ft. NAVD88
169	Drawing CD101 shows 4 existing storm sewer pipe outlets to be removed at gunite drainage structure. During the site visit it was noted that there is an additional storm sewer outlet on the north end of the gunite ditch. Please define if the storm sewer pipe not shown on drawing CD101 is currently in use and additionally please define the proposed design intention for the storm sewer outlet.	For reference purposes, www.portpa.com pdf "As-Built Drawings - Improvements to Grannis Outfall".
170	Please confirm there is no "Buy America" clause applicable for this project,	Buy America clauses and provisions do not apply to this construction contract.
171	3.2.1E - Testing Certification -We understand that port requires independent testing of fenders with no influence of the manufacturer, may we request all the bidders are required to test the fenders at independent test facility in USA without giving advantage to any single supplier OR/ port permits all the manufacturer to test the fender at their location (irrespective of country of test location) where the testing is carried in presence of 3rd party independent inspection agency in accordance with the specification.	Specification 35 59 13.19, Item 2.1E provides guidance on the testing certification requirements.
172	Type of Fender:- Currently drawing and specs shows leg fender as the type of fender. We assume port has verified the clearance suitability of the same in case of any over-compression of fender by the ship berthing in accidental situation - Please confirm. (our suggestion would be to look at Cone type of fenders).	POPA preferred and has approved the use of leg fenders.
173	Can the Port of PA please provide the data points from the Hydrographic Survey be provided?	The port conducted a updated hydrographic survey. See www.portpa.com pdf "Dredge Area, qty & bathymetry"
174	Will the Port of PA accept stone placement around pile voids in the articulated mats in lieu of non-shrink grout shown on Sheet C250 Detail.	No, fill voided area with non-shrink grout as noted on C 250.
175	Request from the articulated mat vendor: Hydraulic Data, Plan View Drawing(s) and Cross Section Drawing(s) for Articulated Block Mat.	Refer to dwg C201 - C204 for plan views of the ACM. Refer to dwg C206 & C250 for cross sections and details of the ACM. Refer specification 35 20 25.10.

176	Bollard:- 5. 5 specs calls for MSB-150t mooring bollard or approved equal, while drawing calls for 200t. Please confirm do you need 150t or 200t bollard capacity.	Double bitt bollards where shown on the drawings, are to be 150t.
177	The product code on the drawing is used as MSB200. While the product shows in Double Bit (MDB). Please confirm do you need Single Bit type bollard or Double Bitt a shown on the drawing?	Where double bitt bollards are shown on the drawings, double bitt bollards with the rated capacity are to be provided.
178	Please provide the column lines for the primary and secondary fender assemblies	Contractor to estimate based on bid drawings provided. Column lines will be provided to the successful bidder.
179	Combi Wall According to our suppliers, the estimated lead time for some of the combi wall material is in the range of 18-22 weeks. We respectfully request a 90 day material procurement period be added to the schedule.	Ref 00 52 00.00-2 Port to amend Article 2. CONTRACT TIME to add 185 days from 545 to 730 days to accommodate all material procurement needs.
180	Combi Wall In addenda 2, question #78 states to see the updated details shown on sheet S-301, revision 1 in the addenda. But no drawing was included, please provide. Also, sheets S500 & S501 are missing from question #61	See response 288
181	ACM Mats Please Provide plan view of ACM layout limits beyond STA 11+75 to 10+50 showing the limits of the ACM's in relation to the dredging area. It is assumed that the ACM's stop at STA 10+50 even though the dredging limits continue to STA 9+50. Is this correct?	The limits of the Articulated Concrete Mats (ACM) are as shown on the plans from STA 11+85 to STA 18+00. See sheet C203 thru C 204 for ACM limits. There is no ACM west of STA 11+85.
182	ACM Mats It is assumed that the anchoring of the ACM's at the top of slope is only required from STA 11+86 to STA 10+50. Is this correct?	The limits of the Articulated Concrete Mats (ACM) are as shown on the plans from STA 11+85 to STA 18+00. See sheet C203 thru C 204 for ACM limits. There is no ACM west of STA 11+85.
183	Test Pile In addendum #2, question 15 was answered that there are 12 ea test piles but the spec only calls out 8ea. The question refers to line items 4 & 5 which are crossed out in the spec. If there are 12 ea test piles, please identify where the other 4 are located.	See response 15, 8 piles
184	Active terminal Addendum #2, question #38, states that the Port anticipates that the adjacent wharf will be active with port operations approximately 9 days per month and that waterfront construction activities may have limited access. This could potentially add significant delays to an already aggressive schedule. To ensure that all contractors are bidding the project equally, can a fixed amount of delay or standby time be established. Or can contractors bid the project assuming typical project delay time and a fixed standby rate be established with the low successful bidder after award, this will reduce unnecessary speculated cost and still allow the port to remain active.	At present the tenant has suspended operations. Unknown as to when vessel activity will resume.
185	Response to RFI Question No.: 61 (Addendum 2) states to refer to Dwg. S-500 & S-501 for guard rail assembly detail. The IFC Drawings provided with the bid jump from S-470 to S-558. Please provide S-500 & S-501 and any other drawings that provide details on the guard rail assembly.	Drawings S-500 & S-501 refer to the mooring and deadman access walkway and breasting/mooring dolphin reinforcing plan which are not included in the Berth 5 construction. In the "STRUCTURAL STEEL NOTES, Note 13 listed on Sheet S003, the guardrail assembly notes refer to the guard rail for the "TAIL TRACK 3 TRESTLE" which is also not included in the Berth 5 construction. STRUCTURAL STEEL NOTES, Note 13 is to be disregarded since it does not relate to the Berth 5 construction.
186	Response to RFI Question No.: 117 (Addendum 2) states to refer to revised Dwg. No.: S-301. I was unable to find this drawing as a part of the Response to RFI document or on the Port of Port Arthur web site. Please provide a copy of the revised profile for the W-Pile king pile assembly.	See response 288
187	If available, please provide the Northing & Southing based on TX State Plane Co-Ordinate Grid System, South Central Zone for "TBM 1" on attached drawing G1. System, South Central Zone for "TBM 1" on attached drawing G1.	Coordinates can be provided to the successful bidder.
188	Can you please confirm that fender performance verification testing witnessed by US 3 rd party agency (ABS) carried out at rubber fender factory location outside USA will be accepted? As your answer says, "YES", but it must comply with specification 35 59 13.19 which calls for <u>testing to be carried in USA</u> . Ref question/answer 155.	No. Fender performance verification testing must comply with 35 59 13.19
189	The answer to Question #117 indicated that updated details on Sheet S301, Revision 1 would be included in the Addenda. The revised drawing was missing from Addenda #2. Will it be included in future Addenda?	See response 288
190	E22 connectors required for the Pipe/Z combiwall system are <u>not</u> available in ASTM A572 Grade 65. They are only available in A572 Grade 60. Please advise if E22 connectors in A572 Grade 60 are acceptable.	E22 connectors in A572 Grade 60 are acceptable

191	Dwg C206 section 4, shows ACM mats being placed from station 1+50 to 4+00 which is at the Foley Outfall Ditch. According to dwgs C100, this is 'Work By Others'. Please clarify if this is part of this contract and if so, please provide updated ACM drawings?	The Typical Section (Station 1+50 TO 4+00) for sheet C 206 is shown for informational purposes only. This is "Work By Others" included in the Foley Ditch project and is not included in the Berth 5 construction.
192	Dredging Section 35 20 23.15 Item B of 3.6 PLANT in Section 35 20 23.15 states, "Material barges shall be watertight; overflow of barges will not be allowed...". Based on the permits provided, this does not appear to be a permit requirement. Would Owner consider revising this language to allow for contractors to decant water from barges as long as decanting does not adversely affect water quality?	Per the Pre-Dredge Sediment Sampling & Analysis Report – Maintenance Dredging 2016 (REIN-14-0018) dated October 2016, "dewatering with resulting discharge of return water will not have a serious negative or degrading impact on current environmental conditions at either the placement areas selected (location for settling) or the receiving water (location of return water discharge) based on USACE and USEPA recognized or Texas adopted criteria." The sampling and testing were completed after the issuance of the USACE permit. Likely, in order to apply for the Section 401 Water Quality Certification from TCEQ that was required by USACE Special Condition No. 4.
193	Dredged Material Disposal Spec Section 35 20 23.15 Item 1 of D. Disposal in Section 35 20 23.15, 3.3 CONDUCT OF DREDGING WORK states that the contractor must "comply with the placement plan limits and volumes defined in the USACE permit if hydraulic dredging methods are used." However, Item 4 of the same section states that "wet material [is] to be disposed of in USACE approved disposal area." Must all wet dredge material, whether dredged hydraulically or mechanically, be placed in the dredged material placement areas defined in the Department of the Army Permit, or only hydraulically dredged wet material?	Hydraulically dredged material must be placed in the USACE disposal area. The Contractor, at his option, may mechanically excavate material from within the area to be dredged and dried for on-site fill if of acceptable quality . Unacceptable material must be disposed of at contractor's expense at a pre-approved offsite location.
194	Responsibility for Pollution. Would you please include the following provision regarding Responsibility for Pollution and Disposal of Waste Materials? Contractor will not be responsible for any pre-existing materials containing substances classified as hazardous, potentially hazardous, infectious, toxic or dangerous under applicable law, including but not limited to materials containing the substance asbestos, and such materials will be disposed of in strict compliance with all regulations as directed by [OWNER]. Should the Contractor, during the course of the Work, encounter site materials that it believes may be hazardous, potentially hazardous, infectious, toxic or dangerous, it shall immediately notify [OWNER]. [OWNER] will retain title to all hazardous waste presently on site encountered during demolition, removal, and excavation. This does not include hazardous materials generated by the Contractor, such as used motor oils, lubricants, cleaners, etc. Contractor shall dispose of such hazardous waste according to the Contract documents, following local, State, and Federal regulations.	Conditional language is acceptable, pending final by port counsel at award of contract.
195	Access to Work - The Supplemental Conditions added changes that require Contractor to cease operations and abandon or temporarily vacate as necessary to facilitate port cargo operations. Contractor must coordinate access with the secured perimeter at least 3 days in advance with Port Security. Please clarify if this means we are leaving equipment (as abandon would indicate) or if we have to demobilize entirely. The Supplemental Conditions state that all Work activity will be revised at weekly progress meetings. Additionally, will we have a schedule of the port operations? Lastly, will Owner compensate us if the ongoing port operations delay the Work?	A scheduled cargo vessel may require contractor to temporarily relocate/reposition a pile barge as an example. Landside equipment if any impact would involve a relocation on-site. Weekly progress meetings will include planned vessel activity.
196	Electrical - Will a cold joint be allowed in the low mast lighting foundation?	The design was developed assuming without consideration of a cold joint, however, a cold joint will be considered with proper justification and basis by contractor.
197	Limits of Dredging, C100 On the bottom left of Sheet C100, what is the arrow titled " Limits of Dredging" pointing to?	The limits of dredging is best described by the Dredging Cross Sections shown on sheets C 101 thru C 105. The dredging limits are in excess of 300' RT of the reference line where the "Limits of Dredging" is pointing to at "CROSS SECTION 11+00" shown on sheet C 100.
198	Existing Pavement, C515 A note on plan sheet C515, states "Remove and replace existing pavement..." and Specification Section 32 95 10 is for Pavement Repair and Resurfacing; however, Restoration Plan, Sheet C403, shows hydromulch in this area. Is there any replacement in-kind of pavement removed required in this contract? If so, please provide a paving plan so paving replacement can be quantified.	In the area referenced in the question on C515, area to be hydromulched after existing pavement is demolished. Referenced note on C515 should be changed to read "Remove Existing Pavement".
199	Potable Water, C301-302 On Sheets C300 & C301, can you confirm all the 4" Dia Potable Water Line (TYP) is Galvanized Steel Pipe?	Yes, all 4" diameter potable water lines are Galvanized Steel pipe as noted in specification 33 11 13.01.
200	Wall Sleeve - On Sheet S308, Detail 1, what is the wall thickness of the stainless steel wall sleeves for the 60" HDPE?	SS wall sleeves thickness shall be 1/2"
201	Wall Sleeve, On Sheet S309, Detail 1, what is the wall thickness of the stainless steel wall sleeve for the 24" HDPE?	SS wall sleeves thickness shall be 1/2"

202	For the Wall Sleeves Shown on S308 & S309, is a water stop (anchor collar) ring required? If so what is the O.D. and thickness?	3/8" thick x 2" collar rings
203	Storm Sewer Bedding, On Sheet C571, there are details for storm sewer bedding and backfill for satisfactory soil conditions (no foundation) and unsatisfactory soil conditions (requires a reinforced concrete foundation). For bidding purposes, which detail should the contractor include in his bid price?	Contractor to review geotechnical report provided in the contract documents and make determination if satisfactory and unsatisfactory soil conditions exist and bid accordingly.
204	Noise Control 01 50 00.00-11 Specification Section 01 50 00, paragraph 2.14 Noise Control States: "...Sound Power Level (PWL) of equipment shall not exceed 85 dbA (re: 10-12 watts) measured from the piece of equipment...". Demolition, Pile driving and Dredging Operations will exceed this level. Are these operations exempt from the 85 dbA restriction?	Noise and decibel limitations and restrictions do not apply and references should be removed from the project requirements.
205	Deadman pile cap Are cold joints allowed in the deadman anchor pile cap?	No.
206	Grouted anchor tie-backs, Dwg S001 & S305. Note 12 on dwg S001 calls out the grouted anchor tiebacks at 38.5 k/ft of wall horizontal design force. Detail3, dwg S305 calls for the wedge anchor to support 170 kips of bearing. The anchors are to be designed to 38.5 k/ft, correct?	See response 288
207	Are the 48" pipe pile for the combi wall coated on the inside of the pile?	No.
208	Pile shoe, 31 62 13.23 Concrete piling spec, note 2.6 states a 1" steel plate driving shoe for the concrete piles is required but the dwgs do not show any drive shoe. Is a drive shoe required, if so, please provide a drawing showing the details?	Where required, the selected Contractor shall provide pile shoes per Specifications.
209	Requesting approval for cold formed steel sheet pile as an alternate to hot rolled if the section profile dimension (width, height) matches AZ-19-700 and AZ 26-700 and the properties meet or exceed required properties?	The project requires steel sheet piles that are produced from the hot rolled steel process.
210	Insurance: Regarding Addendum 2 - Contractor Insurance Requirements, "Limits will be specified by Port risk management based on scope of the project" for section '9. Pollution Liability' and section '10. Professional Liability.' To allow the Contractor to provide the most competitive quote possible, please provide the required limits for these coverages.	See portpa.com for insurance requirements. Specific Pollution Liability is \$10 million and Professional Liability limits are \$5 million.
211	Insurance: Regarding Addendum 2 - Contractor Insurance Requirements, section '10. Professional Liability', Additional Insured status is not commercially available on this policy type. Please confirm that a Waiver of Subrogation will be sufficient.	Matter researched with port risk manager. While it may be carrier dependent coverage is reportedly available. Requirement remains in effect.
212	Insurance: Regarding Addendum 2 - Contractor Insurance Requirements, please confirm that providing coverage for transit and off and on-site storage for materials and equipment under the Builder's Risk coverage will remove the requirement for a separate policy and certificate under section '8. Installation Floater Insurance.'	Yes, the installation floater is not needed if the builders risk does indeed pick up the exposure for the primary general contractors, entire project, and all subcontractors working under or outside the general contractor.
213	Insurance: Regarding Addendum 2 - Contractor Insurance Requirements, please confirm that the American Longshore Mutual Association (ALMA) will be acceptable as an insurance company providing USL&H coverage for work on this project. As an association, ALMA is not eligible for an AM Best rating as is required under Section 'B. Acceptable Insurance Company.' cont'd below	ALMA is acceptable by exception. All insurance companies utilized that are not in full compliance with the specifications are subject to review and approval from port risk management.

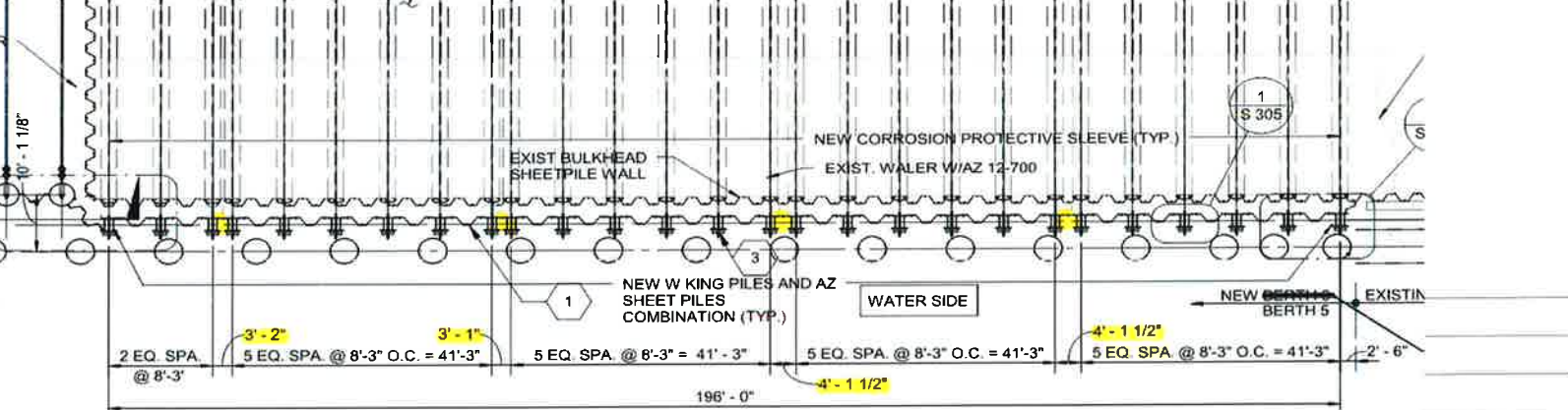
	<p>Insurance In the STANDARD FORM OF AGREEMENT, Article 5. Insurance, at 5.2 and 5.7, the Contractor is required to submit all policies of insurance providing coverage under this Agreement to the Port for both Contractor and for any and all Subcontractors prior to the start of Work. Please confirm that Certificates of Insurance will be acceptable prior to start of work, while full policies of Contractor and Subcontractor may be provided to the Port if requested. Proposed amended language follows: 5.2 Insurance certificates evidencing the required coverages of CONTRACTOR and endorsements evidencing the naming of OWNER as additional insured shall be delivered to OWNER prior to commencement of the Work under this Agreement. The CONTRACTOR agrees that it will not cancel, reduce, restrict, or materially change any policy providing coverage for Work under this Agreement until Final Completion and acceptance by OWNER. Each policy of insurance required shall provide for advance notice to the OWNER prior to cancellation in accordance with policy terms and conditions as governed by applicable law. If the insurer does not notify the OWNER upon policy cancellation it shall be the CONTRACTOR's responsibility to notify the OWNER of such cancellation. CONTRACTOR shall be responsible for procuring immediate replacement coverage for any such cancelled insurance. The OWNER's failure to respond to any deficient insurance certificate received by the OWNER shall not constitute a waiver of the OWNER's rights, or the CONTRACTOR's insuring obligations, under this Agreement. OWNER shall be provided complete policies of insurance providing coverage for Work under this Agreement from CONTRACTOR upon written request.</p>	
214	<p>Follow-up - POPA Question #7 – If the falsework for the wharf concrete formwork can't be supported on the new pile, like it is done at every other wharf project in the U.S., this will add significant cost and time to the project. We did not ask this question and don't understand why the answer is pending.</p>	<p>See response to Question 7.</p>
215	<p>Follow-up - POPA Question #38 – We asked this question because we want all the bidders to be bidding on the same project. We are trying to quantify the impact costs due to the response stating that there can be up to 9 days per month of potential limited access caused by the existing wharf operations. Item # 3 below is the actual question we submitted and what we had hoped to discuss with you over the phone.</p>	<p>At present the tenant utilizing this berth has suspended operations. Unknown as to when vessel activity will resume.</p>
216	<p>Follow-up -Addendum #2, question #38, states that the Port anticipates that the adjacent wharf will be active with port operations approximately 9 days per month and that waterfront construction activities may have limited access. This could potentially add significant delays to an already aggressive schedule. To ensure that all contractors are bidding the project equally, can a fixed amount of delay or standby time be established? Or can contractors bid the project assuming typical project delay time and a fixed standby rate be established with the low successful bidder after award, this will reduce unnecessary speculated cost and still allow the port to remain active.</p>	<p>At present the tenant utilizing this berth has suspended operations. Unknown as to when vessel activity will resume.</p>
217	<p>Followup -POPA Question #40 – We asked this question, once the existing mooring dolphins are demolished, where would the Ro-Ro ship as shown in the attachment tie up to? We understand Berths 3 & 4 will remain operational, but what impacts will it have on Berth 5? If the dolphins are removed in the first month of the project and the ship has to move to the north towards Berth 3, then the impacts to Berth 5 are minimal. Correct?</p>	<p>Mooring structures to be removed.</p>
218	<p>Would the contractors have reasonable accesses to rail for delivery of sheet piles & Wide flange beams? For this portion would be about 1000 tons total in lengths up to 107 feet. I will be using a barge for the large diameter pipe piles and wanted to see if I could find an advantage in using rail vs. barge.</p>	<p>Yes</p>
219	<p>We are waiting on the answers to questions 176 and 177 of Addendum 2 dated May 23, 2017 for Berth 5 Construction about the bollards before we can quote them to the planholders. Can you tell me when you expect to publish that on your Port web site?</p>	<p>See 176 & 177</p>
220	<p>Spec 01 61 00.00, Section 3.4 C indicates "Equipment factory tests" outside the United States needs to include round trip tickets & expenses for two. Does this requirement apply to the fenders, bollards & pipe piles as well?</p>	<p>Yes</p>
221	<p>Response to RFI question 15 reconfirms 12 piles are to be PDA tested indicating the 4 additional piles are itemized in lines 4 & 5 of Spec 31 09 16.23 Section 1.1 A. But these two lines have been struck-off as they apply to the breasting/mooring dolphin & the rail bridge which are not part of this contract. Please confirm if the bidder still needs to carry 12 piles for Dynamic PDA. If yes, what is the location of these 4 piles?</p>	<p>The contractor will be required to furnish and install eight (8) that are to be PDA tested for the Bulkhead Walls, Anchor Wall and Wharf. The bidder will be required to carry 8 piles for Dynamic PDA.</p>

222	Dredge Spec 35 20 23.15 Section 1.7 D indicates the dredge profile to be ± 1 feet. But Articulated Concrete Mat (ACM) Spec 35 20 25.10 Section 3.2 B indicates vertical tolerance for ACM is 1 inch. Please consider matching the ACM tolerance to the dredge tolerance of ± 1 feet.	The wording in the Dredge Spec 35 20 25.10 Section 3.2 B refers to "No overlapping of mats will be accepted and no blocks shall project vertically more than 1 inch beyond the adjacent blocks." The statement refers to the vertical tolerance to adjacent mats.
223	Response to RFI Question 128 (Addendum 2) indicates overdredge beyond 1 feet needs to be replaced with Rip-Rap Gradation 1. The 1" tolerance required by the ACM spec cannot be achieved with this Rip-Rap gradation due to the stone size.	Use non-shrink grout as specified in Technical Specification 03 62 13.00.
224	Who is responsible to perform the inspection of the dredge slope prior to the placement of the ACM's. If the contractor is responsible, what will be the level/type of survey required - divers, bathymetric survey etc.	Per SECTION 35 20 23.15 DREDGING AND DISPOSAL par 3.7A,B MEASUREMENT, "Perform a pre-dredge hydrographic survey and have the survey witnessed by the Owner's Representative. The Owner will employ its own Survey Crew or an Independent Surveyor at the Owner's discretion to perform post- dredge surveys for verification of the dredge quantities. Measure the material removed and items associated with disposal including silt fences, turbidity screens, and outfall structures by cubic yard in place. Use a fathometer with high frequency of 200 kHz or higher or side scan sonar with soundings taken before and after dredging. The Drawings represent existing conditions based on available information, but will be verified and corrected by soundings taken before dredging. Take soundings by lead line, sonic methods, or both as determined by the Owner's Representative. Results of soundings by either or both methods will be the basis for payment. Areas sounded more than 30 days prior to dredging will be re-sounded when requested. "
225	If Mechanical Dredging is performed, what is the width of the Right of Way/Easement at the DMPA up to the point of disposal?	USACE DMPAs are not set up to take trucked material. Mechanically dredged material, if unsuitable for use as site fill, shall be disposed of off-site at a pre-approved location at contractor's expense.
226	Is track 3 to be fastened to crossties as it appears to be in drawing R102 136 of 148	There are no crossties for the current work in this contract. The crossties on Track 3 on R102 are indicating the crossties on the current bridge which is to be removed. The existing track on the existing wharf as shown on R102 also indicates existing crossties for Tracks 1, 2 and 3 on the wharf. There are no crossties on the existing wharf – all track on the existing wharf is direct fixation track. The railroad trestle was intended to be constructed with ballast and crossties; however, the trestle and at-grade approach to the trestle was deleted as shown on Drawing R101. New track under this contract is to be constructed per the details on drawings R150, R151 and R152.
227	Wharf Neenah Trench Drain. Drawing S401, Note #1 indicates Neenah Heavy Duty R-4999-DX. Drawing C570, Note #1 indicates Neenah Airport Trench Drains R-4990-DA. Which Neenah Number is the correct to be utilized?	Neenah R-4990-DA is correct.
228	Detail 4 page S 304, show a ½" plate welded inside the PIPE KING PILES at elevation +0.5' , which is underwater most of the time. Since the sand must go in first it cannot be welded in ahead of time. What purpose does the plate serve ? Could it be supported or hung from the rebar cage ? If it must be welded, could you provide details of how you would like it welded and when.	It is the Contractor's responsibility to determine the means, methods and sequences by which the permanent work is constructed.
229	Detail 2 page S304, shows the rebar cage inside the pipe with the tie rod going thru the cage as well. Is it the intention for us to drive the pipe, set the rebar cage then weld the tie rod sleeve inside of the pipe with the rebar cage inside the pipe as well ? Please Clarify ?	It is the Contractor's responsibility to determine the means, methods and sequences by which the permanent work is constructed. Note, however the vertical spacing of 12" between ties allows for the placement of the tierod sleeves between two consecutive ties.
230	Can you supply more information, a detail on the underwater welding required at the sheet pile closures?	Weld requirements are as shown on the drawings.

231	Where on the Port's property is the rail siding that we would be able to use for receiving and unloading materials. Does the port impose limits on how long we have to unload the railcars ?	Area will be proximate to the project area. Possibly either on-dock, tail-track or behind transit shed area. Options exist depending on car configuration. Long term car storage not allowed. Materials to be discharged on receipt and empty car released to railroad, unless prior permission.
232	Please Clarify. Detail 1 pg S252 shows a grout tube at 4ft long. Detail 2 on pg S252 shows 8ft, which is correct ?	4 ft long grout tubes are correct.
233	My supplier has told us that the W27 X 194 is not available in Grade 65 steel, No mill produces it. It is available in Grade 50. Please give direction.	Please base bids on W27 x 258 Grade 50 steel.
234	Do the two W27 x 194's that make up the King Pile Combi wall have to be connected by interlocks welded to the flanges of the beams OR can the two flanges be welded together to make a box beam. If this is ok please provide a welding detail.	See response 288
235	DWG S304, Detail 4 page S 304, show a ½" plate welded inside the PIPE KING PILES at elevation +0.5' , which is underwater most of the time. Since the sand must go in first it cannot be welded in ahead of time. What purpose does the plate serve ? Could it be supported or hung from the rebar cage ? If it must be welded, could you provide details of how you would like it welded and when.	Duplicate question. See Response #228
236	DWG S304Detail 2 page S304, shows the rebar cage inside the pipe with the tie rod going thru the cage as well. Is it the intention for us to drive the pipe, set the rebar cage then weld the tie rod sleeve inside of the pipe with the rebar cage inside the pipe as well ? Please Clarify ?	Duplicate question. See Response #229
237	Can you supply more information, a detail on the underwater welding required at the sheet pile closures?	Duplicate question. See Response #230
238	Where on the Port's property is the rail siding that we would be able to use for receiving and unloading materials. Does the port impose limits on how long we have to unload the railcars ?	See 231
239	Please Clarify. Detail 1 pg S252 shows a grout tube at 4ft long. Detail 2 on pg S252 shows 8ft, which is correct ?	Duplicate question. See Response #232
240	Steel suppliers have told us that the W27 X 194 is not available in Grade 65 steel, No mill produces it. It is available in Grade 50. Please give direction.	Duplicate question. See Response #233
241	Do the two W27 x 194's that make up the King Pile Combi wall have to be connected by interlocks welded to the flanges of the beams OR can the two flanges be welded together to make a box beam. If this is ok please provide a welding detail.	Duplicate question. See response 288
242	Structures to be Cathodically protected : Please refer SECTION 26 42 00.00 – CATHODIC PROTECTION SYSTEM, Page No. 313, PART-1 General, A. As per this "The WORK of this section includes providing a complete cathodic protection system for the following structures as outlined in this Section and on the Drawings: Berth 5 Sheet Pile and associated appurtenances and facilities". a. Could you please clarify that whether Cathodic protection is to be provided for concrete square piles also?	No, cathodic protection is not required for the concrete piles.
243	Berth 5 or berth 6: In RFP document and specification it is mentioned as Berth 5 construction, however in the drawings, particularly CP layout Drg No. CP 100, (Page 129 of 148) it is mentioned as Berth 6 extension. Could you please clarify whether this project is berth 5 or berth 6?	The label for the work for this project is "BERTH 5 EXTENSION". CP 100 (Sheet 129 of 148) will be corrected in the next addendum.
244	Cathodic Protection Plan Drawing (Drg No. CP 100, page 129 of 148) : As per this drawing, 25 New Suspended Anodes to be placed in line with Existing Anode System (Install on 12' Centers. Splice new header cable to existing positive cable from Rectifier #6). Kindly provide us the details of existing CP system like rating of rectifiers, number of rectifier and quantity of anodes and other equipment's etc. for our better understanding.	The existing water side CP system uses suspended anodes attached to underside the dock as per detail 2 CP 150. There are 140 suspended anodes powered by Rectifiers 1, 2, 3, 4, 5, 6, all with a DC rating of 30volts, 250 amps each.
245	Cathodic Protection Plan Drawing (Drg No. CP 100, page 129 of 148) : Please clarify that whether the new Rectifier (40V, 70A) 7,8 &9 with deepwell anode bed shown in this drawing is for the protection of piles in the land side.	The cathodic protection system is designed to protect the land and water side of the sheet pile system (includes sheet and pipe piles) as well as the 54" diameter pipe piles in the water adjacent to sheet pile system
246	Cathodic Protection Plan Drawing (Drg No. CP 100, page 129 of 148) : Please clarify that whether the CP vendor can propose their own CP system based on their experience to meet the actual current demand of the proposed structures.	Bidders to provide bids per project plans and specifications. See revised cathodic plan sheets.
247	Electrical Bonding of Piles : Pls refer drg No. CP 150 (133 of 148), as per this the sheet piles and 54" dia steel round piles should be electrically bonded using #1AWG HMWPE cable at every +75 feet.	Bonding of the 54" diameter steel piles is part of the cathodic protection system.
248	Pls advise, whether the electrical bonding is our scope of work or the same shall be done by Jetty Contractor.	Others may provide this service if performed per project documents.

249	Cathodic Protection: Drawing CP 150 (Sheet 133 of 148) Shows bonding to be AWG#1 HMWPE, however the spec (Sec. 2.2, pg. 26 05 26.00 – 2) calls for #4 or #6. AWG #4-#8 is common for bonding sheet piles, etc. I've never seen that large of a jumper used in this type of application, FYI. #1 AWG would have to be special ordered. 1/0(ought) could be obtained relatively easily with that particular insulator on it...	Specifications for wires, 26 42 00 page 7. #1 AWG HMWPE is the minimum cable size to be used for bonding.
250	Cathodic Protection: Drawing CP 151 (Sheet 134 of 148) detail 1 (Deep anode groundbed) shows the anodes as 60" long, however they are spec'd as 48" long in the specification (Sec. 2.4, pg. 26 42 00.00 – 5). Those particular anodes are commonly made at 48" and would have to be custom made if they were indeed made to be 60" and it would probably be at least 2-3X the cost of the 48".	48" long MMO anode rated at 8 amps/anode for 20 year life is acceptable.
251	Federal EISA laws were last updated on February 10, 2017 which essentially outlawed standard 1000W Probe Start MH as specified in fixture Type B. The Federal government's intention is to push fixture manufacturers into using more efficient Pulse Start ballasts which were previously only mandated for lower wattages, but now include 1000W as you specified. Holophane can make this fixture with the more efficient pulse start MH ballast. However, I cannot find any lamp manufacturers that make 1000W Pulse Start MH lamps suitable for universal burn position for use in a tilttable floodlight. My recommended solution is to switch the Type B fixture to the same type of floodlight fixture using a horizontal position lamp. By doing so, would allow the fixture to be tilted and only twisting the lamp along axis as opposed to tilting the lamp. This may also improve your photometric performance since it would also eliminate the associated light loss associated with tilt factor. Another recommendation is to use LED for the Type B1 fixture which would have matching white light as opposed to having one yellow HPS fixture on each pole. LED is inherently instant-on. I have had	LAN takes no exception to this substitution.
252	After reviewing the specifications, drawing, and addendums, I would like to know if you have a specific form/template for reporting that you would like to be used. This information will help me to determine the bid. Please advise.	Bids are lump sum. Reporting will be coordinated with Project Manager, PM, Collins Engineers. PM has a file/document sharing system. Contractor's various reports may be used, subject to port and PM approval.
253	Section 26 24 16.00 – Panelboards, Paragraphs 2.3.A and 2.4.A state "Manufacturer: Subject to compliance with requirements, available manufacturers offering products that may be incorporated into the Work include, but are not limited to, the following:" however no manufacturers are listed in the spec. What manufacturers are pre-approved?	Square D, Eaton, GE or approved equal.
254	Trench Drain, S401 & C570 Note #11, on Sheet S401 – Indicates "R-4999-DX" = Heavy Duty or H2O Truck Traffic Grate w/ Bolted Grates. Note #1, on Sheet C570 – Indicates Airport (Aircraft rated Grate for a 200,000 Wheel Load) w/Unbolted Grates. Please indicate which system is required as there is a big cost difference.	See Response #227 above.
255	Horiz tie rods, S150, What is the final tension force required for the Articulated Tie-Rods shown on S150 - Detail 2. Is there a minimum pre-tension force required prior to final tension? If there is, what is it. Is there a specific tensioning procedure?	See response 288
256	Railroad Trackwork Specification 34 11 01.00 – 6 states "All rail sections shall be of one weight and shall be 132-lb." Sections 2, 4, 5 and 6 on R151 also calls out 132lb rail. However, section 3 on R151 calls out 136# rail. Please confirm all rail to be 132-lb.	Confirmed that all rail shall be 132 lb. rail. Section 3 on R151 should call out 132 lb. rail.
257	Dwg. No.: C512 calls for a PROP 20"x18"x18" PVC TEE W CLEANOUT. Please confirm whether it is acceptable to substitute with a 20"x20"x20" PVC TEE W CLEANOUT and 2 each 20"x18" REDUCERS.	Substitution is acceptable
258	Detail 3 on Sheet C 206, entitled "Typical Section Adjacent to Proposed Wharf", shows a 6 in. layer of crushed stone bellow the ACM. Detail 4 on Sheet C 206, entitled "Typical Section Along Sabine-Neches Ship Channel", shows a 6 in. layer of crushed stone between the ACM and geotextile. This layer of crushed stone is not identified in Detail 6 on Sheet C 250, which pertains to Detail 4 of Sheet C 206. Further, Specification Section 35 20 25.10 Paragraph 3.2.A states, "The articulated concrete mats or blocks shall be placed on the filter fabric in such a way as to produce a relatively planar surface." This makes no mention of crushed stone and appears to require the ACM to be placed directly on a geotextile. Can you please clarify the materials to be placed below the ACM both adjacent to the wharf and along the ship channel? Additionally, if crushed stone is to be used, please identify the appropriate type of stone.	The purpose of Detail 6 on sheet C250 is shown the details of anchoring at the top of slope. Provide a crushed stone bedding layer in accordance with specification 31 37 16.13. Refer to section 2.1.E, Table 1, Note 3: "Riprap Gradation No.1 is to be utilized when a riprap mat thickness (bedding layer) of 6" is required."
259	Can you please give me the name of the Hydrodynamic Modeling & Berth Analysis Engineer listed as Hatch Mott McDonald Firm for this project.	Scott W. Fenical, P.E., D.CE.; 3410 Far West Blvd, Suite 210; Austin, TX 78704;Phone: 512 342-9516; Fax: 512 342-9708

260	Q & A Numbers 180 and 186 of Addendum 3 instructs bidders to "refer to pdf file titled "W-27 Combi-wall Drawing Detail". This drawing was not included in Addendum 3 documents. Please provide.\	See response 288
261	In the STANDARD FORM OF AGREEMENT, Article 5. Insurance, at 5.2 and 5.7, the Contractor is required to submit all policies of insurance providing coverage under this Agreement to the Port for both Contractor and for any and all Subcontractors prior to the start of Work. Please confirm that Certificates of Insurance will be acceptable prior to start of work, while full policies of Contractor and Subcontractor may be provided to the Port if requested. Proposed amended language follows: 5.2 Insurance certificates evidencing the required coverages of CONTRACTOR and endorsements evidencing the naming of OWNER as additional insured shall be delivered to OWNER prior to commencement of the Work under this Agreement. The CONTRACTOR agrees that it will not cancel, reduce, restrict, or materially change any policy providing coverage for Work under this Agreement until Final Completion and acceptance by OWNER. Each policy of insurance required shall provide for advance notice to the OWNER prior to cancellation in accordance with policy terms and conditions as governed by applicable law. If the insurer does not notify the OWNER upon policy cancellation it shall be the CONTRACTOR's responsibility to notify the OWNER of such cancellation. CONTRACTOR shall be responsible for procuring immediate replacement coverage for any such cancelled insurance. The OWNER's failure to respond to any deficient insurance certificate received by the OWNER shall not constitute a waiver of the OWNER's rights, or the CONTRACTOR's insuring obligations, under this Agreement. OWNER shall be provided complete policies of insurance providing coverage for Work under this Agreement from CONTRACTOR upon written request. 5.7 CONTRACTOR shall also file with the OWNER valid policies Certificates of Insurance with endorsements on like form for all consultants or subcontractors. Similar insurance shall be provided by or on behalf of all consultants or subcontractors to cover their operations under the Agreement. In the event a consultant or subcontractor is unable to furnish insurance as required under the Contract, then the available insurance limits and coverages may be reviewed by the OWNER and insurance requirements may be amended. Such review and amendment will not be unreasonably withheld.	Language amendment is acceptable, subject to review by port risk manager, counsel and winning bidder.
262	A number of questions say to refer to pdf file "W-27 Combi-Wall Drawing Detail". Where is this file. It is not posted on the POPA's website.	See response 288
263	The plans show 4 dredge material placement areas, 8, 9A, 9B and 11 (Page 16 of 148 C 100). Can you tell me if all will be available for use and if not what one will be utilized. Also I couldn't find any survey specs for the disposal sites. Will a pre and post disposal survey be required of the containment dikes and fill area?	DMPA 8 is closest and most commonly utilized for placement of dredge materials from the port. DMPA 11 is the next closest but used on rare occasions since 8 is closest. Eligible for placement in 9 but a considerable distance from the port.
264	W27 x 194# beams are not available in ASTM <u>A572</u> Grade 65. Please advise if W27 x 194# beams in ASTM A913 Grade 65 is an acceptable alternate grade.	Response date: 08/11/2017: Assume W27 x 129 Grade 50 steel. Refer to pdf titled "W-27 Combi-wall Revised Plan Layout" for more information
265	Response to RFI 186 references a "W27 Combi-Wall Dwg Detail" file. We were unable to find this document on the Port of Port Arthur web site. Please email or identify the location of this file	See response 288
266	Detail 1 on Dwg. No.: S305 shows C9 connectors between the two W27X194's on one set of flanges of the King Pile system. Are there C9 connectors on the opposite flanges as well?	Response date: 08/11/2017: Yes
267	One of our vendors is proposing delivery of pipe piles (3,000 STN, app. 107' long pieces, 170 pieces) via ship directly to the Port. In this regard, please advise the following: Can they be offloaded onto the existing wharf? If yes, how long can the material stay on wharf at no charge? Can we use our barge crane to load them out? If no to (ii), will the port be charging the standard rates (Load @ \$13/stn, wharfage).	Construction materials can be directly discharged to wharf by contractor. Materials must be relocated to construction area. Barge crane may be utilized, process subject to port operations review and approval. As a port construction project dockage, wharfage and other fees do not apply.
268	What is the estimated \$ value of this project. Can you provide what your budgeted amount is and what happens if everyone comes in way over?	See answer 99. Bids are to be opened January 17, 2018. Award is contingent upon recommendation of staff, counsel and engineer and approval by the board of commissioners.
269	Does any dredge material sampling need to be performed as part of the dredging effort? The answer to question 192 in Addendum 3 indicates that sampling has already been performed and a report prepared. Is this the case and no sampling is needed?	POPA's contractor took samples in late July. The analysis should be reported in a month. No additional sampling will be required.

270	The answer to question 205 regarding cold joints in the Deadman Anchor Cap was NO. Does that mean that the contractor is to pour the entire 530lf of the Deadman Anchor Cap at one time or can we pour it in segments of 100lf at one time.	Response date: 08/11/2017: Cold joints shall be avoided. Construction joints shall be preferred.
271	We were still having trouble with one of the answers #94. And fender performance. a single unit performance of R=120 kips and E=181 ft-kips is given with a system performance R=514 kips and E=1094 ft-kips. The drawings show 4 fenders per system, so multiplying the single unit numbers by 4 gives R=480 kips and E=724 ft-kips. Can we get this discrepancy clarified?	Response date: 08/11/2017: Four ME 1000 x 1000, G4 Leg Fenders as shown in the IFB drawings are adequate for the energy absorption requirement per system. Bidders to price based on the IFB drawings as provided.
272	Would the alternate combi wall system as seen in the attached JPG's be allowable if it meets and exceeds the moment of inertia and section modulus of the current specified WF 27 x 258 GR. 50 / AZ 19-700 Gr.65 combi wall system? Please see attached PDFs of the current WF 27 x 258 / AZ 19-700 combi wall system dimensions and AZ-19-700 flange dimensions. There is a lot of concern about the drivability of the current system and the inability to achieve 8' 3" that is required. Please let us know if our alternate combi wall system would be acceptable in lieu of the current system.	See response 288
273	Throughout the 54 total WF 27 x 258 there are 4 locations shown below where we have to bridge the gap to make 3'-2", 3'-1", and two at 4'-1 1/2". The beam is 14.27" wide x 2 = 28.54". So, we have 1 gap @ 9.46", 1 @ 8.46", and two @ 21". Please provide a details as to how to bridge these gaps to achieve the desired dimensions.	See response 288
274	Addendum #3, Question #242 states that cathodic protection is required for the concrete piles. Could you please provide details and specifications on how this work is to be installed. The drawings CP100, CP150 & CP151 do not show any details for this work.	Cathodic protection is not required for the concrete piles.
275	RFI response to question 144 states " Refer to Dwg. No.: C508". But C508 is not part of the contract drawings (Drawings go from C507 to C509). Please provide Dwg. No.: C508 or an answer to question 144.	The check valve is included in the Foley Outfall Check Valve Scope and therefore is not in the Berth 5 scope.
	 <p>ELEMENTS PILE PLAN</p>	
276	Please provide the connection detail between the sets of W27 X 194(or W27 X 258) king piles where the spacing is shown to be 4' 1-1/2" (2 locations), 3'-1" (1 location) and 3'-2" (1 location). Refer to highlighted portion in Detail 1 on Dwg. No.: S300 shown below:	Response date: 08/11/2017: See Response #288
277	Will the Port allow the Contractor to process the demolished concrete structures & piles to 18"-minus and stockpile the processed concrete on Port property for future use, in lieu of the contractor paying hauling and dump fees for offsite disposal?	Unless, with port approval, recycled concrete, RCC material can be used for the Berth 5 project the answer is no.
278	For the tiebacks we will need the load, and lengths including Bond and Unbonded length. Would you like to use bars or strand?	See response 288
279	For the tie-rods, the plans call for ASDO 500-M115/105 Carbon Steel or equal. What bar size/grade should we substitute it? On the ASDO brochure it's not available this bar size and grade.	Response date: 08/11/2017: Per ASDO, the ASDO Code 500 and tie bar code M115/105 are available.

280	In reference to Addendum #3, the response to #144, "Refer to C508 Profile" appears to be part of the Foley Outfall Contract, as sheet C508 is blacked-out in the drawing index for Berth 5. As a Lump Sum bid, it would be great to know affirmatively that this Foley Outfall Check Valve Scope is not in the Berth 5 Scope.	The response to #144 from LAN refers to sheet C-508 which is not included in the Berth 5 contract documents; (since it is part of the Foley Ditch Project). The check valve is included in the Foley Outfall Check Valve Scope and therefore is not in the Berth 5 Scope.
281	In the STANDARD FORM OF AGREEMENT, Article 5. Insurance, at 5.2 and 5.7, the Contractor is required to submit all policies of insurance providing coverage under this Agreement to the Port for both Contractor and for any and all Subcontractors prior to the start of Work. Please confirm that Certificates of Insurance will be acceptable prior to start of work, while full policies of Contractor and Subcontractor may be provided to the Port if requested. Proposed amended language follows: 5.2 Insurance certificates evidencing the required coverages of CONTRACTOR and endorsements evidencing the naming of OWNER as additional insured shall be delivered to OWNER prior to commencement of the Work under this Agreement. The CONTRACTOR agrees that it will not cancel, reduce, restrict, or materially change any policy providing coverage for Work under this Agreement until Final Completion and acceptance by OWNER. Each policy of insurance required shall provide for advance notice to the OWNER prior to cancellation in accordance with policy terms and conditions as governed by applicable law. If the insurer does not notify the OWNER upon policy cancellation it shall be the CONTRACTOR's responsibility to notify the OWNER of such cancellation. CONTRACTOR shall be responsible for procuring immediate replacement coverage for any such cancelled insurance. The OWNER's failure to respond to any deficient insurance certificate received by the OWNER shall not constitute a waiver of the OWNER's rights, or the CONTRACTOR's insuring obligations, under this Agreement. OWNER shall be provided complete policies of insurance providing coverage for Work under this Agreement from CONTRACTOR upon written request. 5.7 CONTRACTOR shall also file with the OWNER valid policies Certificates of Insurance with endorsements on like form for all consultants or subcontractors. Similar insurance shall be provided by or on behalf of all consultants or subcontractors to cover their operations under the Agreement. In the event a consultant or subcontractor is unable to furnish insurance as required under the Contract, then the available insurance limits and coverages may be reviewed by the OWNER and insurance requirements may be amended. Such review and amendment will not be unreasonably withheld.	See response 261
282	A number of questions say to refer to pdf file "W-27 Combi-Wall Drawing Detail". Where is this file. It is not posted on the POPA's website.	See response 288
283	<p>Questions Related to Grouted Tie-Rods from Sub-Contractor:</p> <p>1. Dwg. No.: S305 shows the elevation for the tie-rods at the existing bulkhead to be +3.83' (From NAVD 88 or 3' from MSL). But the water level observed against the existing bulkhead during the prebid site visit seems to indicate this elevation to be much lower. (See attached drawings & site visit photo). This would put the entry point of the grouted tie-rod under water. Would the design team consider revising the entry point elevation so it is in the dry?</p> <p>2. Would it be acceptable to split the flow fill between the new & existing bulkhead? Preference is to place flow fill below the grouted tie-rod to act as a collection area for spoils and then to pour to the top of the bulkhead post tie-rod installation</p> <p>3. We need to run a load test on the first tie-back after its installed prior to installing the rest. Would it be acceptable if we install a temporary brace between the new & existing bulkhead above the tierod entry point to mimic the flow fill/final condition of the wall in order to perform the test?</p>	<p>1. See response 288</p> <p>2. To be determined by contractors means and methods.</p> <p>3. To be determined by contractors means and methods.</p>
284	Item 3.0 VARIABLES. What are you expecting to be listed here?	Delete 00 41-00.00-1 item 3.0
285	Where do we acknowledge receipt of the addendums?	Renumber 00 41-00.00-1 from 4.0 to 3.0.
		Add item to read D. Addendum as issued and acknowledged herein: Acknowledgement of Addendum No. 1 through Addendum_____. Signature:_____ Date:_____
		Change 00 41-00.00-1 item 5.0 Signatures to read 4.0 Signatures

286	Item 4.0 ATTACHMENTS B. This gives the impression that a complete set of specifications are to be attached with the bid. Is this really what you want?	No, not required to submit copy of specifications
287	Questions Related to Grouted Tie-Rods from Sub-Contractor: Based on the required capacity of 38.5k/lf, each tie-back needs to accommodate 300 kips. Per multiple sub-contractors that perform this operation, this is not achievable with the current rod spacing of 8'-3"±. Based on the local geology the tieback lengths will be well over 100 feet long. This creates the high potential for a "zipping" failure. Based on this; will the Engineer consider redesigning the King Pile bulkhead wall so that the horizontal distance between the tie-backs are reduced which would increase the quantity of the W27X194 piles?	Response date: 08/11/2017: Please refer to pdf titled "W-27 Combi-wall Revised Plan Layout" for updated proposed bulkhead retrofit. The revised design horizontal force per foot of bulkhead is minimum 19.25 kips.
288	A number of questions throughout the RFI reference 288 regarding grouted- tie rods and sheetpile.	Please see attached file and www.portpa.com for the file "POPA Berth 5 - Modified Combi Wall Drawings_Latest Conformed Set_07Nov2017"; The reference to AS 19-700 (Modified) should be corrected to read AZ 19-700 (Modified).
289	Detail 1 on Dwg. No. 305 shows AZ 19-700 Modified interlocks between the two W27's on one set of flanges. Similar to Question #266, we assume that these are also on the opposite flanges as well? Please confirm.	<p>Yes, an interlocking pair of modified AZ 19-700 sections (with "tail" lengths of approximately 6 3/8 inches) is required at each "twin" W27 king pile and between all pairs of W27 king piles with the exception where full AZ 19-700 infill sheets can be accommodated. At those locations, a single AZ 19-700 (modified) section is required at each receiving W27 king pile. A summary of assembly items along this combination wall is presented below:</p> <ul style="list-style-type: none"> ●W27x146 King Piles: 52 (correction from 70 identified in the schedule on S 200) ●W27x161 King Piles: 36 (correction from 18 identified in the schedule on S 200) ●Full AZ 19-700 Sections: 24 ●Spliced AZ 19-700 Section: 1 (refer to Detail 2/S 301) ●Pairs of AZ 19-700 (modified): 77 ●Single AZ 19-700 (modified): 21 ●HSS 4 x 1 1/2 x 3/16 sections: 10 ●PL 3/8 x 7 sections: 62 ●E22 connectors: 4 ●C14 connector: 1 ●Omega 18 connector: 1
290	Potable Water Plan Sheet C 300, Note 2, references heat tracing on Sheet E 254; however, no specification section for heat trace was provided. Can you provide a specification for the heat tracing?	A specification is not required for determining the material or installation requirements of the heat tracing system, since this system is identified by manufacturer and model number on the contract drawings on E254. Please reference the Electrical drawings, Sheet E254, entitled Heat Trace Details, Notes, #4. Note the Manufacturer and Model number of the product specified, 'CHEMELEX 4ATV1-CR': Chemelex is a Raychem product, '4' = watts per foot, 'ATV' is a heating cable freeze-protection snow melt (wet or dry) commercial product, '1' = 120v, and 'CR' is a polyolefin outer jacket. The controller for this system is specified in detail 1 on E-254. Use manufacturer recommended glass tape.

291	Plan Sheet E 254, Note 4, states heat trace design was based on 1" fiberglass insulation; however, insulation is not mentioned in the potable water plans, nor specifications. Is the exposed wharf potable water piping to be insulated in this contract? If so, can you provide a specification and details?	Yes, as noted in the contract documents, any piping subject to freezing is required to be insulated and because the insulation is exposed, a jacket is required. A specification is not required for determining the material requirements for the jacket or insulation. As noted, provide 1" fiber glass pipe modeled insulation similar to Johns Manville, Model Micro-Lok HP; with a 316 stainless steel jacket with modeled fittings similar to RPR Products, Model Stainless Steel T316, .016" thickness, smooth finish and corrosion resistant.
292	Reference MCC's question #87. Based on Note #1 on Sheet C570, it is assumed that the Aircraft Neenah R-4990-DA Trench Drain is to be "UNBOLTED" rather than "BOLTED". Please Confirm.	Clarification on the type of trench grate and frame required along the edge of the wharf deck was provided in responses to Question Nos. 227 and 254. However, to avoid any further confusion, Note 11 on S 401 is amended to read, as follows: PROVIDE AN EMBEDDED FRAME ASSEMBLY (NEENAH FOUNDRY [NF]; TYPE X FRAME) ALONG EACH SIDE OF THE DRAINAGE TRENCH TO ACCOMMODATE AN NF AIRPORT, PORT & HEAVY INDUSTRIAL SERIES TYPE R-4990-DA TRENCH GRATE WITH TYPE A GRATE OPENINGS. THE GRATE SHALL ACCOMMODATE HOLD-DOWN BOLTS IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
293	According to Revision 3 on S200 of the existing next to The quantity of W27x146 should be 52 EA in lieu of the 70 EA shown and the quantity for the W27x161 should be 36 EA in lieu of the 18 EA shown. Please Confirm.	The revised quantities for the W27x146 king piles and for the W27x161 king piles are confirmed; see response to comment No. 289.
294	Detail 2 on Dwg. No.: S 301 Rev 4 (Addendum 4) shows that the HSS 1-1/2X4X3/16 welded to the cut-off AZ19-700 only extends 10' below the mudline. Please confirm the following: <ul style="list-style-type: none"> · Do the modified AZ19-700 w/7"X3/8" welded plate infill sheets (the connections between the H-Pile pairs to get the 4' 1-1/2" spacing) only go 10' below the mudline or do they go to the retrofit sheet pile tip = -88.00' · Does the mudline refer to the post dredged mudline or the existing mudline? 	- Correction; the only infill and/or connector pieces that <u>do not need</u> to extend the full depth of the Retrofit Sheet Piling (i.e., EL. -88.0 feet) are the "closure" sections at the limits of the Existing Bulkhead Improvements as identified with Keyed Note 1 in Plan View 1/ and Plan View 2/S-301. The "closures" shall consist of the connectors attached to the new king piles (48" OD Pipe Pile and W27x146 Pile), the connectors attached to the existing steel sheet piles, and the new steel sheet pile sections between those connectors. - The mudline depth shall be the post-dredged mudline depth.
295	The revised pile schedule for the bulkhead improvement pile schedule on Dwg. No.: S 200 Rev 3 (Addendum 4) shows 70 each of the W27X146 & 18 each of the W27 X 161. Our count shows 52 each of the W27X146 & 36 each of the W27X161. Please confirm.	The revised quantities for the W27x146 king piles and for the W27x161 king piles are confirmed. See also response to Question 289, above.
296	Cathodic protection -Can bidder chose high current MMO sled anodes instead of hanging of individual MMO anodes under dock for the protection of piles in Sea water side	No, the intent of the new hanging anodes is to use the same type of cathodic system layout used on the existing docks
297	Changes to drawings: S-456 & S-457	See portpa.com: "S-456_Rev2.pdf"; "S-457_Rev2.pdf"
298	Drawing revision	Sheet S 456: Mooring Bollard Beam Plans, Sections and Details (Sheet 1 of 2); Rev 2 <ul style="list-style-type: none"> • Refer to the revised drawing
299	Drawing revision	Sheet S 457: Mooring Bollard Beam Plans, Sections and Details (Sheet 2 of 2); Rev 2 <ul style="list-style-type: none"> • Refer to the revised drawing
300	Revision to note	Sheet S 001: Abbreviations, Notes and Design Criteria (Sheet 1 of 3) <ul style="list-style-type: none"> • Revise Note 5 I 1) [Mooring Loads] to read as follows: MOORING LOAD: 150 KIPS PER BITT FOR DOUBLE BITT MOORING BOLLARD • Revise Note 5 I 2) [Mooring Loads] to read as follows: HORIZONTAL SWEEP: 90 DEGREES TOWARDS THE CENTER OF THE DOUBLE BITT BOLLARD (FROM EACH BITT OF THE DOUBLE BITT BOLLARD) ON THE WATERSIDE

301	Revision to note	Sheet S 002: Abbreviations, Notes and Design Criteria (Sheet 2 of 3) <ul style="list-style-type: none"> Revise Miscellaneous Product Note 2 A [Mooring Bollards] to read as follows: MDB 150 DOUBLE BITT BOLLARDS WITH LOAD RATING OF 300 KIPS (150 KIPS PER EACH BITT)
302	Call out modified	Sheet S 401: Wharf Deck Plan <ul style="list-style-type: none"> In Plan View 1, revise the mooring bollard call out as follows: MARITIME INTERNATIONAL MDB 150 MOORING BOLLARD; TYP.
303	What is the reason for the bond length and bond zone diameter provided for the grouted tiebacks in the drawing S-150? Shouldn't the tieback design responsibility be on the contractor?	The grouted tie-back system associated with the existing bulkhead wall improvements shall be considered a delegated design to be executed by a professional engineer licensed in the State of Texas. Referring to the Bonded Anchor Length schedule reflected in Typical Section 1 on Sheet S 150 [Rev 3], revise the note to read as follows: "NOTE: BONDED ANCHOR LENGTHS HAVE BEEN ESTIMATED BY LAN ASSUMING A 24-INCH DIAMETER GROUT CORE. THE DELEGATED DESIGN PROFESSIONAL SHALL BE RESPONSIBLE FOR SATISFYING THE DESIGN CRITERIA AND ALL APPLICABLE CODES AND REFERENCED STANDARDS TO EFFECT THE FINAL SOLUTION."]
304	Typically for grouted tiebacks in marine environments, a trumpet is welded to the back of the bearing plate to help with corrosion. Can this detail be provided?	The delegated design professional shall be responsible for the design and detail of the trumpet as a means to provide corrosion protection. At a minimum, the trumpet shall consist of an epoxy coated ASTM A 53 HSS 8.625 x 0.322 pipe (min. diameter and wall thickness) by 6'-6" long (min.; as required to ensure appropriate corrosion protection into the unbonded "free length" zone) with internal "brackets" to maintain alignment of the tieback anchor within the trumpet. The trumpet shall be shop welded all around to the bearing plate. Grease or grout shall be used to fill the trumpet. Secondary grout shall be provided in the "free length" zone to provide corrosion protection.]
305	Please verify tieback anchor plate sizes. On sheet S-305, there are two different plate sizes shown.	The size of the bearing plate called out in Section 3/S 305 shall be amended to read PLATE 4 1/2 x 12 x 2'-1"]
306	Verify the load that the steel wedge washer needs to accommodate as shown on sheet S-305.	The steel wedge washer shall accommodate a maximum bearing load of 52.3 kips assuming the tieback anchor rod is equidistant from the centroid of each W27 king pile.]
307	Confirm tieback load of 38.5 k/ft. on sheet S-150 is incorrect, and should be 19.25 k/ft.	Note 1 on Sheet S 150 [Rev 3] shall be revised to read as follows: "MINIMUM INDIVIDUAL HORIZONTAL ANCHOR FORCE FOR SINGLE LEVEL OF ANCHORS = 19.25 K/FT"
308	Note 12 on Sheet S 001 shall be revised to read as follows:	"12. GROUTED TIE-BACKS: DESIGN HORIZONTAL FORCE PER LINEAL FOOT OF STEEL PILING BULKHEAD WALL: 19.25 K. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LENGTH OF THE BOND, HOLE DIAMETER, AND DRILLING AND GROUTING METHOD USED FOR THE GROUTED TIE-BACK ANCHORS ASSOCIATED WITH THE EXISTING BULKHEAD WALL IMPROVEMENTS."]
309	The drill tooling and trumpet required for these grouted tiebacks will require a larger access point through the new W-pile pairs, which may include cutting through the flanges of the W-piles and welding additional steel support elements between the piles. Has this been considered in the bulkhead design?	It is anticipated that drilling would commence prior to driving the W27 king piles. Nevertheless, coping of as much as 4 1/2 inches of the flange width (one side of the web only) at each of the W27 king piles in tandem can be accommodated with the addition of a PL 3/4 x 8 x 2'-6" above and below the coped opening on each side of the W27 king piles (four plates required at each pair of W27 king piles). Fillet weld the 3/4-inch plate to the flanges of the W27 sections all around using 5/16-inch fillet welds. Encapsulate the entire assembly in corrosion inhibiting grease.]

310	Bulkhead Improvement Wall: A pile vendor has come up with a different King pile wall detail using fabricated W-sections & connectors for the bulkhead system at the existing bulkhead (Bulkhead Improvement). Their design is attached to this RFQ. Please advise if this system is approved prior to the bid date.	The proposed alternative bulkhead improvement combination wall layout is not acceptable citing previous concerns from the specialty contractors who will be responsible for designing the associated grouted tie-back system. These concerns necessitated the closer king-pile spacing as reflected in the 'POPA Berth 5 - Modified Combi Wall Drawings Latest Conformed Set' of drawings that were issued as part of Addendum 4. Note: All bids are to be based on the design shown in the 'POPA Berth 5 - Modified Combi Wall Drawings Latest Conformed Set' of drawings, issued under Addendum 4.
311	On Track Rail: Instead of the cast-in-place U-Bolt shown on Sections 3 & 5 on Dwg. No.: R151, can we instead post install a 7/8"Ø X 11" long all-thread rod with a Hilti HIT-RE 500 V3 epoxy adhesive? (See attached sketch that shows this system).	Substituting the proposed U-bolts shown in Sections 3 and 5 on Sheet R 151 with post-installed epoxy adhesive anchor rods is not acceptable. Nor will this be entertained for the proposed U-bolts shown in Section 2 on Sheet S 464.
312	Tie-Back Anchor S/C: Note 12 on Dwg. No.: S 001 and the responses to RFI's indicate that the contractor is responsible for design of the grouted tiebacks. But Section 1 on Dwg. No.: S 150 Rev. 03, shows bonded lengths and grout core diameters for bidding. Is it the Port's intent for the grouted tieback contractors to bid the design shown on the drawing and if so is this current design being stamped by the owner's engineer? If the owners engineer is not providing a stamped grouted tieback design, please advise if the grouted tieback contractors can come up with a design system of their own.	The grouted tie-back system associated with the existing bulkhead wall improvements shall be considered a delegated design to be executed by a professional engineer licensed in the State of Texas. Referring to the Bonded Anchor Length schedule reflected in Typical Section 1 on Sheet S 150 [Rev 3], revise the note to read as follows: "NOTE: BONDED ANCHOR LENGTHS HAVE BEEN ESTIMATED BY LAN ASSUMING A 24-INCH DIAMETER GROUT CORE. THE DELEGATED DESIGN PROFESSIONAL SHALL BE RESPONSIBLE FOR SATISFYING THE DESIGN CRITERIA AND ALL APPLICABLE CODES AND REFERENCED STANDARDS TO EFFECT THE FINAL SOLUTION."
313	Tie-Back Anchor S/C: Please confirm that the revised design from the pdf titled "W-27 Combi-wall Revised Plan Layout" accounts for a designed horizontal force per foot of bulkhead of 19.25 kips. This was described within the response from RFI #287 but on Drawing S150 Rev03. Note 1 it still states 38.5 k/ft.	Yes, the revised bulkhead wall improvements combination wall layout drawings account for the prescribed 19.25 kips of minimum horizontal anchor force per lineal foot of wall. Note 12 on Sheet S 001 shall be revised to read as follows: "12. GROUTED TIE-BACKS: DESIGN HORIZONTAL FORCE PER LINEAL FOOT OF STEEL PILING BULKHEAD WALL: 19.25 K. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LENGTH OF THE BOND, HOLE DIAMETER, AND DRILLING AND GROUTING METHOD USED FOR THE GROUTED TIE-BACK ANCHORS ASSOCIATED WITH THE EXISTING BULKHEAD WALL IMPROVEMENTS."
		Note 1 on Sheet S 150 [Rev 3] shall be revised to read as follows: "MINIMUM INDIVIDUAL HORIZONTAL ANCHOR FORCE FOR SINGLE LEVEL OF ANCHORS = 19.25 K/FT"

314	Tie-Back Anchor S/C: Please provide the maximum loading (PSF) allowed for construction equipment on the existing pavement of the relieving platform at the location of the grouted tie-backs. This will help identify if the placement of the grouted tie-rods can be done from land.	None of the existing, as-built drawings (Retaining Walls, Relieving Platform and Wharf II [Berth 5]) identify the design live load associated with the existing uplands' pavement areas. The 16-inch square prestressed, precast concrete piles ($f'_c = 6,000$ psi) that support the approx. 24'-0" wide relieving platform are spaced at 9'-6" o.c. in one direction and 8'-3" o.c. in the other direction. The dead load associated with the 1'-6" thick relieving platform and six feet of soil overburden and pavement is approximately 975 psf. If the contractor elects to stage construction equipment above the existing relieving platform, he shall engage a professional engineer licensed in the State of Texas to ensure that the imposed equipment loading including lateral surcharge effects can be adequately accommodated by the existing bulkhead wall and relieving platform.
315	With the quantity of H-piles increasing with the revised bulkhead improvement design, please advise if additional time will be added to the overall project duration.	Revise response to Question 179 and in response to this inquiry: Ref 00 52 00.00-2 Port to amend Article 2. CONTRACT TIME to add 185 days from 545 to 730 days to accommodate all material procurement needs.
316	Notes on Dwg. No.: S 301 Rev. No.: 4 indicate that the AZ19-700's are FY = 50 ksi. But response to question 116 indicate the sheets to be Grade 65. Please confirm sheet piling grade for the King Pile wall (H-Piles) & the combi-pipe pile wall.	For the existing bulkhead wall improvements combination bulkhead wall only, Grade 50 ksi material may be used for the W27 king piles, AZ 19-700 infill sheets and accessories.
317	Please reference Addendum 4 Question No. 287 Response dated 8/11/2017 "The revised design horizontal force per foot of bulkhead is minimum 19.25 kips." Please reference drawing S-150 revision dated 11/07/2017 Notes "1. MINIMUM INDIVIDUAL HORIZONTAL ANCHOR FORCE FOR SINGLE LEVEL OF ANCHORS = 38.5 K/FT". Since the drawings were revised after the question response date, which is the correct minimum anchor force?	Note 1 on Sheet S 150 [Rev 3] shall be revised to read as follows: "MINIMUM INDIVIDUAL HORIZONTAL ANCHOR FORCE FOR SINGLE LEVEL OF ANCHORS = 19.25 K/FT"
318	Please reference drawings S-150 revision dated 11/07/2017 and S-100 and specification section 31 51 00.00 – ANCHOR TIE-BACKS. Drawing S-100 Note 12 states "THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LENGTH OF THE BOND, HOLE DIAMETER, AND DRILLING AND GROUTING METHOD USED FOR THE GROUTED TIE-BACK ANCHORS" and specifications indicate the contractor is responsible for design of the tie-back system. However, Drawing S-150 provides these criteria.	Note 12 on Sheet S 001 shall be revised to read as follows: "12. GROUTED TIE-BACKS: DESIGN HORIZONTAL FORCE PER LINEAL FOOT OF STEEL PILING BULKHEAD WALL: 19.25 K. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LENGTH OF THE BOND, HOLE DIAMETER, AND DRILLING AND GROUTING METHOD USED FOR THE GROUTED TIE-BACK ANCHORS ASSOCIATED WITH THE EXISTING BULKHEAD WALL IMPROVEMENTS."
	a. Who is responsible for the tie-back design, the owner or the contractor?	The grouted tie-back system associated with the existing bulkhead wall improvements shall be considered a delegated design to be executed by a professional engineer licensed in the State of Texas. Referring to the Bonded Anchor Length schedule reflected in Typical Section 1 on Sheet S 150 [Rev 3], revise the note to read as follows:
	b. If the contractor is responsible, can the contractor's bid be based on their design with respect to bond length, hole diameter, drilling and grouting method? c. If the owner is responsible, please clarify the assumed drilling and grouting method for the design.	"NOTE: BONDED ANCHOR LENGTHS HAVE BEEN ESTIMATED BY LAN ASSUMING A 24-INCH DIAMETER GROUT CORE. THE DELEGATED DESIGN PROFESSIONAL SHALL BE RESPONSIBLE FOR SATISFYING THE DESIGN CRITERIA AND ALL APPLICABLE CODES AND REFERENCED STANDARDS TO EFFECT THE FINAL SOLUTION."

319	<p>1. Please reference drawings S-150 revision dated 11/07/2017 in the Bonded Anchor Length table the note specifies "FOR BIDDING PURPOSES ONLY; ASSUMED 24" DIA. GROUT CORE" and section drawing shows elevation for 24" Dia auger and 30" Dia auger. Please note 24" or 30" diameter is much larger than what is typically used for inclined anchors, especially considering the access of the anchors on the waterside. Furthermore, given the proposed anchor center to center spacing, these large diameters do not meet the Post-Tension Institute recommendations for minimum spacing of 4 times the diameter (PTI Recommendations for Prestressed Rock and Soil Anchors section 6.9.1) and will require alternating the inclination angles and/or staggering the bond zones.</p>	See response 318
	a. Can the contractor propose alternate diameters?	
	b. If not, please clarify if and where 30" diameters are used.	
	c. If the 24" and/or 30" diameters are required, please specify the method and design to meet the PTI spacing recommendations.	
320	<p>1. Please reference drawings S-150 revision dated 11/07/2017 in the Bonded Anchor Length table specifies bond lengths of 80' and 100'. Please note that these bond lengths are much longer than what is typical for the soils on site. Furthermore, they are longer than the 50' maximum length recommend by Post-Tension Institute for soil anchors unless a provision is made to transfer the load throughout the bond zone (PTI Recommendations for Prestressed Rock and Soil Anchors section 6.7.2).</p>	See response 318
	a. Can the contractor propose alternate bond lengths?	
	b. If 80' and 100' bond lengths are required, please clarify the intended method for transferring load through the bond zone.	