



**Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09**

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
1.		General	Could you please tell me if the subject project will have construction inspection services (QC) provided by the contractor, or will a separate contract be awarded for same? Will any quality assurance inspection (QA) be independently performed? Also, which firm is performing the project design?	The Contractor shall provide QC construction inspection services per 01 45 00 and all relevant technical specifications. Sound Transit will provide all QA construction inspection services. The U220 design was performed by a joint venture, Northlink Transit Partners.
2.		Contract Time	We couldnt locate the required time to conclude the contract, or Is the Contractors to submit their own Schedule?	See specification 01 12 16.
3.		Liquidated Damages	Volume 1 of 8 Section 00200 clause 10.02 and also Section 00300 clause SC-10.02 do not specify the amount of the Liquidated Damages, please clarify.	See specification 01 12 16.
4.		General	For the TBM tunnel, will Sound Transit be using conventional tunneling or is this micro-tunneling associated with the project.	There is no anticipated micro-tunneling on U220. Tunneling methods are specified in Specification 31 71 19 and 31 71 23
5.		Specifications	Please verify if there are any new elevators or vertical transportation systems in the project.	No, unless the Contractor elects to install any elevators or other vertical transportation systems for their use during construction.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
6.		Specifications	Does this project require construction inspection as a subconsultant?	Comply with Specification 01 45 00 and all technical specifications.
7.		Addendum 1: DBE and Small Business goals	The way this reads there is a 7.4% DBE goal and a 6% Small business goal of which 3% must include DBE. These goals are condition of award. Effectively the DBE goal is 10.4%, correct?	<p>No. The overall 7.4 % DBE goal is for the entire U-Link projects not just Contract U220. The U220 SBE/DBE Contract goals are: 6% Small Business Enterprise (SBE) of which ½ (i.e. 3%) should be Disadvantaged Business Enterprises (DBEs).</p> <p>The U220 3% DBE goal is a subset of (i.e. is included in) the U220 6% SBE goal. Achievement of these goals is not a pre-condition of contract award. A Bidder's best-effort to achieve these goals is a requirement and pre-condition of award.</p> <p>Bidders are encouraged to forward questions of this issue via the Ebidsystem.</p>
8.		Contract Specification: 31.09.00	Note 1 on the instrumentation drawings indicates that the number of structure settlement points shown are approximate only and that actual locations and quantities shall be determined in the field. Will the Contractor or Sound Transit determine the number of points in the field? And are the points shown on the plan the maximum number of points anticipated?	The number of structure settlement points shown on the plans are the maximum number of points anticipated.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
9.		Contract Specification: 31.09.00	Spec 31 09 00, Section 1.07, B.2- indicates ST will obtain a Project Construction Permit, will this cover work that requies blocking off parking spaces on city streets, or will separate street-use permits be required?	This permit will cover all work in City streets; no other permits will be required.
10.		Contract Specification: 31.09.00	Spec 31 09 00 Section Part 1 General, 1.05, B. states " Perform all surveying aciviteis under the direct supervision of a licensed Professional Land Surveyor registered in the State of Washington" Can you please define what is meant by "surveying activities" and if this includes monitoring of the surface, structure, and utility settlement points?	If surface, utility, and structure settlement points are to be monitored via optical or laser survey methods, then, the surveying activities need to be completed under the direct supervision of a licensed Professional Land Surveyor.
11.		Contract Specification: 31.09.00	Spec 31 09 00, Part 1, 1.04, I indicates that two read-out devices are to be provided to ST, while specification Part 2 Products, 2.09, indicates "furnish one portable readout unit". How many readout units does ST require?	One readout unit for each type of instrument is sufficient (e.g., one readout unit for all VWP instruments; and one readout unit for inclinometers).
12.		Contract Specification: 31.09.00	Spec 31 09 00, 3.04, B. 2. requires inclinometer casing to be installed within 1 degree of vertical, this is typically not practical and we request revising to 3 degrees of vertical which can be met with conventional drilling equipment as demonstrated on past Sound Transit projects.	Vertical inclinometers may be installed within 3 degrees of vertical.



**Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09**

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
13.		Contract Specification: 31.09.00	31.09.00, 2.11 G. specified that the Argus System provided by SINCO, or approved equal should be used for instrumentation data management. Previously on the Ulink 215 contract bid documents the GeoComp "iSite" system was specifically identified as being acceptable. Is the iSite still an acceptable system? Also is SolData's GeoScope Web an approved equal?	Yes, to both.
14.		Contract Specification: 31.09.00	Spec 3 09 00 Part 2, 2.10, G, Requires relaying instrumentation reading to the Contractor's and Sound Transit's trailers. The specified instrument data management system "Argus" is a web based system. Will instrumentation readings still have to be sent to the Contractor's and Sound Transit's trailers? This was not required on the U-215 contract.	Data will be made available to contractor, ST, and interested third parties via the web-based IDMS.
15.		Contract Specification: 31.09.00	Part 2, 2.11, G, identifies SINCO's "ARGUS" system or approved equal, as the Instrumentation Data Management System. Previously on the U215 contract GeoComp's "iSite" system was specifically identified as being acceptable. Obviously ST has previously reviewed the "iSite" system. Is GeoComp's "iSite" system acceptable for the IDMS on this contract?	Yes.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
16.		Contract Specification: 31.09.00	Section 31 09 00 Part 2, 2.11, G, identifies SINCO's "ARGUS" system or approved equal, as the Instrumentation Data Management System. Previously on the U215 contract other web-based systems were specifically identified. Is "GeoScope Web" provided by SolData acceptable for the IDMS on this contract?	Yes.
17.		Contract Specification: 31.09.00	Spec 31 09 00, Part 2, 2.10, G - requires electronically relaying hourly logged readings to the Contractor's and ST's office. According to Sheet L10-KM900 there are no instruments requiring hourly readings. What hourly readings are being referred to?	Monitoring will be accomplished in accordance with the tables on Sheet L10-KM900.
18.		Contract Specification: 31.09.00	Spec 31 09 00, Part 2, 2.10, G - requires electronically relaying hourly logged readings to the Contractor's and ST's office. We understand SINCO's ARGUS system is a Web-based system so will it still be necessary to relay readings to ST and the Contractor's offices?	It is expected that ST and the Contractor and interested third parties would be granted access to the web-based IDMS to view data.
19.		Contract Specification: 31.09.00	What is the monitoring schedule of the structure settlement points on temporary shoring elements?	Refer to Specification Section 31 09 00 3.06. E. for the monitoring schedule for temporary shoring elements.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
20.		OCIP Manual	The combined CGL and Excess Liability provides \$102 million during construction. Since this is a multi year contract will these limits be re-instated annually or are the limits the total limits for the duration of the project?	Reinstated annually.
21.		Special Conditions 8.01C	OCIP: The contractor is responsible for payment of the first \$250,000 of each policy's deductible. Do these policies have a "per claim" of "per occurrence" deductible?	All policies have a "per occurrence" deductible.
22.		General Requirements section 012100 addresses fuel escalation	We respectfully request that in addition to fuel escalation, a provision be added to the contract to address steel escalation. Given the large quantities of temporary and permanent steel required for this project, and the recent and continued extreme volatility in steel pricing, the absence of an equitable steel escalation clause will force the bidders, suppliers, and subcontractors to include large contingencies in their pricing	This was considered by Sound Transit and it was decided, given the current economic situation, not to pursue material escalation clauses.
23.		IT Services	What portion of the budget is for Information Technology OMWBE certified firms?	Some of the "information technology" opportunities in this contract included instrument monitoring and logging, TBM navigation equipment, controls systems for pumps, and contractor's office needs. The use of an OMWBE certified business is determined by the Contractor and is further discussed above in the response to RFI No. 7.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
24.		Section 00100 Article 1.07 B,7	<p>This section imposes upon the Bidder that the Bidder agrees to comply with all requirements imposed by easements or permits.</p> <ol style="list-style-type: none"> 1. Has the Engineer included all the known easements and permits in the contract documents? It is possible that even if the Engineer has included all the known easement and permit requirements, that additional requirements may arise during the course of the project from additional easements and permits that are not known at the time of the bid. 2. Will the Contractor be compensated for the costs of complying with the terms of easements and permits that are not known at the time of the bid? 3. In the same section, Item 4 refers to, "Environmental factors and Mitigation requirement", and Item 5 refers to "All other data matters and conditions requisite to the fulfillment of the Work". Are all of these requirements detailed in the Contract Documents? 	<p>1. Yes</p> <p>2. Yes</p> <p>3. Yes</p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
25.		Section 00200 - General Conditions - Article 1.07 A	<p>This sections imposes upon the bidder that the Bidder agrees that it has "taken steps reasonably necessary" to evaluate conditions affecting the work, including geotechnical and permit conditions.</p> <ol style="list-style-type: none"> 1. Has the Engineer included all the known local requirements, easements, geotechnical, and permit conditions in the contract documents? It is possible that even if the Engineer has included the entire known local, easement and permit requirements, that additional requirements may arise during the course of the project from additional local requirements, easements and permits that are not known at the time of the bid. 2. Will the Contractor be compensated for the costs of complying with the terms of easements and permits that are not known at the time of the bid? 	See No. 24.
26.		Section 00200 - General Conditions - Article 4.02	<ol style="list-style-type: none"> 1. How long does Sound Transit require to respond to a request for change? 	See General Conditions



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
27.		Section 00200 - General Conditions - Article 13.10.A	<p>This section establishes the requirement that certain materials are required to be manufactured in the United States. It also establishes the requirement that the Bidder certify, at the time of the proposal that the Bidder shall comply with the Buy American provisions. (Reference to: Requirements with Submittal #2, Bid Form Eight - Buy American Certification.)</p> <p>Our investigations have established that some of the steel sections used for the UW Station shoring (plan sheets 386 & 387) are not manufactured in the United States. Specifically, these are steel sections W36 X 652 and W36 X 800. Our investigations have indicated that the largest section that is being produced in the United States is W 36 X 441. We are unable to identify a domestic or foreign steel mill that will produce the W36 X 800 section.</p> <p><i>Questions:</i></p> <ol style="list-style-type: none"> Has Sound Transit obtained a waiver of the Buy American provisions for these steel sections and any other materials that are not manufactured in the United States that are required by the plans and specifications? 	<p>No. Buy America does not apply to temporary struts and wales.</p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
		RFI #27 Continued	<p>2. If Sound transit has not obtained a waiver for these materials, will the Engineer provide alternative designs for the shoring that do not require these steel sections?</p> <p>3. Regardless of the Buy American provisions, will Sound Transit provide alternative designs to replace the W36 X 800 section?</p> <p>4. In article 13.10 B it is stated that the Bidders proposal shall be declared non-responsive if the Bidders does not agree to the Buy American provisions. However, the form provided in the proposal documents (Reference to: Requirements with Submittal #2, Bid Form Eight – Buy American Certification.) has a section that Bidder can sign that states that the Bidder cannot comply with the requirements. This seems inconsistent with the provisions of this article.</p> <p><i>Question: If the bidder signs the second part of the form, stating that the Bidder cannot comply, will the Bidders proposal be declared nonresponsive?</i></p>	<p>See No. 1 above</p> <p>See No. 1 above</p> <p>See No. 1 above</p> <p>This question will be answered in Clarification Publication No. 4.</p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
28.		Section 00300 Special Conditions - Article SC-6.05	<p>This section imposes upon the bidder that the bidder agrees to comply with all requirements imposed by easements and right of entry requirements between the University of Washington and Sound Transit.</p> <p>1. Has the Engineer included all the known easements and right of entry agreements between the University of Washington and Sound Transit in the contract documents?</p> <p>It is possible that even if the Engineer has included all the known easement and right of entry requirements, that additional requirements may arise during the course of the project from additional easements and right of entry agreements that are not known at the time of the bid.</p> <p>2. Will the Contractor be compensated for the costs of complying with the terms of easements and right of entry agreements that are not known at the time of the bid?</p>	<p>1. Yes</p> <p>2. Yes</p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
29.		Section 01 11 00 1.03 G	This section states that Contract U260 (track work) has a scheduled start date of the third quarter of 2011. Is it the intention of the specifications that this work shall begin regardless of the achievement of substantial completion for this project?	No. ST shall manage the NTP for U260 to avoid conflicts with U220.
30.		Section 01 12 16	<p>Milestone 1 requires the following to be complete within 6 months of the final N-T-P Now anticipated to be between 01/04/10 and 07/10/11:</p> <ol style="list-style-type: none"> 1. Installation of temporary power from UW; 2. Construction of the new access roads (along the south, west, and east sides of the project; 3. Modifications to the intersection at Montlake Boulevard and NE Pacific Place (including excavation, compaction, paving, sidewalks, curbs, traffic signal, etc.) 4. Relocation of the UW gate to a point on the southeastern corner of the site; <p style="text-align: center;"><i>Continued next page</i></p>	Sound Transit does not intend to revise Milestone durations.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
30 -	Continued		<p>5. Construction of a portion of the temporary wall along the south side of the site (and north of the temporary access road);</p> <p>6. Installation of the electrical duct bank (along the northwest limits of the site); and</p> <p>7. Restoration of the site south of the southern access road; while</p> <p>8. Maintaining local access across/around the site for both vehicle and pedestrian traffic.</p> <p>Milestone 2 requires the following to be complete within 15 months of the final N-T-P and 9 months after the completion of Milestone 1 - Now anticipated to be between 07/01/10 and 04/01/11:</p> <p>1. Construction of the remaining temporary construction wall (along the west, north, and east sides of the site);</p> <p>2. Complete site grading (to elevation 52);</p> <p>3. Installation of the complete slurry wall (including the intermediate section);</p> <p style="text-align: center;"><i>Continued next page</i></p>	



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
30 -	Continued		<p>4. Installation of the contractor designed support wall and excavation to elevation 38;</p> <p>5. Excavation and support of the UW Station Crossover Box;</p> <p>6. Installation of the Crossover Box concrete invert slab (complete w/ all embedded conduits, etc.);</p> <p>7. Initial setup of the tunneling operation; and</p> <p>8. Turnover of the northern section of the site to the U250 contractor (north of the F-I fence boundary); while</p> <p>9. Maintaining access across/around the site for both vehicle and pedestrian traffic.</p> <p>In addition, several constraints are to be imposed for the above work:</p> <p>1. Phase 1 work (prior to Milestone 1) at the site only includes the 4 acre area south of boundary A-I;</p> <p>2. Completion of the duct bank has to occur between 12/14/09 and 01/04/10 (which may be outside the above...</p> <p style="text-align: center;"><i>Continued next page</i></p>	



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
30 -	Continued		<p>requirements before the contractor is allowed to begin work at the site on the project);</p> <ol style="list-style-type: none"> 3. Work on the site access in areas D and E (northeast boundaries of the site) may only occur after the roadways on the south end of the site are complete; 4. Throughout construction of the access roads (the first 6 months of the project), vehicle and pedestrian traffic must be maintained on Montlake Boulevard. Montlake Boulevard is an extremely busy thoroughfare during the week. 5. No work may occur which disrupts the flow of traffic (pedestrian and vehicular) from the intersection of Montlake Boulevard and NE Pacific Place to the EI0 and EI2 parking lots until the new access roads have been completed; and 6. No work may take place during: UW home football games, Commencement, Convocation, the Windermere Cup, two unspecified UW events, and with time limits set on UW home basketball games. <p style="text-align: center;"><i>Continued next page</i></p>	



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
30 -	Continued		<p>As noted above, the site work for Milestone 1 will occur in the late winter through late spring.</p> <p>The requirements for: preliminary excavation at the site; building the intersection, roadways, curbs, sidewalks and gate house; and installing a portion of the temporary construction wall, will require, as a minimum, 9 months and possibly more due to the constraints placed on the contractor.</p> <p>Site work for Milestone 2 will occur from the beginning of summer through late winter. The completion of the temporary construction wall and excavation of the site to elevation 52 may require some 20 haul trucks per hour to enter and leave the site through the allowable daily muck removal hours. These trucks shall be In addition to those trucks delivering normal materials and equipment.</p> <p>The slurry wall will require at least one complement of equipment, and possibly as many as three. Each set of such equipment will require a large lay down area, and will require the daily delivery of large quantities of ready-mixed concrete. Separation and trucking of the spoil materials, required by</p> <p style="text-align: center;"><i>Continued next page</i></p>	



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
30 -	Continued		<p>specification, will also be a major consideration.</p> <p>Any excavation and support within the contractor's temporary supported area (to elevation 38) as well as excavation and support for the Crossover Box will necessarily be sharing the congested site with the slurry wall operations.</p> <p>This will cause the site to be extremely congested with the slurry wall equipment, the contractor-designed wall shoring and excavation equipment, the Crossover Box excavation equipment and the on-time arrival of the EPB tunneling equipment.</p> <p>The concrete work for the Crossover Box support and the invert slab is also complicated by the installation of embedded materials and must be completed after all of the above work is in place. The 9 months allowed for this work, after the completion of Milestone 1, and not including any setup of the tunneling equipment, is much less than required to adequately and competently perform the required work.</p> <p>Please reconsider the time allowed in Milestones 1 and 2 and increase the time allowed for the completion of this work by 6 to 9 months. END OF QUESTION #30.</p>	



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
31.		Section 01 50 00 -	<p>Temporary Facilities and Controls - 1.18</p> <ol style="list-style-type: none"> 1. Will the temporary tunnel standpipe system require design calculations by a registered professional engineer? 2. What is the maximum distance that the end of the stand pipe can be from the tunnel heading? 3. May advancement of the tunnel heading take place while the stand pipe is tested? 	<ol style="list-style-type: none"> 1. Yes. 2. Maximum distance is 200 ft, which is also the maximum length of pipe that can be added between pressure tests per 01 50 00, 1.18 H. <p>NFPA 130, 6.5.3.1.1 states "A standpipe system shall be installed in tunnels under construction before the tunnel has exceeded a length of 61 m (200 ft) beyond any access shaft or portal and shall be extended as tunnel work progresses." NFPA 130 is referenced by 01 50 00, 1.18 A. 1.</p> <ol style="list-style-type: none"> 3. Yes, provided workers are protected from high pressure test. Maximum distance is 200 ft which is the maximum length of pipe that can be added between pressure tests per Section 01 50 00, 1.18 H and NFPA 130.
32.		Section 31 09 00 3.07	<p>Well Decommissioning and Instrumentation Wells Decommissioning</p> <p>Schedule and Additional Wells to be Decommissioned Table, on Drawing LAO-KM700 (sheet 96).</p> <ol style="list-style-type: none"> 1. We are of the understanding that it is not necessary to monitor the wells shown on the referenced schedule and table before they are decommissioned. Is this correct? 	<ol style="list-style-type: none"> 1. Correct. The only wells requiring monitoring are indicated on the "Instrumentation Monitoring Schedule".



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
33.		Section 37 71 23 -	<p>Tunnel Excavation by Sequential Excavation Method</p> <p>Drawings L10-SC401 (Sheet 11 6) and L10-SC403 (Sheet 118) show two categories of ground support for Cross Passages.</p> <ol style="list-style-type: none"> 1. If excavation support, other than shown on these drawings, is required how shall the alternative support be measured for payment? 2. If a combination of Category I and Category II support is required within one cross passage how shall the support be measured for payment? 3. What is the standard for selecting the type of support and which section of the specifications contains this standard of selecting types of support". 	<ol style="list-style-type: none"> 1. It is not anticipated that measures not already listed will not be required, but if so they will be measured by counting the additional measures provided. 2. The support category to be used for each cross passage is listed in the GBR. It is not anticipated a combination will be required, as category I already has category II elements included as additional SEM measures. If a combination approach is used that includes more elements than are shown then they will be measured by counting the additional measures provided. 3. The SEM design is prescriptive and the support categories at each cross passage are baselined for pricing purposes in the GBR. The Contractor's SEM Work Plan shall address standards of support different from the design support standards.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
34.		Section 31 73 23, Article 3.02 F	<p>Ground Water Control Measures - In Tunnel Water Control, numbered paragraph 7 makes reference to vacuum dewatering.</p> <ol style="list-style-type: none"> 1. In which section of the specifications is the standard, or method, of determining when the use of vacuum dewatering is required? 2. Which section, or sections, of the contract documents and geotechnical reports provide the hydrological data for the determination of capacity requirements for vacuum dewatering systems for the cross passages? 3. How will the use of vacuum dewatering be measured for payment? 	<p>1. It is included as an Additional Support Measure that it may be necessary as part of the construction for a Category II Cross Passage as noted on Drawing L10-SC403. The Contractor's SEM Work Plan shall address the standards or method for determining when the vacuum dewatering will be used.</p> <p>2. The GBR and GDR should be referred to in determining the capacity requirements for the vacuum dewatering system.</p> <p>3. Along with all the other standard and additional support measures listed, it should be included in the Category II Cross Passage unit price.</p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
35.		Drawings L10-SC403 (Sheet 11 8) and L10-SC504 (Sheet 132)	<p>These drawings show pocket excavation for Category II support.</p> <ol style="list-style-type: none"> 1. How are the sizes and volumes of the pockets to be determined? 2. Do the specifications assume that the entire excavation for Category II support requires the use of pocket excavation? 3. Note 3, on L10-504 (Sheet 132) states that the location and size of the pockets shall be adjusted according to "prevalent site conditions". Please define "prevalent site conditions" in engineering terms. 4. How is pocket excavation measured for payment? 5. Even with the best possible techniques, some additional volume of over break excavation will occur with the sequential excavation method. Will the Contractor be compensated for over break excavation? How will this compensation be measured for payment? 	<ol style="list-style-type: none"> 1. The location and size of the pocket shall be indicated in the Contractor SEM Work Plan as noted on L10-SC504 according to prevalent site conditions, and adjusted by the SEM tunnel Project Engineer during excavation as needed. 2. The assumption is that a pocket excavation approach will be used for each round of the Category II support based on the Standard SEM Support Measures listed and it is assumed that the unit price given for the Category II will include an allowance for it to support the excavation. It is up to the Contractor's interpretation of the GBR and the Category II Cross Passage design to determine the specific pocket size details. 3. Prevalent in this context refers to the existing or prevailing ground conditions exhibited specifically at each of the cross passage excavation sites. 4. It is part of the Standard SEM Support Measures so will be included in the Category II unit price. For Category I support only one round of pocket excavation is listed as an additional measure. Where more than one round is used payment will be per round beyond one. 5. Payment for overbreak and additional materials used to remediate will be negotiated with the RE on a per cross passage basis.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
36.		Section 31 73 23, Article 2.01 D - Grouted Pipe Spiling	<p>Grouted Pipe Spiling</p> <p>1. Will grouted pipe spiling be measured for separate payment and what are the units of measure?</p>	<p>1. No. Pipe spiling is required to be included in the unit price for Category I as an additional measure (prescribed length and number) and for Category II as Standard SEM measures refer L10-SC502. Prescriptive lengths are shown.</p>
37.		Drawings L-10-SC403 to L10-SC40 (sheets 116 to 121), L10-SC421 (sheet 123) and L10-SC422 (sheet 124), and Section 31 71 23 - 3.02 E.	<p>1. On the drawings, three (3) probe holes are shown for each cross passage. Is this the total number of probe holes required for each cross passage?</p> <p>2. If more than three (3) probe holes are required, by direction of the Engineer or for other reasons, how are the additional holes to be measured for payment?</p>	<p>1. Three probe holes are shown as the number for pricing.</p> <p>2. Additional probes can be drilled based on the Contractor work plan or conditions encountered, however, payment for any additional probes will be by agreement of the RE and per Changes clause of GCs.</p>
38.		Section 31 71 23 3.02 E and Section 31 09 13.50 - 1.02 G	<p>1. Are pore pressure piezometers required in all probe holes in the cross passages?.</p> <p>2. How many pore pressure piezometers does the Engineer anticipate shall be required?</p> <p>3. Will pore pressure piezometers be measured for separate payment?</p>	<p>1. No, pore pressure piezometers are to be installed in additional probe holes drilled below probe holes encountering groundwater inflows.</p> <p>2. There are currently no pore pressure piezometers required for inclusion in the unit price estimates for either of the category I or II cross passage support types.</p> <p>3. Yes, where pre-pressure piezometers are agreed for use by the RE separate payments per item will be made.</p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
39.		Drawing N21 - SE013 (sheet 354)	<p>1. We believe that for the slurry wall north of the intermediate slurry wall, the drawings require imbedded plates only at LVL 4 bracing and that other levels of bracing do not require imbedded plates. Is this correct?</p>	<p>1. There are two types of embedded plates required at the north slurry wall: plates for attaching bracing, and plates for connecting adjacent slurry panels to each other. The plates for attaching bracing are required at Levels B4 and B5 as shown on N21-SE012. The plates for attaching adjacent slurry panels to each other are required from top of wall to top of invert slab as shown on N21-SE013.</p>
40.		Drawings N21-SS009 (sheet 403), N21-SS024 (sheet 409), and N21-SS025 (sheet 410).	<p>1. Guardrail details on the above referenced drawings show different heights. What is the correct height, 2'-8" or 2'-3"?</p>	<p>1. 2'-8" is the correct height.</p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
41.		Request for Postponement of Bid Date	<p>As stated above, we believe that the Milestone dates are unrealistic and do not properly consider the existing conditions at the sites and the number of restrictions placed on the Contractor's work. The number of truck loads required to deliver material, equipment and remove excavated material is quite large. The traffic conditions at this site will make it extremely difficult to accommodate this large amount of traffic.</p> <p>The installation of the slurry wall requires a large amount of space for the excavation equipment, the slurry separation plant, and lay-down area to assemble the reinforcing cages. There may not be enough space to accommodate more than one set of equipment and this will hamper the progress on the slurry wall installation.</p> <p>We believe that Sound Transit should take the time to evaluate the Milestones in view of our concerns.</p> <p>This project is extremely complex and requires careful consideration. Many major tunnel projects are currently in the bidding stage. The estimating resources of the members of this Joint Venture are severely stretched by the number of projects that are out for bid.</p> <p>Therefore, to give Sound Transit the time to review the milestones and for the Contractors to have the time to thoughtfully consider this complicated proposal, we respectfully request that the bid opening be delayed for six (6) weeks.</p>	<p>Sound Transit does not intend to extend the Bid date at this time.</p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
42.		OCIP - Policy Limits and Aggregates	<ol style="list-style-type: none"> 1. Are all of the OCIP policies specifically dedicated to U220, or shared with any other Sound Transit projects? 2. Under the Commercial General Liability, and Excess Liability policies, are the General Aggregates and Products/Completed Operations Aggregates applicable to the entire project term, or are they reinstated annually? 	<p>The OCIP policies are dedicated to all the projects under the University Link Light Rail Program</p> <p>During the construction phase, the limits on the Commercial General Liability and Excess Liability coverages</p> <p>reinstated annually. There is only one limit for the completed operations term</p>
43.		Deductibles	<ol style="list-style-type: none"> 1. Are the deductibles on the various insurance policies based on per occurrence or per claim? 	Policy Deductibles are per occurrence.
44.		Section 03 30 00 - 3.01 C 2	<p>This section states "Locate construction joints as indicated on the Contract Drawings. The drawings do not show the location of construction joints in the tunnel walkway.</p> <ol style="list-style-type: none"> 1. Are the construction joints in the tunnel walkway to be located by the Contractor? If not, please provide the locations of the construction joints in the tunnel walkway. 	1. Yes
45.		Section 05 50 00 - 2.02 C	<p>This section requires all embedded metal fabrications to be hot-dip galvanized.</p> <ol style="list-style-type: none"> 1. Does this requirement apply to any of the plates embedded in the slurry wall? 	1. Yes, all embedded metal fabrications require hot-dip galvanizing per 05 50 00 2.02.C, including metal plates embedded in slurry walls.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
46.		Drawing N21 - SE013 (sheet 354) and N21 - SD006 (sheet 373)	<p>On Section B on drawing N21-SE013 (354), on the line representing the slurry wall panel joint, there is a note that references Detail I on drawing N21-SD006 (373). This detail show "PL 314 x 24 x 2'-6 NOT @ SIM".</p> <p>1. We believe that this plate is installed after excavation which is not included in this contract. Are we correct?</p>	<p>1. That is correct for the north slurry wall only. At the north wall, the PL ¾ x 24 x 2'-6" will be installed in a later contract.</p>
47.		Drawing N21-SS007 (sheet 401) and N21-SS009 (sheet 403)	<p>Detail I on N21-SS007 (401) makes reference to Detail 3 on N21-SS009 (403) and the note line says "SIM AT PILES NI TO NIO. Detail 3 on drawing N21-SS009 (403) has a note that says "CONSTRUCTION WALL (NOT AT SIM)".</p> <p>1. Does this mean that the construction wall is not required at the north temporary shoring?</p>	<p>1. A temporary construction wall is not affixed to the north end piles as noted in the Temporary Construction Wall drawings (SS021 to SS025). The Temporary Construction Wall in the north area of the site is shown on Drawing N21-SS022 as a moveable chain link fence.</p>
48.		Drawing N21-SZ008 (sheet 321)	<p>A note on this drawing requires the Contractor to maintain 4 feet of clearance between the contractor designed shoring and the future vent shaft.</p> <p>1. Please provide dimensional information for this future vent structure.</p>	<p>1. The outside dimensions of the future vent structure are shown at the south end of the horizontal control plan on N21-SZ006.</p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
49.		Spec Section 31 71 19	Subsection 1.04 D 5.g States that hyperbaric interventions in excess of 75 psi (5.1 bar) will require "alternate means to reduce pressure..." Since the potential maximum pressure required for a hyperbaric intervention is nearly 6.0 bar, please advise what additional measures will be required if such an interventions is required, and how these additional measures will be paid.	It is up to the Contractor as to how they will conduct the interventions and under what conditions including any alternative means to conduct the interventions under compressed air. The cost of the additional measures work to reduce the pressure is to be included in the overall lump sum bid item and will not be paid as a separate measure item.
50.		Specification Section 31 09 00 2.10	Datalogger, E requires dataloggers to be installed prior to the leading TBM advancing to within 500 feet of instrument position and to remain until trailing TBM is at least 2500 feet past the instrument location. Plan L10-km900 for most of the Reading schedules A through G requires instrument readings to begin when the TBM is within 200 feet and not to stop until tunnel excavations are complete or until measurements remain stable over three consecutive months. These appear to be two different requirements for monitoring of the instruments. What is the reading schedule that will be required?	There are different distance criteria given for different activities. The installation and baselining (3 sets of readings) of the extensometer using the datalogger is a different activity than the actual instrument readings for excavation monitoring. The first activity must be completed within the 500 ft distance of the TBM advance whereas the second activity starts within the 200 ft TBM advance distance. After the TBM is 2500ft past the extensometer the datalogger can be removed and manual readings taken to accommodate the activity two instrument reading schedule requirements if necessary.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
51.		Drawing #N21-EP220	Can you please supply this drawing in CADD format? It will assist in the design for temp site lighting.	Yes, all CADD drawings are provided by request. CADD Release Form must be signed and forwarded to Sound Transit Contracts Administrator prior to release of CADD Files. CADD release form is posted as a .pdf file on eBid. Please complete form and fax to the attention of Brian Knight, Lead Contracts Administrator at 206-398-5271 or e-mail to brian.knight@soundtransit.org
52.			<p>Would a loadout system to move the TBM muck by conveyors to a long narrow barge be acceptable?</p> <p>The conveyor system would be covered and not allow any muck to escape into the Ship Canal. Currently a system I sold to JCT for the West portion of the Brightwater project is working well and very clean, carbon friendly, and does not impact the local road system. I would encourage you to stop by the project and observe the conveyor system working.</p>	No, not under the current 3 rd Party agreements and permits.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
53.		Specification Section 10 57 15	Noise Level Limits. Spec Section 10 57 15, 3.01 C states that Sound Transit will obtain an appropriate noise variance from the City of Seattle for nighttime work, and that these criteria will be given to the contractor. Please provide the noise criteria limits we should consider in our bid for nighttime work.	Sound Transit has applied for a Technical Noise Variance (TNV) with the City of Seattle, DPD and is currently pending. Therefore, the nighttime noise level limits, as established by the City, and other noise mitigation measures have not been determined. Not until the TNV is issued will Sound Transit know what the approved nighttime noise criteria will be. When known, the noise criteria will be submitted to the CM and RE for each contract unit for distribution to the appropriate contractor(s).
54.		Specification Section 31 71 23	Probe Drilling. Spec Section 31 71 23, 3.02 E requires the Contractor to perform core drilling, including recovering and logging of the core at each crosspassage. Spec requires that if the hole "indicates water inflow", additional cored probe holes will be required. Please advise how the contractor will be compensated for performing these additional core holes.	Cored holes and any additional probe holes over those shown on the drawings are considered extra to the contract and will be compensated by agreement with the RE.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
55.		Specification Section 01 71 30	Pre Construction Building Surveys. Spec Section 01 71 30, 1.07 A requires the contractor to use an independent third party firm to perform both pre construction and post construction surveys on 29 listed "buildings," including a water tower, a museum and Husky Stadium The survey is to include documentation on all "visible cracks, defects, or unusual conditions." Will the Contractor be allowed to commence with this survey immediately after LNTP?	Yes.
56.		Specification Section 31 71 19	Specification section 31.71.19, Subsection 1.04 D 5.g states that hyperbaric interventions in excess of 75 psi (5.1bar) will require alternate means to reduce pressure..." Since the potential maximum pressure required for a hyperbaric intervention is nearly 6.0 bar, please advise what additional measures will be required if such an intervention is required, and how these additional measures will be paid.	This is a repeat. Please refer to response to question 50 above.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
57.		Specification Section 31 71 19	<p>Hyperbaric Interventions. Spec Section 31 71 19, "Tunnel Excavation by TBM", subsection 5, "Compressed Air Work Plan", requires the contractor to obtain a variance from WAC to allow interventions up to 75 psi (5.1bar). Hyperbaric interventions at 75 psi will require the workers to breath mixed gases (Tri Mix), and to use gas masks with umbilical cords while in the chamber. At this pressure, the allowable work time is limited to less than 30 minutes, unless saturation diving techniques are employed. This 30 minute period is sufficient only for a brief inspection, and is not sufficient time to perform any significant repair or maintenance in the work chamber. The Contract does not specifically require the TBM locks to be designed for saturation interventions, nor does the contract specifically require that the furnishing of a habitat lock be on site to allow same. These facilities would include a surface habitat lock and a "Transport Under Pressure" lock (TUP – shuttle) that can be mated to both the air locks on the TBM and the habitat lock. Please advise if the contractor will be required to have the TBM designed to allow for saturation interventions, and to acquire a habitat lock.</p>	<p>We are not requiring that the TBM be designed to allow for saturation interventions and hence the requirement to reduce pressures using Contractor determined additional measures as necessary to comply with interventions being conducted below 75psi.</p>



**Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09**

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
58.		DWG N21-SZ008	Drawing N21-SZ008 (Sheet 321), Key Note 5 is shown as applying to the northern part of the open-cut. Is this correct? Our understanding is that the contractor only excavates the southern section to EL. 38? Please clarify.	On the plan shown on N21-SZ008, the locations indicating Note 5 should actually indicate Note 4, and the locations indicating Note 4 should actually indicate Note 5. The Key Note description for 5 is correct, the U220 contractor only excavates the southern section.
59.		Specification Section 01 57 19	In Specification Section 01 57 19, paragraph 3.01.B.4 states "Bulk fuels may not be stored on the construction site or staging area". Is this meant to preclude the Contractor from having a diesel storage tank on site in order to allow for fueling his equipment at night?	Yes.
60.			Is there a charge to the Contractor for discharges to the Storm Sewer made under the Industrial Waste Discharge Permit? If so, what is the charge?	Yes. There will be a Major Discharge Authorization, not an IWD permit for this contract. Sound Transit will pay for all metered fees related to all discharges to the Seattle Public Utilities sanitary sewer conveyance system for ultimate treatment at KC plants. This will come out of the PS amounts.
61.		2/N21-SD033	There is an arrow pointing to the apparent web of what beam and calls out W103, W202, W204, W205, W303; & W404. Other similar notes refer to web doubler plates, some continues some at 6'-0" and a plate designation. What does this particular note indicate?	The arrow and call out to the wales (W202, W204, W205, W303 & W404) is providing information as to which wales these details are applicable to. These wales are shown on the referenced drawings with reference back to the connection detail.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
62.		Specification Section 01 71 30	One of the structures specified in Section 01 71 30 of the Specifications as requiring a Pre & Post-Construction survey is UW's Husky Stadium. Based upon what we observed during a recent site visit, we believe that a survey of the stadium, which would include all of the information described in paragraph 1.07.D of that Specification Section, would be impractical. Would you please more specifically define what you require in the way of detail in the survey of the Stadium.	The main portion of the stadium of concern is the west stands of the stadium, closest to the station excavation. Assume the portion that needs to be inspected, in accordance with Section 01 71 30, is the outside façade and adjoining structure between SSP-700 and SSP-705, as shown on Contract Drawing L10-KM115.
63.		Detail 6, DWG. N21-CP520	We have been unable to ascertain from the Documents at what point in the construction sequence it is anticipated that the Contractor will install the temporary pavement shown as covering the Construction and Staging area, please clarify.	Following excavation to the staging elevation.
64.		Builders Risk Coverage	Does the Earth Quake coverage include coverage for earth movement, landslide, mudflow, and sinkhole collapse?	<u>Earthquake Policy Definition</u> All land movement due to seismic activity, including but not limited to shocks, tremors, volcanic eruption, earth rising or shifting, landslide, subsidence, sinkhole, rockfall and tsunami.



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

RFI No.	Addendum No. & Issued Date (If applicable)	Reference	Contractor's Questions	ST Response
65.		Builders Risk Coverage	Is the Flood Coverage limited to overflow of a body of water, or does it include inundation of the project worksite due to heavy rain or seepage into a worksite from an external source?	<p>FLOOD:Policy definition</p> <p>A. A general and temporary condition of complete inundation of normally dry land areas, including dewatered areas, from:</p> <ol style="list-style-type: none"> (1) The overflow of inland or tidal waters; (2) The unusual and rapid accumulation or runoff of surface water *; (3) Mudslides (i.e. mudflows) which are caused by flooding as defined in subparagraph A(2) above and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current; <p>The term "surface water", as used hereunder, shall mean seepage, leakage or influx of water (immediately derived from natural sources) through sidewalks, driveways, foundations, walls, basements or other floors, or through doors, windows or any other openings in such sidewalks, foundations, walls or floors; and shall also include all water which backs up through sewers and drains.</p> <p style="text-align: center;"><i>Continued next page</i></p>



Clarifications, Publication No. 3
February 23, 2009
University Link Light Rail Project U220
TBM Tunnel (UWS to CHS)
IFB No. RTA/LR 001-09

These questions are for clarification only. Changes to the Procurement Document will only be made by formally issued addenda.

				<i>RFI # 65 Continued</i>	B. The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding the cyclical levels which result in flooding as defined in A(1) above. All whether driven by wind or not.
66.			Builders Risk Coverage	Does the Transit Coverage include international shipments of materials, including ocean shipments, if applicable to this project?	There is no coverage for international shipments of materials or ocean marine transit. There is no coverage under the policy for international shipments or ocean marine transit of materials.
67.			Builders Risk Coverage	Does the policy include coverage for Soft Costs, Expediting/Extra Expense and Off-Site Fabrication sites? If so, please advise what the limits are.	<p>Limits are:</p> <ul style="list-style-type: none"> Delay In Completion-Soft Costs and/or Loss of Rental Income and/or Loss Profits; · \$10,000,000 or 20% of the amount of physical loss or damage to insured property, whichever is less—Expediting Expense; · \$10,000,000 physical damage to property in Temporary Storage (per location) <p>There is no coverage for soft costs or offsite fabrication sites unless it is temporary storage and the location is requested and approved by the insurance carrier.</p>