



## ADDENDUM NO. 1

February 4, 2020

Request for Bids for the Paris Economic Development Corporation (PEDC) for Rail Restoration and Replacement Services

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This Addendum is hereby made a part of the Request for Bids document to the same extent as if it were originally included therein. The following modifications, clarifications, additions or deletions shall be made to the appropriate sections of the document.

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- Contractors will not have to produce a bid for materials. All materials (crossties, ballast, spikes, anchors, tie plates, joint bars, bolts (otm) as needed for the project will be handled with the city and the KRR Railroad – contractors will only need to furnish a lump sum bid, separated out as follows:
  1. Mobilization;
  2. Labor and Equipment; and
  3. Total of complete lump sum.
  
- Per item 4 in the Scope of Services, mechanical tamping is required. To further define “mechanical tamping:” examples include spot tampers with jacks, a Jackson 6700, etc. A machine capable of lifting the track, lining the track, and tamping the track to the desired lift and compaction must be used.
  
- The 19th Street crossing will not be redone. Work will start at the compromise joints at the west end of the crossing and work westward approximately 1654 ft, to the end of the track, defined by the removed section and survey stake.
  
- While industry standard is 56 ½, desired gage is listed at +/- 56 5/8 inches. Since this is not a 100 percent tie installation, final gage will have a tolerance of +/- 1/8 inches from standard gage on both tangent and curve.
  1. All new ties will be spiked 2 gage side and 1 field side.