McGrath Rail LLC PO Box 4502 Tulsa, OK, 74159 (O) 918-583-4003

July 21, 2022

City of Clinton, Oklahoma
C/O Ms. Summer Pennington
600 S. 28th Street
Clinton, OK 73601

RE: Centennial Train Track Maintenance – **Proposal #COC20220214A-1**

Dear Ms. Pennington,

Thank you for allowing McGrath Rail to view the site on January 18, 2022. We are pleased to present a proposal for track maintenance as well as suggestions moving forward.

McGrath proposes the following maintenance items be addressed:

1) Clean the flange ways at each paved crossing
2) Restore the super elevation in approximately 1,500 Track Feet (Area south of the large pond [approximately 750'] and area SW of asphalt vehicle crossing [approximately 750'])
3) Install approximately 375 EA crossties
4) Deliver, distribute, and tamp approximately 30 Tons of ballast

The price to perform this work is **$72,791.00**. The payment terms for this project are Net 15 Calendar Days upon receipt of invoice. This pricing is good for 30 calendar days.

Additionally, McGrath explored alternatives to timber crossties. Steel crossties can be utilized in lieu of a timber crosstie. This would nearly eliminate the need for concern of tie failure in the future. The price to install steel crossties in lieu of timber crossties is an additional **$12,765.00.**

The McGrath Family is in their 6th generation of "Building Railroads across America since 1865." McGrath is based out of Tulsa, Oklahoma and is certified as a Minority Business Entity (MBE) though the Oklahoma Department of Transportation.

We would be happy to address any questions.

McGrath Rail LLC

Jon Michael McGrath II
Vice President

"Building Railroads across America since 1865"

Office: 817-439-5693 www.americantrack.com Fax: 888-700-6393

AMERICAN TRACK

4909 west 41st Street South
Tulsa, OK 74107

March 28, 2022

Ms. Summer Pennington
City of Clinton, OK
600 South 28th Street
Clinton, OK 73601

RE: Centennial Train Track Maintenance

Ms. Pennington,

American Track is pleased to submit to you the following proposal to complete the maintenance to the Centennial Train Track located in Clinton, OK. American Track will supply all necessary labor, equipment, materials, and supervision to complete the following:

- Change Ties
  - American Track will change every 5th tie in the 5,315 track feet that is currently out of service.
  - All ties removed will be disposed of using a roll-off dumpster.
    - Materials used:
      - 600- 6"x6"x3'6" creosote treated hardwood crossties
      - 10 kegs of spikes

Cost: $42,833.00

- Clean Flange Ways
  - American Track clean the flangeways on all four crossings using a power washer and air compressor.

Cost: $876.00

- Washout Repair
  - American Track will repair the two areas that that have been washed out and have elevation deficiencies approximately 750 feet in the area South of the pond and approximately 750 feet in the area Southwest of the asphalt vehicle crossing.
  - American Track will also place ballast at both bridge approaches where it is lacking sufficient ballast.
  - American Track will use 30 tons of 1" clean ballast to raise and backhoe tamp the track to proper elevation.
    - Materials used:
      - 30 tons of 1" clean ballast

Cost: $8,194.00

Summer,

This quote is with regard to maintenance repairs to the track at the City Park. After reviewing the pictures you sent showing tie condition and over all track structure. I would propose the following work and materials.

SCOPE OF WORK:

1. MOBILIZE CREW AND EQUIPMENT TO CLINTON, OK PARK.
2. FURNISH AND INSTALL 200 NEW RAILROAD TIES 6" X 6" X 4' AROUND THE TRACK IN THE MOST NEEDED AREAS. OLD TIES WILL BE PUT INTO YOUR FURNISHED DUMPSTER FOR REMOVEL FROM PARK.
3. FURNISH NEW ½' X 4-1/2" TRACK SPIKES FOR TIES INSTALLED.
4. GO AROUND THE TRACK CHECKING AND CORRECTING THE TRACK GAUGE.
5. SPOT RAISE AND TAMP LOW SPOTS AND TRACK OUT OF LEVEL.
6. SPREAD YOUR FURNISHED ¾" CLEAN ROCK ON THE TRACK AS NEEDED TO RESTORE PROPER TRACK SECTION.
7. REMOVE ANY KINKS IN THE TRACK AND TIGHTEN ANY LOOSE TRACK BOLTS, REPLACE ANY THAT WILL NOT TIGHTEN.

ITEMS NOT INCLUDED IN THIS QUOTE:

1. ¾" CLEAN ROCK.
2. ENGINEERING, DITCH WORK, DRAINAGE, SEEDING ETC.
3. ANY STATE OR CITY PERMITS TO DO THIS WORK.
4. ANYTHING NOT MENTIONED IN THE SCOPE OF WORK.

TOTAL PRICE: $ 58,670.00

NOTE: TIME TO ACCEPT THIS WORK AND ORDER THE MATERIALS IS 15 DAYS. ALL SUPPLIERS WILL ONLY HOLD THE PRICE FOR THAT PERIOD OF TIME AS WELL AS THE FREIGHT COSTS.

IF YOU APPROVE THIS PROJECT LET ME KNOW AND WE WILL SEND YOU THE CONTRACT AND GET THE MATERIALS SECURE.

THANK-YOU,

Dan Crafton, President
Crafton Railroad Company, Inc
224 2nd Ave E
Andalusia IL 61232
309-781-0430

CIRCUIT ENGINEERING DISTRICT #7

SERVING
BECKHAM, BLAINE,
CUSTER, DEWEY, GREER,
HARMON, JACKSON,
KIOWA, ROGER MILLS,
TILLMAN, AND
WASHITA COUNTIES

P.O. Box 337
1779 Marshall Rd.
Clinton, OK 73601

Phone: 580-323-8685
Fax: 580-323-8680

June 3, 2022

Mr. Gene Mccullough, Public Works Director
City of Clinton
415 West Gary Boulevard
Clinton, OK 73601

Dear Mr. Mccullough:

RE: Inspection of Acme Park train bridge

At the City of Clinton's request, bridge safety inspectors from this office inspected the subject bridge on May 23, 2022. During this inspection, the inspectors looked at the structural components of the bridge, including the deck, superstructure elements and substructure elements. A narrative of their findings and photographs taken are attached.

A summarization of their findings are as follows:

DECK: The deck is comprised of the main timber ties (6"x6" timber ties) supporting the train tracks, and a walking deck (2"x12" timber planks) to each side and between the rails resting on top of the ties.

- The ties supporting the tracks are in very good condition, with little or no signs of wear or deterioration.
- The walking deck planks show normal minor weathering splits/checks, but not in sufficient amounts to be of concern. There is one plank between the rails at the East end of the bridge is partially broken and should be replaced.

SUPERSTRUCTURE: The superstructure is comprised of steel girders. They show no signs of deterioration, with the black paint system intact, with slight chalking in areas from sun exposure, and very little surface rust in some areas. There are steel plate cross sway braces welded diagonally across the bottom flanges of the steel girders. One of these welds has broken loose from the girder on the South beam, East span. While not of major concern, this should be re-welded in the near future by a certified welder.

SUBSTRUCTURE: The substructure is comprised of steel pipe piling driven into the ground, and steel H-piles welded on top of the piles serving as a cap to support the superstructure. The substructure includes the two abutments at each end of the bridge (with timber backwalls), and the three (3) piers between the abutments.
The piers were visually inspected down to the ground line/water line. All of the substructure members appear to be in good condition, with no issues other than some minor surface rusting where the abutment/pier members meet the soil and where the piers over water meet the water line/splash zone. None of this surface rusting is of concern at this time, but should be periodically monitored (every two years would be sufficient) to make sure rusting doesn't progress to the point that the members are reduced in load carrying capacity.

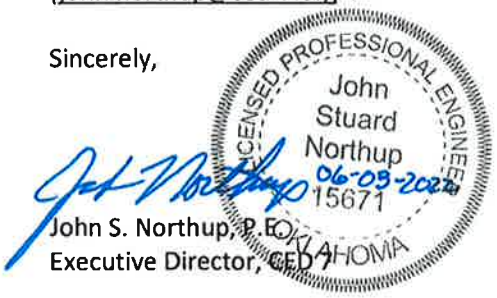
FENCING/HANDRAIL: Chain link fencing is bolted to the deck on both sides of the bridge to act as handrail. This railing system appears to be in good condition with no issues found.

RECOMMENDED REPAIRS:
In summary, I would recommend the following minor repairs when time permits:

1. Replace the broken timber plank between the rails on the East end of the deck to avoid a potential pedestrian being injured by it.
2. Re-weld the broken weld of the sway brace noted earlier.
3. Monitor the pier columns in the water/splash zone periodically to insure the rusting there doesn't progress to where enough section of pipe pile is rusted away to negatively affect the load capacity of the members.

These findings conclude our review of the subject bridge. If you have any questions about these findings or would like to discuss the inspection further, please contact me at (580) 323-8685 or by email at (john.northup@ced-7.org .

Sincerely,



John S. Northup, P.E.
Executive Director, CED 7

JSN

Attach.

City of Clinton, Acme Brick Park Train Bridge

4 - 50' I-beam Spans, Beams straight, deck built on curve

Walking Deck:

2"x 12" outer boards good, 2"x10" between tracks have small splits and weathered.

Train track timber ties:

6"x6" treated ties good, no splits. Connections clamps to beams are good and fairly tight (every 4th timber)

Abutments:

8"x16" timber girders are good, minor weathering splits.

Super structure (I-beams and bracing)

Beams are straight and cut slightly shorter on each beam to make the arch in 4 spans. West beam = 50'. East beam = 49', Beams #2 = 49' 9". Beam #3 = 49'3. Beams spaced at different widths. Train tracks sit above beams #2 and 3 flanges for the most part. Over all out – out = 88", average spacing = 27"

Beams are structurally good. No or minimal rust in places, Black paint still good covering with light chalking.
All 3"x3"angle iron X – braces in tact and welds good, Black paint still good and covering with light chalking.

X sway brace on bottom of beams is all still in place and working. Has several welds that were just tacked. 1 tack in #4 span (south) has broken on the outer edge of beam flange. Several others are just ½" short tack welds, but still good.

Sub structure (caps, piles)

Piles #1 and 4 are battered, piles #2 and 3 are straight. No determination on depth.

12"x12" H-beams are structurally good, Minor rust in places on lower flange where soil has built up. Web stiffeners are all in place and welds good. Paint is still mostly there except where soil piled up and rust has caused paint to fail in these locations, light chalking on rest.

7 ½" piles are structurally good, Light rust starts 8' down from cap and down through water line. No visual exfoliation on rusted areas. Paint above the water line is good and covering with light chalking.

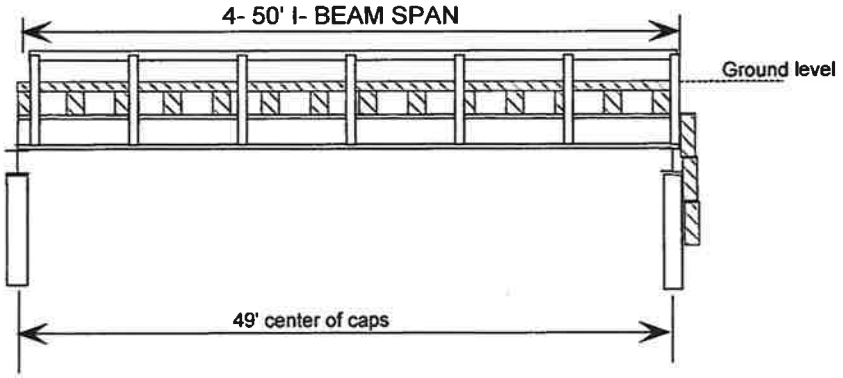
Railing / Fence:

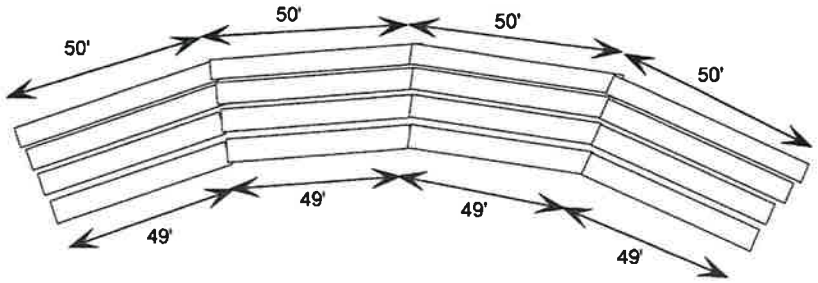
Galvanized chain link fence is good, all supports solid. Bottom of posts welded to 3: angle iron that's welded to bottom flange of beams, no cracks in welds. Upper supports bolted to timber walk deck.

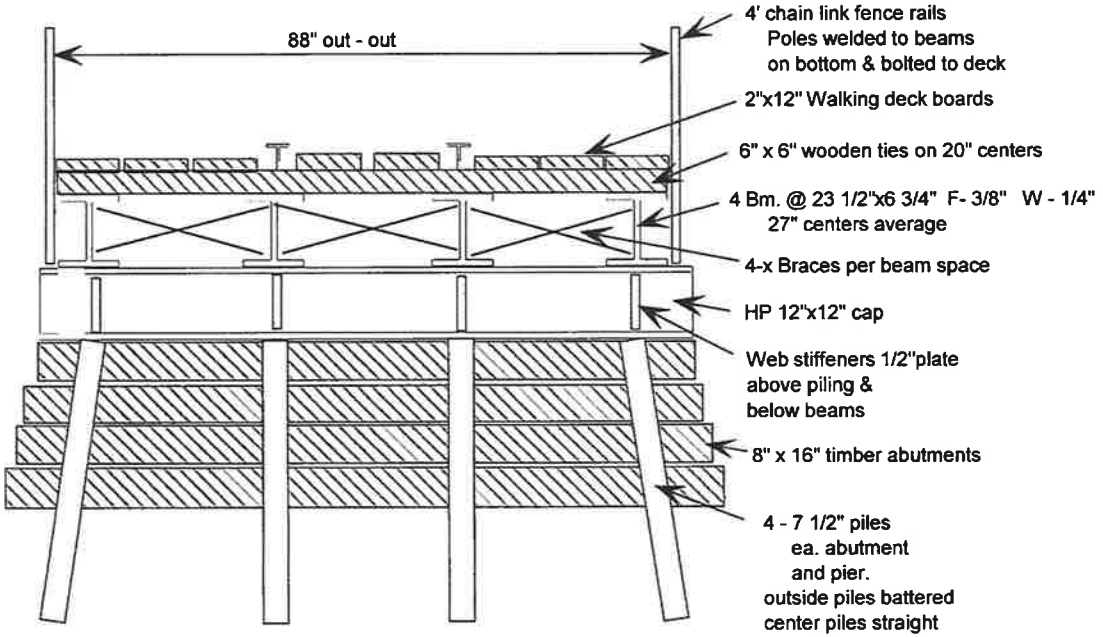
Inspected and plans drawn: Brad Coalson, CED – 7, Brad Coalson

Date: 5-23-2022

4 - 50' I- BEAM SPAN







City of Clinton

Acme Brick Park Train Bridge

Built: _____

Prepared / drawn by: CED - 7