



Purchasing Division  
 2019 Washington Street East  
 Post Office Box 50130  
 Charleston, WV 25305-0130

State of West Virginia  
 Request for Quotation  
 09 - Construction

Proc Folder: 502036

Doc Description: Addendum 3 - Highway/railroad Grade Crossing Replacement

Proc Type: Central Purchase Order

Date Issued	Solicitation Closes	Solicitation No	Version
2019-02-12	2019-02-20 13:30:00	CRFQ 0804 RMA1900000003	4

**BID RECEIVING LOCATION**

BID CLERK  
 DEPARTMENT OF ADMINISTRATION  
 PURCHASING DIVISION  
 2019 WASHINGTON ST E  
 CHARLESTON WV 25305  
 US

**VENDOR**

Vendor Name, Address and Telephone Number:

Frontier Railroad Services LLC  
 100 Brady Road Suite 200 New Stanton Pa 15672  
 724-925-1210

RECEIVED

2019 FEB 19 AM 9:58

WV PURCHASING  
 DIVISION

Opened to Determine Contents

**FOR INFORMATION CONTACT THE BUYER**

Michelle L Childers  
 (304) 558-2063  
 michelle.l.childers@wv.gov

Scott A Sepesky CCO

Signature X

FEIN # 47-1693362

DATE February 18, 2019

All offers subject to all terms and conditions contained in this solicitation

**ADDITIONAL INFORMATION:**

Addendum

Addendum No. 3 issued to publish the vendor questions and agency answers.

End of Addendum \*\*\*\*\*

Request for Quotation

The West Virginia Purchasing Division is soliciting bids on behalf of West Virginia State Rail Authority (SRA) to establish a contract for the following:

Replacement of two highway/railroad grade crossings on the South Branch Valley Railroad.(SBVR)

INVOICE TO		SHIP TO	
STATE RAIL AUTHORITY 120 WATER PLANT DR		STATE RAIL AUTHORITY (DBA) SOUTH BRANCH VALLEY RAILROAD 120 WATER PLANT DR	
MOOREFIELD	WV26836	MOOREFIELD	WV 26836
US		US	

Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Total Price
1	13.1.1 Winchester Ave - MP 38.75	0.00000	EA	LS	\$135,240.00

Comm Code	Manufacturer	Specification	Model #
72141603			

**Extended Description :**

Replacement of grade crossing on SBVR at Winchester Ave. - MP 38.75

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Line	Comm Ln Desc	Qty	Unit Issue	Unit Price	Total Price
2	13.1.2 Angle Road - MP 3.73	0.00000	EA	LS	\$229,376.00

Comm Code	Manufacturer	Specification	Model #
72141603			

**Extended Description :**

Replacement of grade crossing on SBVR at Angle Road - MP 3.73

<b>RMA1900000003</b>	<b>Document Phase</b> Final	<b>Document Description</b> Addendum 3 - Highway/railroad Grade Crossing Replacement	<b>Page 3</b> <b>of 3</b>
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**ADDITIONAL TERMS AND CONDITIONS**

See attached document(s) for additional Terms and Conditions



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Extended Description :

Replacement of grade crossing on SBVR at Angle Road - MP 3.73

**SOLICITATION NUMBER: CRFQ RMA1900000003**  
**Addendum Number: 03**

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The purpose of this addendum is to modify the solicitation identified as ("Solicitation") to reflect the change(s) identified and described below.

**Applicable Addendum Category:**

- | Modify bid opening date and time
- | Modify specifications of product or service being sought
- | Attachment of vendor questions and responses
- | Attachment of pre-bid sign-in sheet
- | Correction of error
- | Other

**Description of Modification to Solicitation:**

This addendum is issued to modify the solicitation per the attached documentation and the following:

1. To publish the vendor questions and agency answers.

No other changes.

**Additional Documentation:** Documentation related to this Addendum (if any) has been included herewith as Attachment A and is specifically incorporated herein by reference.

**Terms and Conditions:**

1. All provisions of the Solicitation and other addenda not modified herein shall remain in full force and effect.
2. Vendor should acknowledge receipt of all addenda issued for this Solicitation by completing an Addendum Acknowledgment, a copy of which is included herewith. Failure to acknowledge addenda may result in bid disqualification. The addendum acknowledgement should be submitted with the bid to expedite document processing.

# ATTACHMENT A

**Highway/Railroad Grade Crossing Replacement  
CRFQ RMA1900000003  
Vendor Questions and Agency Answers**

Q1) Will any field welding be required at Winchester Ave?

A1) No

Q2) How much Tamping will be required to run off the 4" Raise at Angle Road?

A2) Any ties that have asphalt on top of them, need to be mechanically tamped and at grade with the crossing. Ties beyond the asphalt can be hand tamped with a run off FRA legal for Class II track.

Q3) Specifications say we have from Friday to Sunday to install the crossing. What time Friday to what time Sunday?

A3) See answer 7

Q4) Documents say there are no additional project plan documents other than those attached hereto as Exhibit B. I did not find an Exhibit B. Are there any construction plans?

A4) There are no construction plans. Crossings are to be installed per the manufacturer specifications. There is an Exhibit B attached in the Oasis document.

Q5) What are the limits of the Asphalt Paving for Angle Road?

A5) For 4" of adjustment, the paving must extend 40 feet from the rail measured along the edge of the pavement and the paving joint is required to be perpendicular to the center of the roadway.

Q6) Is there a detour plan existing?

A6) No

Q7) Can we get track after train on Thursday for weekend outage ?

A7) Yes except for the Potomac Eagle schedule. There are excursion trips to Green Spring on May 26, July 28, September 29 and October 27 that will affect Angle Road. There are all day excursion trips to Petersburg on May 25, June 29, July 27, August 31 and September 28 that will affect work at Winchester Avenue. Angle Road detour must be completed when school is not in session.



Q8) What are the paving limits at Angle Rd.?

**A8) See Answer 5**

Q9) Will we need production tamper for crossing runoff?

**A9) See A2 – A production tamper is not required.**

Q10) Do we have conduit to install?

**A10) No**

Q11) When is this work to be completed?

**A11) Per the specifications the contractor has 365 days from the notice to proceed. See answer 7 for the date limitations.**

Q12) Can we lose crossing spoils near crossing areas?

**A12) Yes – Angle Road spoils can be taken to a designated area in Green Spring yard and the spoils from Winchester Avenue can be taken to a designated area at Moorefield yard.**

Q13) Are we responsible for new highway lines on asphalt?

**A13) Yes – Any lines that are removed must be replaced.**

Q14) Will our work be inside insulated joints?

**A14) Winchester Avenue work will be inside insulated joints. Angle Road rail will need to be cut and welded outside of the insulated joints.**

Q15) What is the width of the railroad right-of-way on either side of the two crossings?

**A15) Winchester Avenue is 12 ½ feet on both sides and at both ends.  
Angle Road varies from 15 feet to 23 feet.**

Q16) Are there any utilities that will interfere with our excavation for the tub crossings?

**A16) Contractor is responsible to call Miss Utility**

Q17) There is an underground utility vault in the north-west quadrant of the crossing at Winchester Avenue that is very close to the track. What is this vault for and will it interfere with the track work in this contract?

**A17) It is a pull box for SBVR signal wires and it should not interfere with the track work.**

Q18) If we encounter a utility that does need to be relocated, will this be paid as a change order?

**A18) Contractor should be aware of any utility after contacting Miss Utility.**

Q19) Who is responsible for reinstalling track wires for the crossing signals at the crossings?

**A19) Wires should be deep enough that there will be no damage.**

Q20) Is any conduit required to be installed for crossing signal wires?

**A20) See A10**

Q21) If we encounter crossing signal wires during our excavation, who is responsible for replacing or relocating them?

**A21) See A19**

Q22) At Angle Road (Greenspring Valley Road), the drop pole with the power supply and the signal case are on opposite sides of the track. What depth is the underground power line from the drop pole to the signal case? If unknown, who will be responsible for relocation if necessary? If the railroad contractor, will this be a change order?

**A22) According to our drawings the wires are at least 4 feet deep. It is our understanding that the contractor will not excavate this deep so it should not be an issue.**

Q23) Will new insulated joints be furnished by the railroad? Some of the joints are worn. If the railroad will not provide replacement insulated joints, can we reuse the existing ones?

**A23) Yes – The SBVR will furnish new insulated joints.**

Q24) Who is responsible for performing a crossing signal inspection when the track work is completed?

**A24) The contractor and SBVR Shop personnel will perform the signal inspection together.**

Q25) What is the geometry for the track at Winchester Avenue? It appears to be a compound curve and we will need this information to be able to get the correct concrete panels.

**A25) Contractor will be responsible to measure and determine the angle for the crossing.**

Q26) The bid documents refer to a culvert that is going to be replaced by the DOH on Angle Road. Who will pave where the culvert is replaced? The culvert is 100 feet from the track on the north side of the road.

**A26) DOH will replace the existing culver and replace the existing asphalt prior to work starting on the crossing. Since the tracks are being raised, paving is required 40' from the tracks with final heel-in joint perpendicular to the center of the road. This should cover all area disturbed by the pipe replacement.**

Q27) Who installs asphalt for Angle Road? There is no mention of asphalt in the General Requirements for this crossing.

**A27) The contractor will install the asphalt per DOH specifications.**

Q28) If the contract is to pave Angle Road, how far back from the track are we to pave?

**A28) See answer 5**

Q29) With the track at Angle Road being raised four inches, can we place two inches of base and two inches of binder course directly on top of the existing asphalt?

**A29) See answer 27**

Q30) Can we close both roads in their entirety at the crossings to do the work?

**A30) Yes – with advance notice and approved traffic control plan**

Q31) Is Chipley Lane-Clements Street an acceptable detour for S. Fork Road for the Winchester Avenue crossing closure?

**A31) Yes – Water Street to Clements Street is an acceptable detour to DOH. Please contact the City Engineer – Lucan Gagon 304-851-2283 to confirm. Also, Mr. Gagon would like the successful contractor to talk to the city in advance of construction to possibly coordinate placing a pipe at Winchester Ave.**

Q32) Is N. Elm Street-Washington Street an acceptable detour for the closure of Winchester Avenue?

**A32) No**

Q33) Is there anywhere nearby that excavated spoils can be wasted on the railroad right-of-way?

**A33) See A12**

Q34) Will there be any fee for the road closures?

**A34) No**

Winchester Ave.

Q35) When reviewing this location, it was noticed that the rail in the crossing area has a flattened-out head, which made the rail head look approx.  $\frac{3}{8}$ " wider than it should be. This is going to cause difficulty and possible damage to the rubber needing installed in the flangeway of the requested crossing type. Does the SVBR intend to supply another section of rail in order to avoid this?

**A35) Yes**

Q36) If another section is supplied will it already be welded or will it need to be welded by the contractor?

**A36) Yes it will be welded by the SBVR**

Q37) If another section is supplied and needs to be welded by the contractor what will be the lengths?

**A37) See answer 36**

**Q38) It is apparent that the rails will need to be taken apart at the existing insulated joints in order to gain access for the installation of the new crossing, which these Insulated Joints are now in very poor condition. Will SVBR be supplying new bolt in IJ kits?**

**A38) See A23**

**Q39) As one of the contractors being present and unfamiliar with what roads are state and what roads are city will the state give the contractor the route which will be used to detour traffic for this project?**

**A39) For the detour of Winchester Ave, the acceptable detour route is Main Street t Spring Street.**

**Q40) In section "G" of the Manual on Temporary Traffic Control for Streets and Highways, what Type of Temporary Traffic Control Zone are we required to use?**

**A40) A temporary traffic control plan should be designed with a combination of Case B5 and B7 from the Manual on Temporary Traffic Control for Streets and Highways.**

**Q41) It is the contractors understanding that only hand tamping will be done on the ends of this crossing and will be finished by SBVR. Is this correct?**

**A41) See A2**

#### **Angle Road**

**Q42) It is apparent that the rails will need to be taken apart at the existing insulated joints in order to gain access for the installation of the new crossing, which these Insulated Joints are "Hucked" joints. Will SVBR be supplying new bolt in IJ kits, or will the contractor need to cut the rails and reweld?**

**A42) Contractor will need to cut the rails and reweld**

**Q43) As one of the contractors being present and unfamiliar with what roads are state and what roads are city will the state give the contractor the route which will be used to detour traffic for this project?**

**A43) For the detour of Angle Road (Green Spring Rd), the acceptable detour is WV 28 to Goldsboro Rd. (CR 28/9) to Donaldson Loop Rd. (CR 19) to Donaldson School Rd. (CR 1/3 and ¼)**

**Q44) In section "G" of the Manual on Temporary Traffic Control for Streets and Highways, what Type of Temporary Traffic Control Zone are we required to use?**

**A44) See answer 40**

**Q45) This crossing has 2 private drives in the work are of the crossing. Will SBVR be contacting the land owners and arranging alternative methods for their access?**

**A45) Yes**

**Q46) It is the contractors understanding that only hand tamping will be done on the ends of this crossing and will be finished by SBVR. Is this correct?**

**A46) See A2**

**ADDENDUM ACKNOWLEDGEMENT FORM**  
**SOLICITATION NO.: RMA1900000003**

**Instructions:** Please acknowledge receipt of all addenda issued with this solicitation by completing this addendum acknowledgment form. Check the box next to each addendum received and sign below. Failure to acknowledge addenda may result in bid disqualification.

**Acknowledgment:** I hereby acknowledge receipt of the following addenda and have made the necessary revisions to my proposal, plans and/or specification, etc.

**Addendum Numbers Received:**  
(Check the box next to each addendum received)

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Addendum No. 1 | <input type="checkbox"/> Addendum No. 6  |
| <input checked="" type="checkbox"/> Addendum No. 2 | <input type="checkbox"/> Addendum No. 7  |
| <input checked="" type="checkbox"/> Addendum No. 3 | <input type="checkbox"/> Addendum No. 8  |
| <input type="checkbox"/> Addendum No. 4            | <input type="checkbox"/> Addendum No. 9  |
| <input type="checkbox"/> Addendum No. 5            | <input type="checkbox"/> Addendum No. 10 |

I understand that failure to confirm the receipt of addenda may be cause for rejection of this bid. I further understand that any verbal representation made or assumed to be made during any oral discussion held between Vendor's representatives and any state personnel is not binding. Only the information issued in writing and added to the specifications by an official addendum is binding.

Frontier Railroad Services LLC

Company

Authorized Signature

Scott A Sepesky CCO

February 18, 2019

Date

**NOTE:** This addendum acknowledgement should be submitted with the bid to expedite document processing.  
Revised 6/8/2012



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 2019 Washington Street East  
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State of West Virginia  
 Request for Quotation  
 09 - Construction

Proc Folder: 502036

Doc Description: Addendum 2 - Highway/railroad Grade Crossing Replacement

Proc Type: Central Purchase Order

Date Issued	Solicitation Closes	Solicitation No	Version
2019-01-25	2019-02-20 13:30:00	CRFQ 0804 RMA1900000003	3

**BID RECEIVING LOCATION**

BID CLERK  
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Signature X

FEIN # 47-1693362

DATE February 18, 2019

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**ADDITIONAL INFORMATION:**

Addendum

Addendum No. 2 issued to modify the bid opening date to February 20, 2019 at 1:30 PM EST.

End of Addendum

Request for Quotation

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Comm Code	Manufacturer	Specification	Model #
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Extended Description :

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**SOLICITATION NUMBER: CRFQ RMA1900000003**  
**Addendum Number: 02**

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**Description of Modification to Solicitation:**

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1. To modify the bid opening date to February 20, 2019 at 1:30 PM EST.

No other changes.

**Additional Documentation:** Documentation related to this Addendum (if any) has been included herewith as Attachment A and is specifically incorporated herein by reference.

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Revised 6/8/2012



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Proc Folder: 502036

Doc Description: Addendum 1 - Highway/railroad Grade Crossing Replacement

Proc Type: Central Purchase Order

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2019-01-15	2019-01-29 13:30:00	CRFQ 0804 RMA1900000003	2

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BID CLERK  
 DEPARTMENT OF ADMINISTRATION  
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 2019 WASHINGTON ST E  
 CHARLESTON WV 25305  
 US

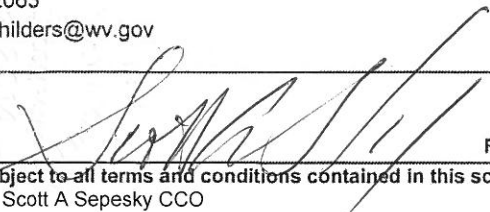
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FEIN # 47-1693362

DATE January 25, 2019

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 Scott A Sepesky CCO

**ADDITIONAL INFORMATION:**

Addendum

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End of Addendum

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**Addendum Number: 01**

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# ATTACHMENT A

## SIGN IN SHEET

Page 1 of 2

Request for Proposal No. CRFQ RMA19\*3 PLEASE PRINT

Date: 1-15-19

\* PLEASE BE SURE TO PRINT LEGIBLY - IF POSSIBLE, LEAVE A BUSINESS CARD

FIRM & REPRESENTATIVE NAME	MAILING ADDRESS	TELEPHONE & FAX NUMBERS
Company: <u>AMTRAC RAILROAD CONTRACTORS</u>	<u>9436 Earley Drive</u>	PHONE <u>301-797-3730</u>
Rep: <u>Robert Matthews</u>	<u>Hagerstown, Maryland</u>	TOLL FREE
Email Address: <u>Rmatthews@Amtracmd.com</u>	<u>21740</u>	FAX <u>301-797-3740</u>
Company: <u>CTW</u>	<u>P.O. Box 129</u>	PHONE <u>804-725-1111</u>
Rep: <u>GEORGE ANDERSON</u>	<u>PORT HAYWOOD, VA</u>	TOLL FREE
Email Address: <u>GEORGE@CTWLLC.AOL.COM</u>	<u>23138</u>	FAX <u>804-725-1065</u>
Company: <u>Rhinohart Railroad</u>		PHONE <u>410-879-1322</u>
Rep: <u>Johnny Wharton</u>		TOLL FREE
Email Address: <u>Johnny@RhinohartRailroad.com</u>		FAX <u>410-879-1344</u>
Company: <u>Frontier Railroad Services LLC</u>	<u>200 Brady Place</u>	PHONE <u>724 925-1210</u>
Rep: <u>David Barr</u>	<u>New Stanton, PA 15672</u>	TOLL FREE
Email Address: <u>dbarr@FrontierRail.com</u>		FAX <u>724 925-9897</u>
Company: <u>West Virginia Division of Highways</u>	<u>PO Box 99</u>	PHONE <u>304-260-4392</u>
Rep: <u>Ken Clohan</u>	<u>Burlington WV 26710</u>	TOLL FREE
Email Address: <u>kenneth.l.clohan@wv.gov</u>		FAX



**SIGN IN SHEET**

Request for Proposal No. CRFQ RMA19\*3

PLEASE PRINT

Date: 1-15-19

\* PLEASE BE SURE TO PRINT LEGIBLY - IF POSSIBLE, LEAVE A BUSINESS CARD

FIRM & REPRESENTATIVE NAME	MAILING ADDRESS	TELEPHONE & FAX NUMBERS
Company: <u>Fritz-Rumer-Cooke Co., Inc.</u>	<u>P.O. Box 07884</u>	PHONE <u>614-444-8844</u>
Rep: <u>Gordon Webster</u>	<u>Columbus, OH 43207</u>	TOLL FREE <u>800-349-7245</u>
Email Address: <u>gwebster@fixrail.com</u>		FAX <u>614-444-7224</u>
Company: _____		PHONE
Rep: _____		TOLL
		FREE
Email Address: _____		FAX
Company: _____		PHONE
Rep: _____		TOLL
		FREE
Email Address: _____		FAX
Company: _____		PHONE
Rep: _____		TOLL
		FREE
Email Address: _____		FAX
Company: _____		PHONE
Rep: _____		TOLL
		FREE
Email Address: _____		FAX

**ADDENDUM ACKNOWLEDGEMENT FORM**  
**SOLICITATION NO.: RMA1900000003**

**Instructions:** Please acknowledge receipt of all addenda issued with this solicitation by completing this addendum acknowledgment form. Check the box next to each addendum received and sign below. Failure to acknowledge addenda may result in bid disqualification.

**Acknowledgment:** I hereby acknowledge receipt of the following addenda and have made the necessary revisions to my proposal, plans and/or specification, etc.

**Addendum Numbers Received:**

(Check the box next to each addendum received)

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Addendum No. 1 | <input type="checkbox"/> Addendum No. 6  |
| <input checked="" type="checkbox"/> Addendum No. 2 | <input type="checkbox"/> Addendum No. 7  |
| <input checked="" type="checkbox"/> Addendum No. 3 | <input type="checkbox"/> Addendum No. 8  |
| <input type="checkbox"/> Addendum No. 4            | <input type="checkbox"/> Addendum No. 9  |
| <input type="checkbox"/> Addendum No. 5            | <input type="checkbox"/> Addendum No. 10 |

I understand that failure to confirm the receipt of addenda may be cause for rejection of this bid. I further understand that any verbal representation made or assumed to be made during any oral discussion held between Vendor's representatives and any state personnel is not binding. Only the information issued in writing and added to the specifications by an official addendum is binding.

Frontier Railroad Services LLC

\_\_\_\_\_  
Company

  
\_\_\_\_\_  
Authorized Signature

Scott A Sepesky CCO  
February 18, 2019  
\_\_\_\_\_  
Date

**NOTE:** This addendum acknowledgment should be submitted with the bid to expedite document processing.  
Revised 6/8/2012

PHILADELPHIA INDEMNITY INSURANCE COMPANY

One Bala Plaza, Suite 100  
Bala Cynwyd, PA 19004-0950

Power of Attorney

KNOW ALL PERSONS BY THESE PRESENTS: That PHILADELPHIA INDEMNITY INSURANCE COMPANY (the Company), a corporation organized and existing under the laws of the Commonwealth of Pennsylvania, does hereby constitute and appoint Brian F. Jeffe, Jay Black, Brian W. Long, Brian G. Hartman, Barbara A. Leeper, Josephine M. Strevle, Patti K. Lindsey, Wendy A. Bright and Alexandra C. Machnik of Seubert and Associates, Inc. its true and lawful Attorney-in-fact with full authority to execute on its behalf bonds, undertakings, recognizances and other contracts of indemnity and writings obligatory in the nature thereof, issued in the course of its business and to bind the Company thereby, in an amount not to exceed \$100,000,000.00.

This Power of Attorney is granted and is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of PHILADELPHIA INDEMNITY INSURANCE COMPANY on the 14<sup>th</sup> of November, 2016.

**RESOLVED:** That the Board of Directors hereby authorizes the President or any Vice President of the Company: (1) Appoint Attorney(s) in Fact and authorize the Attorney(s) in Fact to execute on behalf of the Company bonds and undertakings, contracts of indemnity and other writings obligatory in the nature thereof and to attach the seal of the Company thereto; and (2) to remove, at any time, any such Attorney-in-Fact and revoke the authority given. And, be it

**FURTHER RESOLVED:** That the signatures of such officers and the seal of the Company may be affixed to any such Power of Attorney or certificate relating thereto by facsimile, and any such Power of Attorney so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN TESTIMONY WHEREOF, PHILADELPHIA INDEMNITY INSURANCE COMPANY HAS CAUSED THIS INSTRUMENT TO BE SIGNED AND ITS CORPORATE SEAL TO BE AFFIXED BY ITS AUTHORIZED OFFICE THIS 27<sup>TH</sup> DAY OF OCTOBER, 2017.



(Seal)

Robert D. O'Leary Jr., President & CEO  
Philadelphia Indemnity Insurance Company

On this 27<sup>th</sup> day of October, 2017, before me came the individual who executed the preceding instrument, to me personally known, and being by me duly sworn said that he is the therein described and authorized officer of the PHILADELPHIA INDEMNITY INSURANCE COMPANY; that the seal affixed to said instrument is the Corporate seal of said Company; that the said Corporate Seal and his signature were duly affixed.



(Notary Seal)

Notary Public: Morgan Knapp  
residing at: Bala Cynwyd, PA  
My commission expires: September 25, 2021

I, Edward Sayago, Corporate Secretary of PHILADELPHIA INDEMNITY INSURANCE COMPANY, do hereby certify that the foregoing resolution of the Board of Directors and the Power of Attorney issued pursuant thereto on the 27<sup>th</sup> day of October, 2017 are true and correct and are still in full force and effect. I do further certify that Robert D. O'Leary Jr., who executed the Power of Attorney as President, was on the date of execution of the attached Power of Attorney the duly elected President of PHILADELPHIA INDEMNITY INSURANCE COMPANY.

In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 29<sup>th</sup> day of January, 20 19.



Edward Sayago, Corporate Secretary  
PHILADELPHIA INDEMNITY INSURANCE COMPANY

**BID BOND**

KNOW ALL MEN BY THESE PRESENTS, That we, the undersigned, Frontier Railroad Services, LLC  
of New Stanton, Pennsylvania, as Principal, and Philadelphia Indemnity Insurance Company  
of Bala Cynwyd, Pennsylvania, a corporation organized and existing under the laws of the State of Pennsylvania  
with its principal office in the City of Bala Cynwyd, as Surety, are held and firmly bound unto the State  
of West Virginia, as Oblige, in the penal sum of Five Percent of Amount Bid (\$ 5%) for the payment of which,  
well and truly to be made, we jointly and severally bind ourselves, our heirs, administrators, executors, successors and assigns.

The Condition of the above obligation is such that whereas the Principal has submitted to the Purchasing Section of the  
Department of Administration a certain bid or proposal, attached hereto and made a part hereof, to enter into a contract in writing for  
FRS Proposal #0907, WV Solicitation #CRFQ 0804 1900000003 Highway Railroad Grade Crossing Replacement

**NOW THEREFORE,**

- (a) If said bid shall be rejected, or
- (b) If said bid shall be accepted and the Principal shall enter into a contract in accordance with the bid or proposal  
attached hereto and shall furnish any other bonds and insurance required by the bid or proposal, and shall in all other respects perform  
the agreement created by the acceptance of said bid, then this obligation shall be null and void, otherwise this obligation shall remain in  
full force and effect. It is expressly understood and agreed that the liability of the Surety for any and all claims hereunder shall, in no  
event, exceed the penal amount of this obligation as herein stated.

The Surety, for the value received, hereby stipulates and agrees that the obligations of said Surety and its bond shall be in no  
way impaired or affected by any extension of the time within which the Oblige may accept such bid, and said Surety does hereby  
waive notice of any such extension.

WITNESS, the following signatures and seals of Principal and Surety, executed and sealed by a proper officer of Principal and  
Surety, or by Principal individually if Principal is an individual, this 29th day of January, 2019.

Principal Seal

Frontier Railroad Services, LLC  
(Name of Principal)  
By [Signature]  
(Must be President, Vice President, or  
Duly Authorized Agent)  
President  
(Title)

Surety Seal

Philadelphia Indemnity Insurance Company  
(Name of Surety)  
[Signature]  
Wendy A. Bright, Attorney-in-Fact

**IMPORTANT - Surety executing bonds must be licensed in West Virginia to transact surety insurance, must affix its seal, and  
must attach a power of attorney with its seal affixed.**