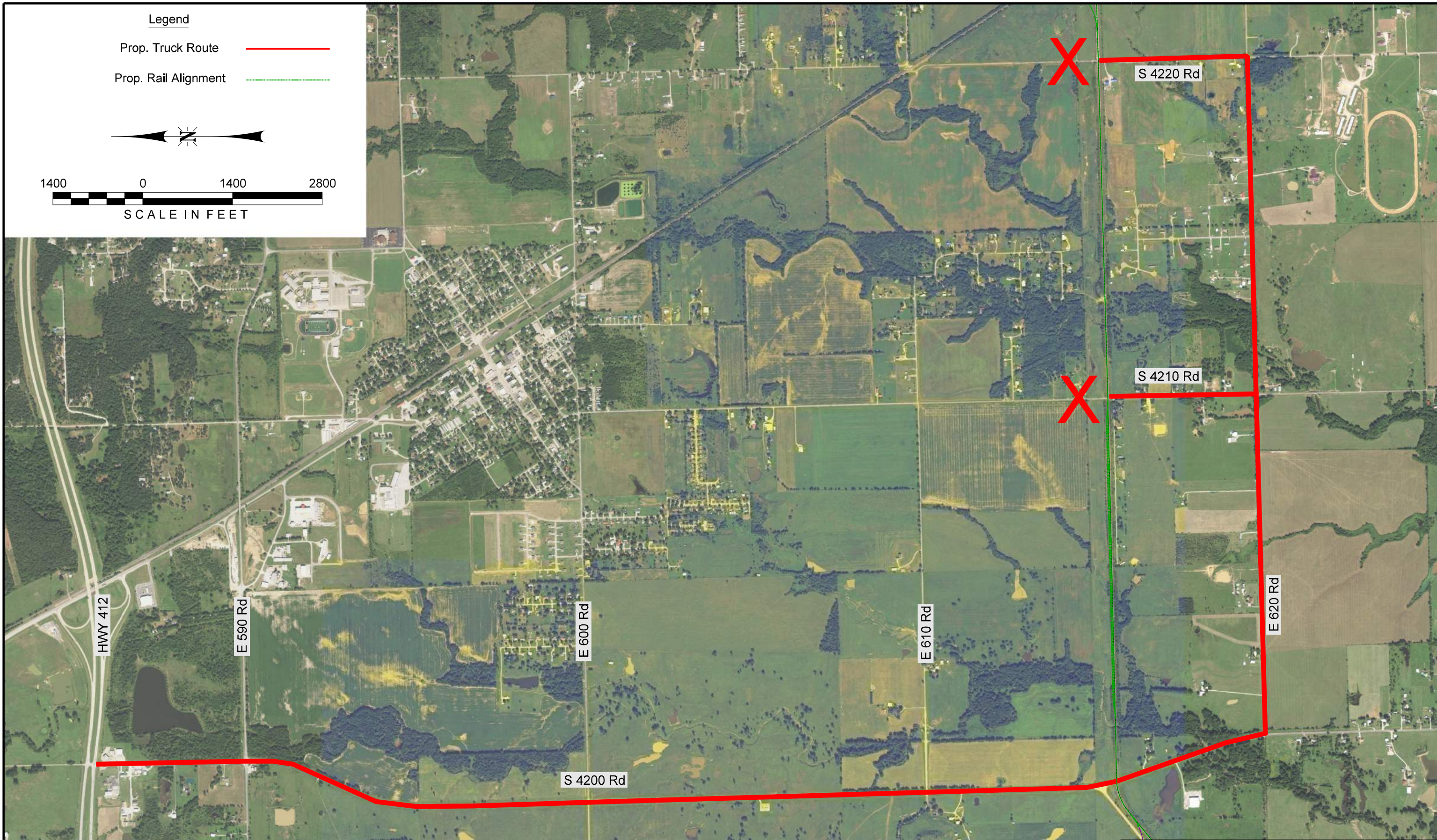


Inola Industrial Rail Facility
Addendum No. 5
October 25, 2022

1. Would the Tulsa Ports entertain a limestone ballast for the industry track located outside the Union Pacific Right-Of-Way? **Limestone ballast will not be acceptable.**
2. Would the Tulsa Ports entertain an IQ or SS rail for the industry track located outside the Union Pacific Right-Of-Way? **All track shall be new head hardened rail.**
3. Would steel ties be acceptable to use instead of wood ties? If steel ties are acceptable, will 10" of ballast below the ties be acceptable? **Steel ties are not acceptable.**
4. Item 34 - #11 DTMF shows a 22-E switch stand, however we believe this will require a powered switch stand. Please provide clarification on what is required for this turnout and if contractors or UP are to supply the powered switch stand for this item. **Switch stand shall be powered and supplied by contractor. Contractor shall refer to DTMF Switch Plans.**
5. Item 35 and 36 – Are contractors or UP to provide the powered switch stand for the #15 Turnouts and DSPD Derails? **Contractor to supply.**
6. Item 39 – Are contractors to perform the welds on the 136# CWR and set to the side of the main line? Or will UP be performing their own welds. **Contractor to provide the welds.**
7. Item 43 – Scope of work shows two TO's to be removed. One on the scope of work matrix to be done by UP and another under trackwork of the bid form. We are only aware of one Existing TO off the mainline that is to be removed by UP based on the scope of work matrix. Please clarify if there is an additional TO to be removed and where it is located. **There is one turnout to be removed and shall be completed by UPRR.**
8. What roads can contractors use? **See attached exhibit. Contractor shall be responsible for all tickets/fines received for use of prohibited roads.**
9. Addendum 2, Question 7, asks for the engineer to quantify the amount of ballast contractor is to provide to the Union Pacific. Please quantify, in tons, how much granite ballast the contractor is required to provide to the Union Pacific. **Contractor shall provide a full ballast section at a depth of eight inches, for the entire length of the turnout, buffer panels and fifty feet past buffer panels.**
10. If a DBE trucking company using trucks it owns, insures, and operates purchases & picks up gravel from a non-DBE third party, then delivers the gravel to the project location on said trucks, would 60% of the materials and 100% of the trucking value be counted towards the DBE goal? **DBE goals shall follow the Oklahoma Transportation DBE Program Manual.**

Legend

- Prop. Truck Route —
- Prop. Rail Alignment - - -



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REV. #	BY	DATE	DESCRIPTION

- | | | |
|--|---|--------------------|
| — Ex. UPRR Track | - - - Shift Ind. Track | Hand Throw Turnout |
| - - - Prop. UPRR Track | - - - Future Ind. Track | Power Turnout |
| - - - Remove UPRR Track | - - - Prop. Leased Ind. Trk | Power Derail |
| - - - Shift UPRR Track | - - - Ex. Leased Ind. Trk | Hand Throw Derail |
| + + + Ex. Ind. Track | - - - No RR Operations | Point of Curve |
| + + + Prop. Ind. Track | - - - Right of Way | Bridge |
| + + + Remove Ind. Track | - - - Acquire Property | Signal |

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 PHONE: 816-329-8600
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FES #: 40743	DOCUMENT TYPE: EXHIBIT - ADDENDUM 5"
DRAWN BY: TAR	UNION PACIFIC RAILROAD For Use and Agreement City of Tulsa - Rogers County Port Authority
CHECKED BY: JLM	LOCATION & DESCRIPTION: Black Fox, Ok - Wagoner Sub MP 594.76 to MP 595.18 Trackage to Serve: Tulsa Ports
DATE: 10/24/22	SHEET TITLE: Proposed Site Access Route
SHEET NUMBER: 01	