

Inola Industrial Rail Facility
Addendum No. 1
September 29, 2022

Pre-bid minutes are being transmitted as a separate attachment with this addendum and shall be incorporated into the bid documents. These minutes shall be binding as if incorporated in the original contract documents.

Pre-Bid Meeting Agenda MEETING MINUTES
Inola Industrial Rail Facility Project
September 28, 2022 – 10:00 AM CT

INTRODUCTIONS: See attached sign-in sheet

PROJECT SAFETY

- E-Railsafe Security Screening – www.e-railsafe.com
- FRA Roadway Worker Protection (your company is required to maintain for workers on RR R/W)
- Subcontractors must comply as well; one-time delivery drivers escorted on to property are lone exception
- Minimum Personal Protective Equipment: hard hat, ANSI Z87 safety glasses, orange vest, lace-up safety boots
 - Task specific PPE as required (hearing protection, face shield, chaps, gloves, etc.)
- Safety Officer
 - Dedicated Safety Officer or Superintendent with no other duties (can't operate equipment, etc...) – Must be on site for work being performed, including subcontractors
 - Lead safety briefings
 - Prepare weekly safety reports
- Emergency Response Plan – laminated card in each company vehicle and equipment cab. Includes emergency information, contact numbers, nearest hospital, etc. Submit as part of Safety Action Plan
- Have safety job board at entrances of site. – **Emergency Contact List, Jobsite safety, hazards and mitigations,**
- Injury Reporting – Expect zero injuries, but if they do occur, notify Tulsa Ports immediately – ~~forms within 24 hours~~ – **No forms required**
- Daily & Task-Specific Job Briefings – Contractor Responsibility; review re-briefings and work groups **When new groups show up make sure there is a re-briefing to ensure everyone knows what's going on on-site**
- Coordination with UPRR or 3rd party contractor for protection on tracks
- Trucking/Driver Safety Issues
 - Crossings – provide roadway flaggers
 - Use appropriate traffic control per MUTCD (Trucks Turning, Trucks Entering Highway, etc...)
 - Job briefing with all drivers/visitors before entering UPRR and project ROW
 - Use spotters whenever backing trucks
 - Cell phone issues
 - No cell phone use for drivers on owner ROW
 - Prevent workers from milling around the jobsite while on phones to prevent train/vehicle strikes
- Utilities must be called in – both state one-call and UPRR number
- **Tulsa Ports will not be reliable for tickets on non-truck roads**
- **High Voltage lines – Need to coordinate work around OH lines. OH Company will require on-site personnel to inspect construction.**

PROJECT ADMINISTRATION

- **Bids Due: October 12, 2022 @ 1:00PM CT**
- Bids shall be mailed and accompanied by a certified check or bidder's bond of not less than five percent of the amount bid to be retained as liquidated damages.
- Performance, payment and warranty bonds required
- Questions received less than 7 (**October 5th**) days before bid date may not be answered – please ask questions as early as possible to allow more time to consider the responses.
- Schedule
 - 270 calendar days after full NTP – **Tulsa Ports expecting NTP between November and December**
- Liquidated damages - \$10,000 per day for substantial completion and \$500 per day for completion of remaining work (do not include in bid, clarify if schedule is unattainable for some reason)
- On-site interviews regarding Davis Bacon Requirements about wages.
 - **Wage rate determination sheet is located in the bid documents**
 - **Contacting will be notified in advance of when interviews are to occur**

- If applicable, Section 3 Could require additional information - Wage rate decision on October 3rd
Additional information on Davis Bacon requirements will be provided to the selected contractor in the pre construction meeting.
- Buy America – Non Buy America materials needs to be stated in bid. Certify that all material are Buy-America
 - Tulsa Ports seeking clarification of waiver. Clarification to be provided in addendum. Build America Buy American – requires iron, steel, manufactured products, and construction materials used in infrastructure projects funded by Federal financial assistance to be produced in the United States By American and if not it needs to be justified in writing by way of a certification form provided by the project Engineer
- Insurance – Your policy must comply with UPRR and Tulsa Ports requirements
 - UPRR will require railroad protective liability insurance Railroad Liability insurance to be paid for by contractor
- Contractors exempt from sales and use tax Only in the state of Oklahoma
- In addition to the Bid Proposal and completed bid form, a fully responsive bid includes (per Invitation to Bid):
 - Project schedule –
 - Labor/equipment rates –
 - Evidence of license to do business in Oklahoma
 - Evidence of qualifications (Article 3 of bid package)
 - DBE Submittal Form
- Bids will be publically opened at the time and place indicated in the advertisement to bid.
- Pay application will go through Tulsa Ports sent to Jeremy Morken, Dan Grisham and Brian Bigbie for review then sent to federal government

PROJECT DISCUSSION

- Overall project description – Clearing, grubbing, erosion control, earthwork, subballast, culvert, bridge, electrical, crossing protection, pavement mill and overlay and track.
- No vertical cuts along existing embankment exposed overnight without protection
- Contractor responsible for documenting existing conditions on haul routes – repair to any damage is incidental
- Review Special Conditions, including other bid item measurement and payment sections, carefully.
- Bid prices include all incidentals to the work – ask questions now if there is uncertainty
- Field Office – Not required - If wanted, contractor is responsible for all permitting, utilities, placing, removing and restoring to existing conditions.
- Truck prohibited on certain roads crossing tracks and through project limits. Contractor responsible for any tickets/violations received. Contractor responsible for exemptions to use the roads
- SWPPP –
 - BMPs must be in place and permits posted before work starts
 - Davis Bacon Wage rates shall be posted on sight for all workers to see
 - Equal Employment Opportunity rights will be posted on sight for all workers to see
 - Federal non-discrimination right will be posted on sight for all workers to see
 - CM – Burns & Mac will provide inspections and all testing
 - Contractor to maintain BMP's until NOT
 - Notice of Intent – Submitted by Contractor
 - All clearing and grubbing, as well as erosion control and seeding, outside of the plan grading limits is incidental, including borrow areas, waste areas, staging areas, etc...
- Expect Train Delays
- Contractor responsible for all construction and track staking

QUESTIONS?

- Will prepare written responses/clarifications to today's questions in Addendum 1 with meeting notes

- Questions to be e-mailed to jlmorken@transystems.com daniel@tulsaports.com
- Rail shall be all new head hardened. See bid tab for rail weights and alternate bid. No rail relay shall be used.
- Ballast shall be granite
- How many trains per day – Around 40 per day on UPRR mainline
- If contractor elects to have rail delivered by rail they take 100% ownership of delivery and liability as well as any delays from third parties.
- Change Orders must be approved by federal government and may not be approved if beyond an certain percentage threshold of the federal award.
- Employee wage rates will be checked when the contracted Labor Specialist visits the site to conduct interviews throughout the duration of the project period. Contractor can work over-time including weekends and shall follow Davis Bacon OT rates.
- Noise ordinances are categorically excluded
- Communicate any complaints from locals to Dan Grisham and Brian Bigbie. If employees feel endangered or threatened by and individual(s) not authorized to be on the project site, contact 911 immediately and notify Tulsa Ports.
- Existing rail disposal, after contractor stockpiles shall be discussed between Tulsa Ports and selected contractor
- Rail, joints bars, spikes all stockpiled separately – Completely dissembled - Not palletized
- Any items leaving site and disposed of needs to have a receipt of disposal
- All ties shall be the property of the contractor and disposed of properly
- All turnouts shall be UP spec'd
- Contractor shall coordinate all road closures with Tulsa Ports– Need a minimum two-week notification
- Borrow area north of Sofidel can be utilized if meets specifications – Seeding and erosion control shall be the responsibility of the contractor
- Old ballast to be stockpiled – Can be used for access roads and bungalow pads with engineer approval
- All materials on-site shall be secured. Tulsa Ports hold no responsibility for stolen or damaged contractor property
- Tulsa Ports shall be notified by bidder if bidder is needing to enter the project site between prebid and bid due date.
- Burning shall not be allowed
- Chemical application for weed control shall meet all local and federal regulations.
- Contractor shall coordinate right-of-entry onto UPRR property
- Schedule requirements for the contractors bid will have requirements that could exclude the contractors bid. Will be addressed in the addendum.
- All bidding documents will have a secondary location for redundancy. It is www.tulsaports.com [tulsaports.com] at the top of the web page.

Sign-In Sheet – Inola Industrial Rail Facility Pre-Bid Meeting

Name	Organization	E-mail Address	Phone
Jeremy Moeken	TSC	jmoeken@TRANSYSTEMS.COM	816-863-8944
Daniel Grisham	Tulsa Ports	daniel@tulsaports.com	918-266-2291
Paul Hantschke	TSC	phantschke@transystems.com	913-915-1988
Michael Atzert	BMCD	MATZERT@BURNSMCO.COM	314-277-0103
Jon Michael McGrath II	McGrath Rail	jonmichd@mcgrathrail.com	918-617-5666
ALEX OCHIRIKYI	RAGNAR BENSON	BIDSD@RBI.C.COM	815-654-4700
STUE WISSE	Boston Lumber	STUE.WISSE@BOSTONLUMBERBIDDER.COM	402-698-7182
Gebe Lussel	Omaha Truck	gebe@omahatruck.com	402-321-0659
Jason Jones	American Tract	jjones@americatract.com	817-716-4614
David Beuills	Rail Works	dbeuills@Railworks.com Chris Kase @ Railworks.com	314-610-7160
Mike Mullins	SEMA	mullins@sema.inc	469-993-5275

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Name	Organization	E-mail Address	Phone
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Brian Royak	L.B. Foster	broyak@lbfooster.com	409 239 1299
Stan Schulte	R&K Excavation	sschultz@RkExc.com	573-776-8756
Shunie Petak	LongStar	Shunie@LongStar.net	866-676 0123
Joel Negrin	Timiny Rail	Jnegrin@timinyrail.com	216 389 0700
Ed Conroy	Kelly Hill Co	econlon@kellyhillico.com	913 915 0185
Hank Miesner	Kelly Hill Co	hmesner@kellyhillico.com	916 209 9152
ARON MILCOX	BECCO CONTRACTORS, INC	ARON@BECCOUSA.COM	918-830-2760
Allen Frey	Capital Railroad Contracting	cmcmillin@capitalrailroad.com afrey@capitalrailroad.com	573-474-3588
Stephen Woldridge	SCF Bridge & Deck	S.woldridge@SCF-Bridge.com	903-449-1184
Esther Delacruz	Tru-Work Inc.	edelaacruz@tru-work.com	918605-3456

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Name	Organization	E-mail Address	Phone
Dustin Bliss	Ameritrack Rail	dustinbliss@ameritrack.biz	316-221-0039
Mark Brown	MRT	mbrown@wardk.net	816-379-1284
Ryan Jenkins	Progress Rail	rjenkins@progressrail.com	205-539-2955
Jeremy Hager	Road and Rail	jhager@roadandrail.com Cmwillin@roadandrail.com	859-699-4327
Leonard Barton	CDL Electric	leonard.barton@cdl-electric.com	620-687-7014
Moses Zentema	Trec-work	mzentema@Trec-work.com	918 231 4285 918-513-7005
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Jared Childress	RJ Corman	jcchildress@omahatrack.com jared.childress@rj-corman.com	859-421-7316

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Name	Organization	E-mail Address	Phone
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