

South Kansas & Oklahoma RR (CRISI Rehabilitation Project)
Project # 106 RA-5412-21



Additional Information August 18, 2021:

- There will be an extension to the Bid Submission Date. For your bid to be accepted, bids are due to Cameron Ginther by 4:00 PM Tuesday August 31, 2021.
 - Send sealed bids to:
Watco
315 West 3rd Street
Pittsburg, KS 66762
Attn: Cameron Ginther – Project Manager
- OR you may hand deliver sealed bids to our front desk or myself. A KDOT representative will be at Watco to assist in the collection of bids as well as make sure that no bids are received after 4:00 PM.
- At this moment in the bidding process there will be no information on Bid Bonds. The SKOL Railroad will provide an update on bid bond information after we receive bids back.
- In addition, there is no performance bid or payment bond required at this moment in time.
- Please include the Bidder Qualification Form with your mailed-in sealed bid. Bids will not be accepted without a Bidder Qualification Form.
- ALL contractors must submit a bidder qualification form with their Bid submission.
- Watco will provide to you all, a uniform bid document. This document should be an outlined scope of work for this project. I highly encourage to review ALL Webpage information for any information previously mentioned that may have been missed by you or your company. Review details that have been clarified in the past two 'Post-Meeting Notes' versions to better assist you. Please consider all applicable taxes in the Uniform Bid Document, any scopes that do not have taxes accounted for them will be deemed incomplete.
- At this time, remember that the rates provided to you at the pre-bid meeting are not set in stone and are subject to change. When bidding, if the rates provided by you/your company can best the Watco rates, then apply your rates. If they are unable to beat Watco's rates, then apply Watco's rate to the specified scope.
- There are to be no more questions asked/answered until after bids are awarded to contractors.
- Confusion on the Frank Phillips Blvd. Upgrade: The contractor will ONLY be responsible to track work and materials, as well as curb and guttering that is detailed in our project specifications. CDL will provide materials and labor to install the signalized portion. CDL already has a proposed price of work for this project and will be included in the Uniform Bid document. The contractor will just need to coordinate any work, timelines, etc. with CDL.
- The Contractor will need to account for approximately 310 transition welds (90#-minimum 115# depending on rail pricing). This amount takes into consideration each Public crossing on the

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Tulsa Sub (Even Frank Phillips Blvd.), turnouts and the five crossings that have been previously rehabbed in Independence, KS.

- **Question:** Provide applicable sales tax rate for this project?
 - **Answer:** 8.5%
- **Question:** Is this Project tax exempt?
 - **Answer:** No, it is not tax exempt. All material and labor taxes applicable to the project are to be figured in your bids. Material taxes should be included in price and labor taxes need to be shown as a separate line. If you aren't setup for taxes in Kansas still, please include this as a line in your bid.
- **Question:** Are we (the contractor) to include gross receipts tax on material, labor and equipment? If so, identify the rates.
 - **Answer:** Kansas does not have an applicable gross receipt tax.
- **Question:** Are we (the contractor) subject to excise tax in either Kansas or Oklahoma?
 - **Answer:** I don't believe the contractor will be subject to either.
- **Question:** Confirm that prevailing wages or Davis Bacon wages do not apply to this project. If so, please provide the applicable categories for heavy/highway construction in the counties where work is to be performed.
 - **Answer:** Prevailing wages and Davis Bacon wages will apply to this project. Counties to look at when figuring in prevailing wage and Davis Bacon wages in Kansas – Cherokee, Labette, Montgomery, Wilson, Elk and Cowley; Oklahoma – Washington, Tulsa and Rogers.
- **Question:** Confirm that a Bid Bond is required. Please Provide a blank bid bond form we are to use, or otherwise indicate that a general form can me issued by a surety.
 - **Answer:** See the above disclaimer regarding Bid Bonds.
- **Question:** Provide a bid form where each bidder will be required to provide a comprehensive bid with a bid bond being a requirement.
 - **Answer:** We are currently working on a uniform bid bond form to give to all contractors. We will have that provided to you all by the tail-end of this week. Regarding the bid bond, again, that information will be provided at a later date and will not be included in the initial bid package.
- **Question:** We request that a public bid opening bid a requirement in order to ensure fair bidding practices are being followed.
 - **Answer:** Bid opening will be conducted on the 1st of September with SKOL/Watco representatives as well as a KDOT representative. For this project we are not required to conduct a public bid opening, nor have we been required to on past projects of this magnitude that involve KDOT and the FRA.
- **Question:** Confirm surfacing footage to be 65.7 TM on the Tulsa Subdivision.

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- **Answer:** This information is provided in the CRISI Maps. As a placeholder for this information use 99.6 track miles.
- **Question:** Provide number of turnouts to be surfaced for the project and confirm this is to be included in surfacing pay items for each property. Assuming surfacing per track foot price does not include surfacing of the 12 EA turnouts to be replaced.
 - **Answer:** 12.
- **Question:** Confirm ballast tonnage quantity provided in the 'Request for Proposal' includes ballast for turnout replacements/crossings/bridgework and will be paid at a per ton price furnished and installed.
 - **Answer:** Contractor will be responsible to estimate the total ballast tons for bridgework, crossings and for turnout replacements. The Tulsa Sub will receive an estimated 29,850 tons, the Moline an estimated 14,880 tons, the Neodesha an estimated 13,500 tons and the Port of Catoosa Lead an estimated 2,160 tons. The ballast will be purchased by either the SKOL or the contractor. From that point, the contractor is responsible to set up work trains to transport from point A to point B (unload) and unload the ballast. We will want to know the cost of ballast and labor to install (dump ballast cars etc.). Still need to break out for the material cost and labor cost.
- **Question:** Please confirm what size and quantity of anchors are to be provided associated with tie replacement activities. Would assist in being provided 'apples to apples' pricing if this were broken out as its own pay item with specified quantities/sizes of anchors.
 - **Answer:** For bidding purposes figure anchor sizes, for 90# rail (there are some areas that have different rail sizes. Refer to Watco specs for anchor installation regarding the anchoring pattern. Refer to Watco's CWR Policy for anchor installation. Estimate 750,000 anchors to be ordered for the CWR relay, tie installations (Tulsa sub, Moline Sub, Neodesha Sub and Port of Catoosa Lead).
- **Question:** Is the anchor pattern being re-established in conjunction with the tie replacement activity or are we to assume anchors are being added to each new tie installed?
 - **Answer:** Anchors are to be added to each new tie installed.
- **Question:** Could an approximate quantity of gauging or an allowance item be provided/added as its own pay line item to assist in being provided fair/consistent pricing? Tie replacement activity does not include gaging adjacent ties not being replaced.
 - **Answer:** Contractor is to gage the ties that are installed. Prior to any work starting, we will discuss with the General Contractor this in detail.
- **Question:** Specify any equipment consist requirements for tie installation and rail installation teams. Is a pup tamper and regulator required in the equipment consist for tie and rail teams?
 - **Answer:** Other than what is required in our specifications, there are no specific equipment requirements. We will discuss this further with the GC prior to work beginning.

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- **Question:** Identify material laydown areas that will be made available for material receiving and storage.
 - **Answer:** I highly suggest contacting Lew Forman at B&L trenching for local laydown areas for material receiving and storage. There will be areas (some small, some larger) to store material on the Moline Subdivision (Winfield, New Salem, Burden, Cambridge Grenola, and Moline); Neodesha Subdivision (Sherwin, Halowell, Oswego, Mound Valley and Cherryvale); Tulsa Subdivision (Independence, Bolton, Caney, Copan, Dewey, Bartlesville, Ramona, Collinsville and Tulsa); Port of Catoosa Lead (will have to store around Owasso). The precise locations will be identified with the General Contractor for each project scope of work.
- **Question:** What is the maximum length of track outages we could assume to perform bridge work and turnout replacements?
 - **Answer:** The safe estimate for the Tulsa and Moline Subs would be from Saturday morning at approximately 9 a.m. to Monday afternoon at 7 p.m. You may anticipate a similar work schedule for the Neodesha Sub. This information will be discussed in detail prior to any work beginning.
- **Question:** The crossing in Ramona, OK (008530S – MP 58.70) has two auxiliary tracks – are we to pave over both removed auxiliary tracks?
 - **Answer:** No. Any crossing work that has adjacent auxiliary tracks are not to be rehabbed, paved over or taken out. Unless otherwise instructed by the SKOL Upper Management.
- **Question:** The tie spacing at road crossings is 19.5” based on the project documents. Please clarify what the tie spacing is in all other areas?
 - **Answer:** Base tie spacing on 19.5” for all tie replacement.
- **Question:** What is the percentage of tie replacement in the CWR Relay area verse tie only areas of the Tulsa Sub?
 - **Answer:** Base your estimating on 750 ties/mile.
- **Question:** Please confirm that along with CWR Relay work from 156.20 to 27.00 that the tie replacement, surfacing and ballast work is occurring at the same location. Most wording is written this way; however, the Tulsa subdivision maps show these areas with different colored lines.
 - **Answer:** The yellow (indicating CWR upgrade) on the Tulsa Subdivision Map overlaps with the tie replacement, surfacing and ballast installation.
- **Question:** At Road crossing Details for MP 58.0-59.0 there is a note that states “Take Out Auxiliary Track”. Additionally, MP 7.73 states “Rehab auxiliary track”. Please clarify the work involved with these notes.
 - **Answer:** At this time, do not rehabilitate any auxiliary track previously mentioned. The SKOL Railroad may provide further instruction on any auxiliary track work on the Tulsa Subdivision.

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- **Question:** Various road crossings are labeled as timber. Please clarify if these are all to be timber flange with asphalt, timber flange with gravel, or full width timber panels?
 - **Answer:** Refer to pictures provided in the Crossings - Detailed Scope of Work. Timber panel crossings that intersect with asphalt roadways are to be rehabbed with full width timber panels with asphalt. For timber panel crossings that intersect with gravel roadways, they are to be rehabbed with full width timber panels with gravel. Concrete panels are to be rehabbed with new center and outside panels; contractors will work with the SKOL and local entities when matching the rail to the current roadway. (Further information and direction will be explained after bid award.)
- **Question:** Reference Rehabilitation Project Request for Proposal, Insurance. Insurance premiums, deductibles and special insurances are a cost Contractor must account for in its pricing. What insurance policy(ies) and limits will the SKOL Railroad require of Contractor?
 - **Answer:** The minimum we will accept is as follows: General Liability - \$2M per occurrence; Auto Liability - \$1M per occurrence; Work Comp – Statutory. This is discussed in our MSA. If you do not have a current MSA with the SKOL, that will not disqualify you from bidding. However, if you are awarded the bid on any part of this project you will be required to have an up to date and current MSA.
- **Question:** Since we (the contractor) are using pandrol plates, is Watco requiring additional anchors for crossings?
 - **Answer:** No. As stated in the Road Crossing Specifications, the pandrol plates with e-clips are to be utilized to secure the rail under the extent of concrete panels & 10' past, in both directions.
- **Question:** Are perforated pipes required to be purchased and installed for crossings?
 - **Answer:** Per our requirement, yes. Refer to our crossing specifications for this information. Review the Crossing Detailed Scope of Work for quantities. Estimate 50 perforated pipes to be ordered/installed within the crossing scope of work. Additional details on this will be provided upon being awarded the winning bid.
- **Question:** Could we (the contractor) get a list with signalized crossings in the rail limits?
 - **Answer:** 11 signalized crossings within the CWR upgrade limits.
- **Question:** Do all turnouts need to be welded?
 - **Answer:** Yes.
- **Question:** I am assuming you (the SKOL) will want tie replacement and surfacing through the private crossings?
 - **Answer:** Correct. Please take appropriate/timely action to notify the landowner of closures to their property.
- **Question:** Please confirm that all CWR tie ins to existing switches that are not part of the 12 switch rehabs, are to be welded. (I assume that all joints are to be welded on the entire job except frogs.)
 - **Answer:** Yes.

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- **Question:** Is CDL going to be requiring 4-hour minimum for call outs or will it be on a 1-hour basis?
 - **Answer:** Yes.
- **Question:** Please provide a list of tie-up locations for rail-bound equipment on all subdivisions.
 - **Answer:** This information will be communicated with the winning bidder. As a baseline, there should be no more than 30 miles between tie-up locations.
- **Question:** Please provide a list of clear locations for the mid-day train interruptions on all subdivisions.
 - **Answer:** See above.
- **Question:** Please confirm that the contractor is free to work 7 days per week, 10 hours per day.
 - **Answer:** That should be attainable. If something changes, we will discuss that post-award.
- **Question:** Please provide quantities and locations of all insulated joints to be replaced outside of the crossings on the signalized crossings.
 - **Answer:** Refer to the signalized crossings list provided in the Webpage. You can cross reference the signalized crossings due for rehabilitation on the Maps/Detailed Crossing Scope of Work with the SKOL Signalized Crossing List. This information is also detailed in a couple spots; it has been asked by multiple contractors.
- **Question:** Please confirm that relay tie plates can be used for the CWR Scope.
 - **Answer:** Yes.
- **Question:** Please confirm that the private crossings within the CWR will receive cut spike plates, and not pandrol plates that are to be used in the full crossing rehab.
 - **Answer:** Correct, the private crossings within the CWR scope of work will not require pandrol plates. There are approximately 23 private crossings within the (34 approximated miles) CWR scope. This will be further discussed post project award.
- **Question:** Confirm that relay rail and tie plates can be used within the new turnout scope, and only the turnout package (switch points, stock rails, guard rails, switch plating, rods, etc.) must be new.
 - **Answer:** Yes. Samson switch points and stock rails.
- **Question:** Please provide Watco typical #7, #8 and #9 turnout drawings.
 - **Answer:** On short notice this cannot be provided to the contractor within the next few days. However, this can be provided post-award to help better pin-point quantities and amounts for each turnout.
- **Question:** Please confirm if the relay rail from the CWR scope and relay pandrol plates may be used within the crossing rehabilitations.
 - **Answer:** Relay rail from the scope of work may not be used for crossing rehabilitations, as it is 90# rail. Pandrols must be ordered for all public crossings.
- **Question:** Who is the preferred asphalt contractor/supplier for the Railroad?

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- **Answer:** The SKOL Railroad does not have one. Lew Foreman would be a great contact for this information.
- **Question:** Will there be any additional charges for work trains running during the weekends?
 - **Answer:** No.
- **Question:** Are we (the contractor) limited to work locations or can we work simultaneously in different locations?
 - **Answer:** No. The contractor may work simultaneously within reason, allowing for the use of the RWIC.
- **Question:** Does rail footage include turnouts?
 - **Answer:** No.
- **Question:** Can we (the contractor) include a CPI increase in case project is delayed?
 - **Answer:** At this current time, do not figure in a CPI increase. If applicable, we may revisit this with the GC prior to any work beginning.
- **Question:** How much range (footage/mileage) can one EIC cover?
 - **Answer:** The SKOL has no requirement for this. The SKOL will ensure that the EIC is given proper training (one day) for each subdivision prior to work needing to be done.
- **Question:** Is the project tax exempt?
 - **Answer:** No. All applicable taxes are to be included in your bids. If there is information that we happened to miss for taxes in the Uniform Bid Document, please insert applicable information.
- **Question:** Do we need to include weld testing?
 - **Answer:** Yes. The SKOL will not require every weld to be tested but will hand pick welds to be tested. Anticipate 15 % of total welds for each project scope (crossings, turnouts and CWR) to be tested prior to project completion. Any failed welds will need to be re-shot at the contractor's expense and if it becomes evident that most of those welds are poor welds, then the SKOL may require all welds to be re-shot.
- **Question:** How far out from the edge of rail should we cut asphalt for crossing work?
 - **Answer:** Enough to adequately install all crossing components.
- **Question:** Is there any signal work in the identified crossings?
 - **Answer:** The only signal work to be done during this project is Frank Phillips Boulevard. CDL will be responsible for this. Review any (of the 65) crossings to be rehabbed with CDL to protect all insulated bars, bond wires, etc.
- **Question:** Are there adequate equipment unload locations at all subdivisions for large on-track equipment (i.e. tampers, regulators, stabilizers, etc.) or will cranes be needed?
 - **Answer:** There are adequate equipment unload locations. This information will be provided to the contractor after the bid is awarded.
- **Question:** How long is Watco/SKOL class to get our EIC's qualified? How long (estimated) is the field training to get them familiar with the work locations?

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- **Answer:** The class is one day in length. The SKOL will take another day to familiarize the Contractor EIC with the area they will oversee.
- **Question:** Can the SKOL confirm how far out to box anchor off a crossing? There are conflicting footages in the package.
 - **Answer:** We apologize for any confusion this may have caused. For crossing rehab, we would expect all crossings to receive pandrol plates within the extent of the crossing and 10' in either direction. When configuring box anchoring on CWR installation, please refer to Watco's CWR Policy. Once awarded the bid, the contractor will have the opportunity to hi-rail the CWR Scope of Work area.

2.1 Standard Box Pattern

When installing CWR, box anchor every other tie except as outlined in Section 2.2 or where resilient rail fastener restrains the axial forces.

2.2 Solid Box Pattern

When installing CWR, box anchor every effective tie at specific locations listed below to provide additional restraint against rail movement. This table does not apply to locations where rail is affixed with resilient fasteners on every tie.

Condition	Action
Turnouts Rail crossings Joints where CWR abuts jointed rail, severe grade, and sharp curves	Anchor every tie for 195' in each direction.
Bolted joint installed during CWR installation when using heater, rail stretcher or sufficient ambient temperature.	Within 60 days, weld joint, OR install joint with 6 bolts, OR anchor every tie for 195' in each direction.

- **Question:** Are there any quantities for insulated joints?
 - **Answer:** Figure in 44 insulated joint sets. Once a contractor is awarded the work, we will discuss this in more depth.
- **Question:** Are there any quantities for transition rail?
 - **Answer:** Account for tie ins at the end of each day as well as for any crossings and switches. Step down to 90. Figure in 8 for the time being.
- **Question:** Is any conduit required on the signalized crossing work?
 - **Answer:** At the current time, no, but we will discuss that work with CDL on any crossings to be rehabbed.
- **Question:** Do we need to add sales tax to the pricing for items provided in the RFQ (ex: ties/rail)?
 - **Answer:** Yes.
- **Question:** Is the pricing given current and protected from price increases?
 - **Answer:** No. The SKOL is aware that with the state of current conditions, pricing could increase.
- **Question:** Are there details of delivery method for the materials pre-priced – ties?

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- **Answer:** These will arrive via tie-trains and be unloaded where instructed (how many ties per mile.)
- **Question:** Are materials priced by Watco good through the duration of the project?
 - **Answer:** With market conditions we cannot promise anything. Once awarded the bid, we will reach back out to vendors and see what the possibilities may be to receive set pricing on materials.
- **Question:** Is a P&P Bond needed?
 - **Answer:** At this time, no P&P Bonding is needed. This will be re-visited once bids are awarded to see if any requirements have changed.
- **Question:** What % bid bond is needed?
 - **Answer:** At this moment in the bidding process there will be no information on Bid Bonds. The SKORR Railroad will provide an update on bid bond information after we receive bids back.
- **Question:** Is an RPL needed for this project?
 - **Answer:** Yes, will need this, if contractor does not have the exclusion on their COI that will cover this. Contractor will need a separate RPL for this project. This information is provided above.
- **Question:** Does the GC need to bid the bridge sections if we plan to sub it out? The contractor has been told you will advise the GC on who to use.
 - **Answer:** Please include the Bridge subcontractor's bid in your GC bid and make evident in your bid document, who you will sub out for bridgework. Once bids are received, Watco will review and will advise the GC to use the bidder Watco sees fit to have the most favorable bid for Bridge Rehabilitation.
- **Question:** Will the bridge contractor be compensated by Watco or contractor?
 - **Answer:** They will be compensated by the GC and the GC will request the payment from Watco.
- **Question:** Will the GC be responsible to manage the bridge contractor if told who to subcontract the bridgework to?
 - **Answer:** Yes. It will be the GC's role to manage ALL subcontractors for this project.
- **Question:** Is there a formal requirement for the proposal/price sheet to be submitted or is the contractor to make their own?
 - **Answer:** Watco/SKORR will provide this for bidding purposes.
- **Question:** Can you provide a quantity and location for insulated joints?
 - **Answer:** Again, figure in 44. This will be discussed later.
- **Question:** Post Meeting Notes Scope states that no tie plates are to be ordered/installed within the scopes of work for the crossings, requiring pandrol e-clips; do the crossings currently have pandrol plates that are to be re-used?

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- **Answer:** It was the Railroad's intention that no tie plates other than pandrols were to be ordered for crossings. The crossings to be rehabilitated do not have pandrols. We apologize for any confusion this may have caused.
- **Question:** What is the turnout geometry for the #7, #8 and #9 EQ turnouts? What is the lead length and switch length for the #7, #8 and #9 EQ?
 - **Answer:** This information can be provided once bids are awarded; at this time and on short notice we do not have any information readily available.
- **Question:** What type of frog design is required for each for each turnout number (e.g. RBM – Rail Bound Manganese, SSGM – Solid Self Guarded Manganese, Spring)?
 - **Answer:** Please refer to Watco's Turnout Specifications on frog design. This information should be in the Bill of Material section.
- **Question:** Can you please confirm that 115RE rail or heavier is required for the turnouts? Discussing with suppliers, 90RA is not available under the "Buy America" Clause.
 - **Answer:** Correct. The SKOL requires a minimum of 115# rail.
- **Question:** What type of rail chemistry is required (e.g. standard, head hardened, etc.)?
 - **Answer:** The SKOL requires it to be new 115RE. As far as the chemistry goes most new rail is head hardened.
- **Question:** What type of rail strength is required (e.g. standard, intermediate, high)?
 - **Answer:** Standard at minimum.
- **Question:** Can you please confirm that Samson switch points are required for all turnout numbers?
 - **Answer:** Yes.
- **Question:** Do the frogs need to be explosive depth hardened?
 - **Answer:** They may be manganese.
- **Question:** What type of guard rail is required (e.g. Tee rail, 33C1-U69)?
 - **Answer:** The SKOL has no requirement preference for guard rails.
- **Question:** Are insulated joints required for the turnouts?
 - **Answer:** Yes. Anticipate 4 per turnout, with 7 turnouts needing insulated joints.
- **Question:** Should ties and plates be included in the turnouts?
 - **Answer:** Yes
- **Question:** Can you provide tie and plate specifications for turnouts?
 - **Answer:** Pandrol e-clips. Tie sizes are as specified for No. 10 Turnouts in the Specifications pdf. Additional information for the #7, #8 and #9 Turnouts will be provided upon award of the bids.
- **Question:** Are hook twin tie plates acceptable?
 - **Answer:** Yes.
- **Question:** Should the turnout ties be pre-plated, and what is the gage tolerance?
 - **Answer:** The gage needs to be 56 ½".

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- **Question:** Can you provide bid bond information needed for this project?
 - **Answer:** Again, at this moment in the bidding process there will be no information on Bid Bonds. The SKOL Railroad will provide an update on bid bond information after we receive bids back.