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ADDENDUM No. 2

December 11, 2015

CITY OF MEDINA, OHIO

CITY JOB No.: 971: STATE ROAD RAIL IMPROVEMENTS

BIDS WILL BE RECEIVED BY THE CITY AT THE OFFICE OF THE MAYOR, MEDINA CITY HALL, 132 NORTH ELMWOOD AVENUE, MEDINA, OHIO UNTIL 10:00 A.M., LOCAL TIME, WEDNESDAY, DECEMBER 16, 2015 AND AT THAT TIME AND PLACE WILL BE PUBLICLY OPENED AND READ ALOUD

City of Medina Engineering Department
132 N. Elmwood Avenue, Medina, Ohio 44256
Phone: (330) 721-4721

I. BIDDING AND CONTRACTUAL MODIFICATIONS:

Please note the following modifications that have been made to this project:

- **Bid Date**– The date that project bids are due to the Office of the Mayor remains 10:00 A.M. Wednesday, December 16, 2015 until 10:00 A.M. (local time) as referenced in Addendum #1.
- **Contractual Modifications** -
 1. Within the Contract Specifications, Item 2, page 7, in the list of Signal Materials, the correct battery should be '6 each *Battery 4 V 235 AH Redhawk Energy*'
 2. Within the Contract Specifications, Item 2, page 8, in the list of Commercial Materials, the correct quantity for Wire S.C. #6 THHN should be *3,000 ft.*

II. REVISED PROJECT MANUAL FORMS:

Please note the following project manual forms have been modified to reflect the changes referenced above in **Section I: BIDDING AND CONTRACTUAL MODIFICATIONS**. The revised forms are attached and made part of this Addendum No. 2 Revisions are shown in **underlined italicized bold** print. Please disregard the previous versions of these forms and replace them with the attached.

1. **Official Bid Form** – The Official Bid Form has been revised. Attached is the Official Bid Form, Revision #2. This revision includes a line item for Item No. 9C: Insulated Joint Bars. Bidders **MUST** use this revised form to submit their bid. Bidders are permitted to use either the hard copy of the Official Bid Form provided to them (via USPS), or they may use a reprinted copy of the form attached to the emailed copy of this Addendum #2.
2. **Project Specification** – Attached is a revised copy of Item #2 of the Base Bid Unit Price Items, (included within Section 5a of the project manual, pages 7 and 8).
3. **Special Conditions** – Attached is a revised copy of page 3 of the Special Conditions (included within Section 5a: Project Specifications of the project manual).
4. **Information to Bidders**- Attached is a revised copy of page 1 of the 'Information to Bidders' section (Section 4).

Preserving the Past. Forging the Future.

III. Questions / Responses

Please find below answers to questions regarding the project that have been submitted to the City for response through December 11, 2015

1. Question: The Drawings call for an 18" x 300' x 30' excavation in the area where the new crossties are to be installed (IE. 500 Cu. Yd.). Does the 18" depth include the height of the rail and crosstie? Or is the 18" depth calculated from the bottom of the crosstie?

Response: The 18 inch depth starts at the top of the rail head, as such it includes the height of the rail and crosstie.

2. Question: Can you please clarify the material listed as; 'Instrument Case #652 with Foundations'.

Response: The references for 'Instrument Case #652 with Foundations' refers to a product manufactured by Fabricated Metals, Inc., 6300 Kenjoy Drive, Louisville, KY 40214; (502) 363-2625. As with all materials and equipment specified, bidders are permitted to submit alternate products for consideration.

3. Question: -As far as manufacturer (other than Western Cullens preferred), or any other clarifying point THE GE Standard calls for two (2) XLC flasher units whereas, you only ask for one (1). Is this correct?

Response: Yes, only one flasher unit is required.

4. Question: On page No. 1 of the information to bidders under the heading Subletting or Transfer of Contract, "No part of the work shall be sublet, nor shall the contract of the whole or any part of the work be assigned, unless by the previous written consent of the Service Director". We are hereby requesting permission to sublet or subcontract the signalization portion of the work to the subcontractor of our choice. This is permission that we must have before we are able to submit a bid proposal.

Response: This section of the Information to Bidders has been modified for clarity. Attached to this Addendum please find a revised page 1 for this section; please disregard the original page 1 of this section and replace it with this revised modification.

To summarize the revision, the General Contractor may sublet a portion or portions of the work to qualified Sub-contractors. Sub-contractors shall be considered qualified if they can provide evidence of previous successful performance of similar type and scope of work, they complete and submit the DISCLOSURE OF PERSONAL PROPERTY TAXES AFFIDAVIT (O.R.C. SECTION 5719.042), they provide to the City a current State of Ohio Worker's Compensation certificate, and they do not have any current Unresolved Findings of Recovery as determined by the Auditor of State (AOS) of the State of Ohio.

5. Question: What are the specifications for the 1-1/4" PVC conduit, 3" PVC Conduit, and the 4" PVC conduit? Please advise. Page 8 says Schedule 40 for the 3" PVC in the listing.

Response: All of the conduit should be schedule 40.

6. Question: The plans call for 8 pairs of NEW insulated Joint bars. And calls for them in the specifications on both Page 2, Part 2.2.4 and Page 29 Part 3.2.4. In addition, Page 1 of the Summary of Required Submittals lists Insulated Joints as Item 9C. However, in the yellow bidding pages, there is no bid Item for No. 9C. It skips from 9B to 9D. Please advise.

Response: You are correct, this item (9C) was mistakenly left off of the bid form. A revised bid form with Item 9C: Joints, insulated with a quantity of 8 pairs will be included with Addendum #2.

7. Question: Page 1 of 4 of the bidding forms calls for "removal of existing pavement: and the installation of pavement: and the furnishing and installation for storm sewers. We do not see these items delineated in the plans and specifications. Are they a part of this project? If so, please advise where?

Response: The items in this section are **NOT** a part of this project. In the project description, starting on the third line, the phrase "by clearing, grading, removal of existing pavement; the installation of pavement; the furnishing and installation storm sewers and appurtenances; necessary landscaping and seeding;" should be omitted and replaced by the **phrase "by installing flashing lights and gates, removing and replacing existing railroad ties and other track materials, removing and replacing ballast material;"**

8. Question: Page 8 on the summary of COMMERCIAL MATERIAL, calls for 300 linear feet of Wire, (Single Conductor), #6 THHN. We do not believe that this is anywhere near enough quantity of this type of wire.

Response: As referenced above in this Addendum #2, in Section I **BIDDING AND CONTRACTUAL MODIFICATIONS**, the correct quantity for the Wire S.C. #6 THHN quantity should be **3,000 ft.** A revised material summary will be included with Addendum #2.

9. Question: For the 300 foot section of track that is to have the ballast and ties removed and replaced can the contractor remove the entire 300 foot section of rail, excavate and replace the ballast and ties, then rebuild the track section with new ties and replace the entire track section at once?

Response: As long as the parameters for maximum track out of service time can be met, yes this would be an acceptable method for completing this work. For reference, from January 1 through April 30 Contractor's will be permitted to keep the track adjacent to the crossing out of service for 120 hours (5 consecutive days) at a time. After 120 hours the track must be in service a minimum of 12 hours per day. From May 1 through June 30 (project completion date) Contractor's will be permitted to keep the track adjacent to the crossing out of service for 48 hours at a time. After 48 hours the track must be in service a minimum of 12 hours per day.

10. Question: On page 11 of the Contract Specifications, under Item No. 3 – Tie Removal and Replacement, section 2.1.4.8 and 2.1.8.1 contradict each other. The first section states that tie length can be +1" or -3" from the length specified but the latter section says length can be plus 4" and no undersized length is accepted. Which one is correct? Similarly, 2.1.4.6 and 2.1.8.2 and .3 are contradictory.

Response: The following tolerances shall be utilized for ties to be supplied for this project:

Thickness: -1 inch to +1 inch
Width: -1 inch to +1 inch
Length: -3 inches to + 1 inch

11. Question: Special Conditions contain items for work on N. Huntington Street and pouring concrete. This apparently does not apply to this project. Was there other information that should have been inserted in its place?
Response: No, these references were left in this section in advertently. A revised Special Conditions section with these references removed will be included with Addendum #2.
12. Question: In Project Specifications, Item 2 – furnish and install flashing gates, it lists 2 each 26' gate arm with lights. The plan shows 24 feet. Which is correct?
Response: The gate arm length shall be 26 feet.
13. Question: The track is not 100% anchored on the west side of the crossing. Once the rail steps down to the smaller rail, approximately 15 feet from the crossing, there are no anchors. Will we be responsible for installing anchors to the west of the road crossing?
Response: This item is NOT to be included within the base bid scope for this project; do not include this within your bid submittal. If required, it will be handled either by the City outside of this contract or as a change order to this contract.
14. Question: Where is the perimeter filter fabric fence to be installed? We have 300 feet of track to strip material off of but the bid item for this work is only 200 lineal feet.
Response: The location will be determined in the field by City personnel. The intention is to place the 200 lineal feet of fabric fence on the low end of the excavation.
15. Question: In the Project Scope, it refers to removing material from 300 lineal feet of track east of the road crossing. Where does this start?
Response: The excavation is to start at the insulated joint which is located approximately 120 feet east of the centerline of the State Road rail crossing.
16. Question: When will the power service be installed?
Response: The City will require 45 days' notice from the contractor in order to cause the power service to be installed.
17. Question: Is the City installing the meter for the power service?
Response: Yes the City will install the meter for power service; installing the meter for power service this is not the contractor's responsibility.
18. Question: Are new ENS signs required or can we reinstall the existing ones?
Response: Reinstalling the existing ENS signs is acceptable; new ones are NOT required.

19. Question: If we purchase ODOT certified by the vendor stone, will additional testing be required?
Response: If current the supplier can provide current evidence of ODOT certification, additional testing will NOT be required.
20. Question: Plan sheet C-2, Project Notes 3a states ties shall be selectively end plated. Page 12 of Project Specifications, section 2.2.2 requires all ties to be end plated. Which is correct?
Response: All ties provided shall be end plated.
21. Question: Plan sheet C-2, Project Notes item 5e says no ballast is to remain on top of the tie. Plan sheet 1 of 9 says to fill track to rail height. Does this mean top of rail? Is so, which is correct?
Response: Ballast shall be placed to rail height.
22. Question: If we are to fill stone to top of rail, what type of stone is to be used? The specifications require #4 stone in the track, but this is not good for traction for a wheel loader moving rail cars. The existing stone to top of rail is a finer dense grade material.
Response: For the purposes of bidding, assume that #4 stone will be utilized.
23. Question: Plan sheet 1 of 9 shows a 200 foot long area to be dug out, but it does not give a distance from the crossing. Where does the section to be dug out commence in relation to the road crossing? It looks like it is beyond 100 feet but no other dimension is provided.
Response: The excavation is to start at the insulated joint which is located approximately 120 feet east of the centerline of the State Road rail crossing. To be clear, the area to be excavated is 300 feet long, not 200 feet.
24. Question: The location of the signal mast on the east side, using measurements on plan sheet 1 of 9, falls within the middle of the existing sidewalk. Is this where the mast is to be installed?
Response: No, the mast arm will be placed outside of the sidewalk; it will be approximately 10 feet off of (behind) the pavement curb.
25. Question: The stop lines in the roadway do not line up appropriately with the location of the new mast on the south side of the track. Are we responsible for removing the existing stop line and placing a new one?
Response: No, the City will be responsible for removing and replacing the stop lines on the pavement.
26. Question: The culvert on the south side of the track adjacent to Kokosing's yard is within 15' of the track in the area we are to excavated 18" down and fill back to top of rail. What do you want us to do with this culvert?
Response: This culvert will remain in place. The culvert is on the edge of the area to be excavated; contractor will be expected to excavate around the culvert while not disturbing it. Costs for this work shall be included within the unit price item No. 1: ODOT 203 EXCAVATION.

27. Question: There will be asphalt within this 15-foot boundary. How will asphalt removal be paid for and are we required to replace it?

Response: The cost for asphalt removal shall be included within the unit price bid for excavation (Item No. 1: ODOT 203 Excavation). The contractor will NOT be required to replace any asphalt that is removed.

28. Question: Does the bid item to replace joint bars include compromise joint bars? The two existing compromise joint bars on the east side of the crossing are mismatched by more than ¼" (an FRA defect.) With the rail being buried, it was impossible to tell if this is due to the incorrect size of bars being used, broken bars, worn rail or loose bolts. The cost of a compromise joint bar can be 8 times the cost of a standard joint bar. Can a separate bid item be provided for compromise joint bars so that we are adequately compensated?

Response: Bidders shall assume that compromise joint bars will not be required. If compromise joint bars are required, a contract change order will be negotiated and executed in order to fairly compensate the contractor.

29. Question: Are any permits needed? If so, what is the cost and who pays for them?

Response: There are no permits necessary, however the contractor and any subcontractors must be registered to work in the City of Medina. The cost for registration is \$100.

30. Question: What size is the existing rail?

Response: 80 pound rail.

31. Question: Will a railroad flagman be required and if so who pays for him and what is the cost?

Response: No, flagmen will NOT be required.

32. Question: Should we include sales tax in our quote?

Response: No, the City of Medina is exempt from sales tax. An exemption certificate will be provided to the contractor when the Notice to Proceed is issued.

33. Question: Are the ties to be 100% end plated or selectively end plated? (drawings states selectively but specifications state 100%).

Response: All ties furnished and installed on this project shall be end plated.

34. Question: Please confirm ties that are being replaced are within the 300' of track that will need to be dug out.

Response: Yes, all the ties within this section will be removed and replaced as part of this project.

35. Question: Please confirm no work is being done on the existing concrete paneled crossing.

Response: That is correct, no work is being completed within the pre-cast concrete rail crossing section on State Road.

36. Question: Project Specifications, page 7, Item No. 2 in the list of signal material, it lists Instrument Case #652. This case number is for a model of case that is no longer advertised by the supplier. It came in 8 different sizes, but no size is specified in the bid package or plans. Can we furnish a case from another manufacturer with the same features as outlined in the specifications? And what size of case should be supplied?

Response: Per the supplier (Fabricated Metals), that Case #652 is still a current product. For bidding purposes, assume that the instrument case as specified must be used. That being said, after the bid has been awarded the City will consider requests for alternate materials and equipment. Please be clear, there is no guarantee that the City will accept any alternate materials or equipment, however any alternate requests will be fairly considered. The Instrument Case #652 furnished by Fabricated Metals is 81" wide, 4'- 6 3/4" high and 24" deep with two doors front and back

37. Question: Under Information to Bidders, page 1, Subletting or Transfer of Contract it states no part of the work shall be sublet. Can we subcontract the crossing signal installation to a crossing signal manufacturer/supplier?

Response: Yes, qualified subcontractors may be utilized on this project. Please refer to the response to Question #4 for further information.

The City of Medina reserves the right to reject any and all bids and the right to waive any informalities or irregularities in the bidding. Contact the City Engineer at 330-721-4721 or at ppatton@medinaoh.org for further questions or requests for information.