

South Kansas & Oklahoma RR (CRISI Rehabilitation Project)
Project # 106 RA-5412-21



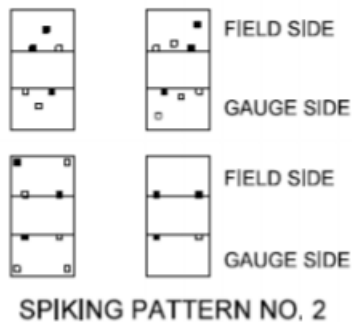
Post-Meeting Notes/Additional Information:

- The SKOL Railroad has extended the due date for Bids. Bids will be due by 4:00 P.M. (CST) on Monday August 23, 2021.
- There will be a period upon which no further questions pertaining to this project are to be asked/answered; this period will begin by 4:00 P.M. (CST) on Monday August 13th, 2021 and end upon the due date of bids.
- Bridges:
 - The Pre-Bid Meeting for the CRISI Bridge Scope of Work will be held at 8:00 A.M. Thursday morning (July 29, 2021) in Cherryvale, KS. (123 N. Depot St., Cherryvale, KS 67335.)
 - This showing will highlight multiple bridges for the Bridge Rehabilitation Scope of Work.
 - The SKOL Railroad is aware that in the Maps (provided on the webpage), expresses the rehab of 26 bridges. We are aware that this was a misprint and the contractor(s) should anticipate 27 bridges within the Scope of Work.
 - See the Detailed Bridge Scope of Work for all applicable bridges.
 - We will not be viewing 247.4 on the Moline Sub. Additional pictures will be provided for this bridge.
 - With limited hi-rail vehicles we plan on highlighting 2-3 high level bridge rehabs per Subdivision.
 - The amounts provided in the Detailed Work Plan are estimates. Bid based on what is provided.
 - The successful bidder will be required to revisit each site prior to work commencing to confirm all quantities and sizes.
 - The awarded bidder will need to provide a hi-rail vehicle for next visit, as it is uncertain if the SKOL will be able to accommodate a hi-rail during this period.
 - Below is some information regarding Bridge Contractors who have expressed an interest in this project:
 - Koppers – Scott Tatzel, email: TatzelSM@koppers.com
 - E-80 – Joel Anderson, email: janderson@e80plus.com
 - Bottom Line – Ryan Turner, email: ryan.turner@alliedtrack.com

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- RailWorks – Jerry Onhiser, email: jonhiser@railworks.com
- Brink – Robert Brink, email: brinkengineering@gmail.com
- Simmons – Craig Simmons, email: casimmons@simmonsrail.com
- Brennan – Robert Brand, email: rbrand@jfbrennan.com
- We will have notified these contractors of this Pre-Bid Meeting. Please reach out to them accordingly. If you have any issues with the emails that are provided, please reach out to Mike McDermott – Watco Bridge Manager, email: Michael.McDermott@watco.com.
- All Bridge Specifications and information may be found on the webpage provided to you.
- Material Information:
 - For bidding purposes, there is an estimated 225,000 plates within the scope of work for this project. (Approx. 202,696 – CWR Scope; Approx. 11,194 – Tulsa Tie Installation; Approx. 10,650 – Moline/Neodesha Tie Installation; Approx. 460 – Port Lead Tie Installation.) Any overages to these amounts will be billed as a unit cost. Please bid based on the amounts listed above.
 - Tie plates are required to be a minimum 6-hole double shouldered, 13” plates, except for the 90# plates. (We will remove approximately 202,696, 90# tie plates from the CWR scope of work. The majority of the 90# plates within this scope are single-shoulder plates, plan accordingly.)
 - Spiking patterns within curves will require 6 spikes/tie. (See Below)
 - On the straight sections of track, the SKOL only requires that there be 4 spikes per tie. (The spiking pattern for this will match the pre-existing spiking pattern.)



- The SKOL Railroad requires that there are to be no tie plates ordered/installed within the scopes of work for the Crossings and Turnouts. In place of tie plates, we require that Pandrol e-clips are to be furnished/installed.

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- We have estimated there to be approximately 4,200 Pandrol e-clips required for the crossing rehabilitation. Any overages to this amount will be billed as a unit cost.
- The contractor will be responsible for estimating the amounts of Pandrols needed for the Turnout Scope of Work.
- All material purchased will still need to be covered under the “Buy America” clause.
- The Contractor will be required to provide at least 2 sets of compromise bars for the CWR Installation scope of work. (The majority of pre-existing rail in this area is 90-20.)
- Crossing Material make-up, please see the example below.
 - Contractor(s) will provide insulated joints for the crossings within the Crossing Scope of work.
 - For specified crossings that are located on gravel/dirt roads the contractor(s) are to install timber panels.
 - For specified crossings that are located on asphalt roads, the contractor(s) are to install timber panels with necessary/appropriate asphalt fill, etc.
 - For specified crossings that are located on asphalt/concrete roads, the contractor(s) are to install concrete panels with necessary/appropriate asphalt fill, etc.
 - For any crossings that require the use of asphalt, the contractor is required to give a 72-hour notice prior to conducting this work.

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<p>Montgomery Co., KS SKOL Tulsa 006853F - MP 0.50</p> <p>Location: Independence, KS Road Name: N 21st Street Type: Timber Length: 32 ft lane Latitude: 37.2311171 Longitude: -95.724299 Notes:</p>	
<p>Montgomery Co., KS SKOL Tulsa 006860R - MP 2.40</p> <p>Location: Independence, KS Road Name: 4200 Rd Type: Timber Length: 24 ft lane Latitude: 37.2110911 Longitude: -95.7471091 Notes:</p>	
<p>Montgomery Co., KS SKOL Tulsa 006864T - MP 4.05</p> <p>Location: Independence, KS Road Name: 75 Highway Type: Concrete Length: 80 ft lane Latitude: 37.1919061 Longitude: -95.7651571</p>	

- The Contractor(s) will provide an in-house EIC. Upon being awarded the bid, the SKOL will provide classes (at no expense to the contractor(s)) to train these EIC's per Watco/SKOL Rules. The SKOL Railroad will also train said EIC's and familiarize them with the areas where they will be conducting work. SKOL timetables will be provided upon the training of these EIC's.
- The contractor(s) will coordinate with the SKOL Railroad and the Bridge contractor for bridgework done on 161.40 within the CWR Scope of Work.
- The SKOL Railroad has provided a list of current Turnout sizes. Refer to SKOL Specifications for appropriate upgrades.:
 - Woods (165.3): 90RA, Right Hand #10
 - Matcor (0.9): 90RA, Right Hand #10
 - Bolton (7.7): 90RA, Right Hand #10
 - Caney Siding North (22.1): 90RA, Right Hand #10
 - Caney Siding South (22.3): 90RA, Left Hand #10

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- Spears (22.5): 90RA, Left Hand #10
- DY Junction (37.6): 112RE, Equilateral #9
 - For the DY Junction (37.6) turnout, please replace with a new #9 Turnout, not #10 as specified earlier. Refer to all AREMA and SKOL Specifications for materials and installation purposes.
- North Wax Plant (52.4): 100RE, Right Hand #10
- Darling (71.3): 90RA, Right Hand #10
- Tulsa (89.35): 90RA, Left Hand #7
- Tulsa (89.37): 90RA, Right Hand #7
- Tulsa (89.40): 90RA, Equilateral #8
 - For turnouts 89.35, 89.37 and 89.40 please refer to the pre-existing turnout components and replace with the appropriate turnout. Refer to all AREMA and SKOL Specifications for materials and installation purposes.
- Use the Red/Green targets for Switches within the new turnout upgrades.
- Any aggregates/spoils may be spread evenly along the right of way if it does not pose as a potential threat to the Railroad Operations or Team Members.
- There is a total of 148,865 ties figured for the Tie Projects on the Port of Catoosa Lead, Tulsa, Neodesha and the Moline Subdivisions. This DOES NOT account for ties needed for the Crossing Rehabilitations, Turnouts, or Tie-Decks for the Bridge Rehabilitations.
 - Tie Spacing for the SKOL is expressed in the Specifications as 19.5 inches.
- The Turnout Scope of Work states to build and install the turnouts. The contractors at this time will be responsible for the rail/steel/switch points, as well as the rest of the material needed for the turnouts. The SKOL Railroad will allow panelized turnouts to be installed.
- The SKOL Railroad will provide a detailed and uniform bidding document to the contractors for reference. This will be provided within a few weeks.
- A Bid Bond will be required for bidding the General Contractor portion of this project. The SKOL will provide an update regarding this information early next week.

**If you had questions at the Pre-Bid Meeting and we have not answered them in this document, reach out to me and we will get those addressed as soon as possible. Please, continue to ask questions regarding the information that has been provided to you. Our goal is to allow you the time, information and resources for quality bids. We will provide you with periodic updates based on the questions we receive. **