

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



Post-Meeting Notes/Additional Information:

- To reiterate, bids will be due to Cameron Ginther by 4pm on Tuesday, September 28, 2021.

Questions asked:

- *Will the railroad also be providing (CDL) Signal contractor directly or add that expense in our estimate?*
- **Answer: No. Contractor will work directly with CDL at the proposed rates mentioned in the original bid documents.**
- *What needs to be physically mailed with the re-submission? Can this be emailed instead?*
- **Answer: We ask that these bids be mailed in. We will accept an email version, but we require a mailed in copy as well.**
- *To confirm for the crossing and turnout work, you are just looking for 1 LS to perform all of the work not on a per EA or per TF basis? Again, all of the material for Crossings & Turnouts will be provided by Watco and there are no labor line items except for Mob/Demob and welds on the attached bid form. Please advise if you are good with the bid form being modified to show this detail of what rolls into the 1 LS price for Crossing (\$/TF concrete/timber/gravel) or Turnout (\$/EA) work.*
- **Answer: ALL Material will be ordered by Watco. The only items in your bids should be the Labor/Installation, Mob/Demob., and any applicable taxes in a Lump Sum (see bid document).**
- *With Watco furnishing material, are contractors still covering the costs of work trains for material delivery? (i.e. rail train, tie train)*
 - *If Watco is furnishing material work trains, will Watco be covering unloader car operator fees?*
- **Final Answer: Yes, contractors will still cover the cost for work trains for material delivery. All labor will be the responsibility of the contractor.**
- *For QC work, are contractors responsible for furnishing Encore, spikes, anchors, etc?*
- **Answer: No, only the labor. Once awarded the bid, the Contractor can work with Watco to order what is needed for QC.**

- *Will the contractor provide weld kits or will Watco?*
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- **Answer: No, the contractor will be required to provide their own welds kits, compatible with the welding equipment they will be using.**
- *“Tie Replacement” How will Ties for the project be delivered?*
- **Answer: It is our desire for ties to be delivered by center beam cars. However, with current conditions they could come in on Gondolas, trucks, etc.**
- *Will crossing material come the same way?*
- **Answer: It is assumed that the crossing material will be delivered by truck. It will be the contractor’s responsibility to offload the truck and deliver to the site.**
- *“Rail Relay” How many tie-in welds will need to be accounted for rail relay? (TO’s, crossings not replaced, etc.)*
- **Answer: I would use 840 as that number for CWR Installation if figuring in 1600’ strings of rail, all the crossings and the turnouts. Rail Relay welds – 310, Crossings – 404, Turnouts – 120.**
- *“Tulsa Sub Crossing Upgrades” what line/description shall we use for labor and equipment?*
- **Answer: At this time, it does not need to be broken out. We are requiring a LS bids including weld kits, but minus all material. No need to break out all equipment.**
- *Will there still be 1 contractor serving as the GC or will it be the railroad?*
- **Answer: No contractor will be required to assume the responsibility of the General Contractor, should they not desire to. In the event there are multiple contractors who win different components of the project, the Railroad reserves the right to negotiate with the various winning bidders for the position of General Contractor.**
- *Will more weight be given to completed bids, that is bids that provide pricing for all line items?*
- **Answer: No.**
- *Is it the railroads intent to split this contract up between multiple contractors?*
- **Answer: It is the Railroads intent to maintain the original project budget which will require the railroad to choose the lowest qualified bidder.**
- *How will the ties and tie plates be delivered to the site? By train or truck? If train, what type of car? How are they bundled?*

- **Answer: Depending on the availability of equipment. It is the Railroads intent for ties to be delivered via center beam cars. Plates would be shipped loose in gondolas.**
- *When does the SKOL anticipate awarding the project?*
- **Answer: By the 1st of October.**
- *When does the railroad expect to start taking delivery of the ties?*
- **Answer: The Railroad anticipates ties to arrive in late November.**
- *When do you expect work to begin?*
- **Answer: After the first of the year at the earliest.**
- *Will the deadline for completion remain the same?*
- **Answer: At this moment in time, yes. We will work with the GC/Sub(s) throughout the project to monitor progress.**
- *Will there be any potential back charges to the contractor from the railroad related to material deliveries, demurrage, signal maintainers taking crossings in and out of service, bonding wire replacement or repair, etc?*
- **Answer: It will be the contractor's responsibility to see that material is received/unloaded in a timely fashion. Yes, it is the contractor's responsibility to see the cars are unloaded in a timely fashion. Yes, it will be the Contractors responsibility to communicate/work with CDL scheduling crossings in and out of service and repairing broken bond wires/replacing insulated joints. It is the contractor's responsibility to pay work train rates and distribute the material in a timely fashion upon arrival.**

The SKOL looks forward to viewing your bids next week. Thank you for your effort in all this.