**Exhibit G – PROJECT ADDENDUM # 1**

**ITB # 041219**

**Phase I- Track Rehab Project**

This addendum addresses all questions, project inclusions, project changes and project clarification. All information in this exhibit should be included in final proposal. The Manatee County Port Authority deems the set deadline acceptable for this project scope. No timeline change will be made.

**The set date for all bid submittals is Friday, April 12, 2019 – 2:00 PM**

* + 1. CSX FLAGMAN EXPENSE REQUIREMENT RESPONSIBILITY

The contractor is required to provide CSX contracted flagman for all interchange track work.

* + 1. TRACK AREA OF REQUIRED FLAGMAN ASSISTANCE REQUIRED

Approximately 500 feet of trackage

* + 1. TYPE OF RAILROAD CROSSTIES REQUIRED

100 % Emplated – Grade 5 - Railroad Crossties

* + 1. SPECIFIC COUNT OF CROSSTIES AND BOLTS THAT REQUIRE REPLACMENT

The Port will take into consideration the option and opinion of all bids in consideration to the inspection of the project trackage. The inspection performed original base requirement counts are to remain the same as referenced in Item 1 of the Scope of Services.

* + 1. **ALTERNATE BID OPTION – 1-A** – Additional suggested defective crosstie count:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Alternate Project Cost for Alternate Bid Option – 1-A\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

* + 1. **ALTERNATE BID OPTION – 2-A** - Additional suggested defective crosstie count:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Alternate Project Cost for Alternate Bid Option – 2-A\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

* + 1. **ALTERNATE BID OPTION – 3-A** - Additional suggested defective crosstie count:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Alternate Project Cost for Alternate Bid Option – 3-A\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

* + 1. CLARIFICATION - 4-A – SURFACE TRACK - BALLAST

No additional Ballast will be required – the trackage has more than sufficient materials onsite.

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* + 1. IN CURVE CROSSTIE PLATE CLARIFICATION – REQUIREMENTS

Crossties are to be spiked down with 4 spikes per side. No spikes are required for anchor holes.

* + 1. IS WEEKEND WORK ALLOWABLE

Yes

* + 1. MATERIALS STAGING AREA

The Port had ample staging for all site deliveries / materials laydown are will be located outside the curve at the main track access road are.

* + 1. TRACK OPERATIONS – END OF WORK DAY

The track work site area is to be in place and operational every day for next morning movement operations.

Next day operations will begin after rail cars are moved into the Port. The Port will coordinate daily operations with contractor.

* + 1. SECTION 7.1 – PAGE # 12 – INSURANCE – ADDITIONAL INSURED CLARIFICATION:

The contractor will name Manatee County Port Authority as additional insured.

* + 1. HOW MANY TRAINS PER DAY TRAVEL THROUGH THE WORK AREA?

1

* + 1. WHAT IS THE MAXIMUM RATE OF SPEED ANY TRAINS WOULD TRAVEL?

10 MPH

* + 1. WOULD THE “PORT” PROVIDE A FLAGMAN?

Yes

* + 1. CROSS TIE DISPOSAL RESPONSIBILITY

Disposal of all crossties and materials is the responsibility of the contractor.

* + 1. IN-COUNTY CROSSTIE APPROVED LANDFIELD DETAILS

Manatee County Landfill is an approved crosstie disposal provider.

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