

Coos Bay Rail Link Pre-bid Questions & Answers

2012 Track Rehabilitation for Supplying Railroad Ballast

1. Do you know when the notice to proceed would be determined?

Answer: We hope to award the bid at the February 16 Commission meeting. The supplier will then need to provide the insurance and bonding requirements. The dates will be determined in the contract.

2. In the bid items it says **“Specify availability / earliest delivery and schedule for completion to fill order ARO based on the estimated quantity”** Do you have a desired time frame?

Answer: The delivery dates will be predicated on the selection of the track rehabilitation contractors and their need for ballast to surface behind installing ties. Track Contractor selection should begin in February with anticipated work beginning in March. Contractors will be required to begin surfacing once they finish 5 miles of tie installation before moving forward. Track rehabilitation will be completed within 120 days. We would expect the first ballast distribution to begin in mid-March and continue on a steady basis for 120 days.

3. FOB Alternate A1 – would you be arranging rail cars and transportation via rail from our rail spur?

Answer: Alternate A1 requires the ballast supplier to work with both the CBR railroad and the track contractor to deliver ballast to the contractor for unloading. The bids will most likely be selected on the basis of delivered price to the stockpile locations. It will be up to the ballast supplier, the railroad and the track contractor to figure out the rail car situation although the railroad may have a line on some.

4. Do you have a location map of the sites for delivery?

Answer: We do not have a location map but could arrange for our field inspectors to meet and show the locations.

5. I'm trying to clarify what the total General Liability Insurance requirements are. The majority of insurance companies don't offer a \$2,000,000 Per Occurrence/\$4,000,000 Aggregate limit on their General Liability policies. Instead they offer a \$1,000,000 Per Occurrence/\$2,000,000 Aggregate and then an Excess insurance policy provides any more limits that are needed.

I'm having a hard time determining how much Excess insurance is needed to comply with the Port's contract and would appreciate your feedback.

Answer: The Port has determined that the Insurance Requirements for the Ballast Bid, located on pages 47 – 48 of the Invitation to Bid, should be revised to provide as follows:

Section 5.2.3 Commercial General Liability Insurance with a limit of not less than One Million Dollars (\$1,000,000) per occurrence and an aggregate limit of Two Million Dollars (\$2,000,000) for injury to or death of persons and damage to or loss or destruction of property. (The balance of this Section remains the same).

Section 5.2.6 A separate umbrella policy with a limit of Four Million Dollars (\$4,000,000). (The balance of this Section also remains the same).

6. Are the delivery sites prepped and ready for ballast to be delivered?

Answer: The delivery sites are not prepped. Any lost ballast due to base will be the responsibility of the Port.

7. Does the bid quantities account for ground loss?

Answer: Yes.

8. Are the delivery sites former ballast delivery sites?

Answer: No.

9. Do you have stockpile footprint dimensions for each location and will they be staked out?

Answer: We do not have stockpile footprints but once our supplier's are selected, we can meet at the sites and stake out the area.