

Inola Industrial Rail Facility
Addendum No. 2
October 4th, 2022

1. For CWR should contractor use Thermite or Flash Butt Welds? **Electric flash-butt welding, where practicable, shall be utilized for welding of all components assembled by Industry for UPRR installation, ownership, or maintenance. All thermite and flash-butt welds not on UPRR property shall be installed as part of the project and hand tested ultrasonically for defects or inclusions before track is placed into service.**
2. Should insulated joints be 6 lug or 8 lug? **Contractor shall supply 8 lug.**
3. What is the date for substantial completion? **GENERAL DOCUMENTS #10. AGREEMENT BETWEEN OWNER AND CONTRACTOR FOR CONSTRUCTION CONTRACT, ARTICLE 4.2 – CONTRACT TIMES: DAYS, shall be modified to “The Work will be substantially complete within 365 days of November 1, 2022, and completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions.”**
4. Can Substantial Completion be defined? **Refer to the GENERAL CONDITOINS #14. STANDARD GENERAL CONDITOINS OF THE CONSTRUCTION CONTRACT, ARTICLE 1 – DEFINITIONS AND TERMINOLOGY #40.**
5. Line item 20 – “Transition Rails” in the Scope of Work Matrix references a 136# new to 136# worn transition rail. The Union Pacific does not provide a detail online for 136# new to 136# worn. Please provide a detail for 136# new to 136# worn transition rail. **Transition Rail shall follow same standards and specifications as similar UPRR standards drawing for transition rails. Transition rails shall come from an approved UPRR supplier.**
6. Sheet 12 of 66, Track A Plan and Profile Sta. 14+00 to 18+70.92, calls out a turnout pad to be constructed for the #11 DTMF turnout. However, the current track is inactive. Is a turnout pad necessary and required for inactive track? **Contractor shall provide turnout pad.**
7. Line item 1 – “Mainline Ballast” in the Scope of Work Matrix references Industry Supplied Ballast. Please quantify how much Mainline Ballast contractor is required to provided. **All ballast shall be granite meeting UPRR Standard Drawing 0010.**
8. Please specify the “Premium Fasteners” required for the buffer panels in line items 16, 17, 18, and 19 of the Scope of Work Matrix. **All fasteners shall meet UPRR standard drawings.**
9. Line Item 30 of the Scope of Work Matrix calls out Field Weld Kits. Please specify how many Field Weld Kits contractor is required to supply to the Union Pacific. **Contractor shall provide 36-136# weld kits.**
10. Sheet 6 of 66, General Notes and Project Contacts, states “expansion shims of hardwood or fiber shall be placed between the ends of adjacent rails for jointed track to insure proper space allowance for expansion...”. This is viewed as an uncommon practice. Are expansion shims required and necessary? **Contractor shall provide expansion shims inserted between ends of abutting rails while track is being laid to provide allowance for expansion of steel when temperature changes.**
11. Will the track be classified as “high density” or “low density”, such as greater than 30 MGT? If multiple classifications, please specify those locations. **All track construction shall be constructed and classified as high-density.**
12. Track 111 has Plan and Profile sheets for Stations 4+00 to 18+00 and 149+00 to 163+00. However, no Plan and Profile sheets were provided between stations 18+01 and 148+99. Please provide the missing Plan and Profile sheets for Track 111. **Track 111 will follow the existing**

track profile with slight surfacing modifications. Plan and Profile sheets will be given to the selected contractor.

13. Please clarify the proposed stationing where CWR is to begin and end for 115# rail. **Track A shall be all CWR and Track 111 from Station 3+86 to 13+43.**
14. Line item 7 – “#11 LH DTMF Turnout..” in the Scope of Work Matrix refers to a No. 22-E switch stand, which suggests a hand thrown turnout. However, other drawings suggest this is a powered turnout. Please clarify whether #11 DTMF turnout is to be powered or hand thrown. **#11 DTMF turnout shall be remote and constructed to plan. This turnout is not a hand throw turnout.**
15. Drawing 10 (Track A Profile)(Sta 3+86.45) and Drawing 13 (Track 111 Profile)(Sta. 3+86.07) both call out insulated joints and transition rails at the same location. Please clarify if transition rail comes before (closer to mainline) or after (further away from mainline) the proposed insulated joints. **Contractor shall provide 136# Insulated Joints.**
16. If #11 DTMF Turnout is to be powered, please provide stations of proposed insulated joints. If #11 turnout is to be CWR, please adjust insulated joint rail plug quantities. – **Refer to DTMF Switch Machine plans for location of insulated joints.**
17. Track 111 at Sta. 156+45.09 calls out transition rails. However, this is in a proposed jointed rail section. Can compromise joint bars be used in lieu of transition rails? **Transition rails shall be used.**
18. In the project specifications, under Supplementary Conditions, SC -7.21 Disadvantaged Business Enterprise Requirements, Section K(a)[page 12 of SC], states “The applicable percentage of the total dollar value of the contract or subcontract awarded to the DBE will be counted toward meeting the DBE contract goal, only if that firm is certified by the MRCC as a DBE at the time of the contract or subcontract is executed...”. Please clarify who the proper certification body is in the State of Oklahoma for DBE certifications. **Oklahoma Department of Transportation (ODOT)**
19. What is to be required by the contractors and what is to be completed by the U.P. when it comes to the switches and tying back into their main line? **The contractor shall supply, assemble and install all turnouts not located on the UPRR Main Line. For turnouts located on UPRR Main Line the contractor shall supply, assemble and weld. UPRR shall install.**
20. Can the contractor use wheel sensors vs the track circuits located at the switch? **Contractor shall install what is shown in the plans and specifications.**
21. Is the cost of in-place density testing for earthwork and subballast to be covered by the contractor? **No, the construction manager will provide all testing.**
22. **As provided in the wage rate, there is no change to the wage rate determination that was included in the bid packet and these wages shall be used for the duration of the project.**
23. **Quantities for signal mounds east of the existing UPRR Main Line have been added into the bid form and supplied as a separate attachment.**
24. **Revised bridge plans have been provided with this addendum and include walkways both sides of both bridges.**
25. Please identify the preferred haul route from the area along the railroad that has the extra dirt (west of S 4210) to the fill area east of S 4220. The roads through Inola on the north have ‘No Trucks’ signs and we were told at the pre-bid meeting not to use any roads to the south (i.e. 620). The only available haul route appears to be along Track 111, which appears to be a drainage ditch on both sides. **Contractor to provide haul routes and obtain any and all approvals form county, state or city.**
26. Please identify the location where the existing rail will be stored. **Property will be provided near at-grade crossings. Stockpiling shall include all incidentals, which could include**

constructing an access road(s) if county and city do not provide truck exemptions on paved roads.

27. Please identify the location the existing ballast will be stored. **Property will be provided near at-grade crossings. Stockpiling shall include all incidentals, which could include constructing an access road(s) if county and city do not provide truck exemptions on paved roads.**