

WESTCO INVITATION FOR BIDS
RAILROAD REHABILITATION PROJECT
(South Charleston Line)

WEST CENTRAL OHIO PORT AUTHORITY

INVITATION FOR BIDS

2018 MECHANICSBURG LINE TRACK
REHABILITATION PROJECT

May 29, 2018



**WESTCO INVITATION FOR BIDS
RAILROAD REHABILITATION PROJECT
(South Charleston Line)**

GENERAL

Sealed bids will be received by the West Central Ohio Port Authority (WESTCO) in the offices of the Transportation Coordinating Committee, Springview Government Center, 3130 East Main Street, Suite 2A, Springfield, Ohio 45505 until **Friday June 29th, 2018 at 2:00 p.m. local time** for railroad track rehabilitation on the Mechanicsburg Line, in Clark and Champaign County, Ohio.

The Mechanicsburg Line is operated by the Indiana & Ohio Railway Company (IORY). All work by the contractor must be coordinated with the IORY.

SCOPE

The scope of work is described in the Project Scope of Work and Project Specifications. The IORY will make periodic inspections of the work to verify adherence to the plans and specifications as well as adherence to all Genesee and Wyoming safety requirements.

LINE ITEM BID

All bids must be on the WESTCO Bid Proposal form provided. Prices must be submitted for all individual items of this Bidding Proposal in accordance with the project Scope of Work for WESTCO 2018 Mechanicsburg Line Track Rehabilitation Project.

PROJECT SCHEDULE

The Mechanicsburg line is used as-needed by the IORY. Train traffic is sporadic. Trains are scheduled on an as needed basis. It is anticipated that the majority of the work for this project will be uninterrupted. In the event there is a train, crews will need to exit the property. Until after the delivery is completed.

It is envisioned that the "Notice-to-Proceed" will be issued on or about July 18, 2018 upon execution of the contract. Actual track time must be arranged with the IORY. **All work must be completed by October 1, 2018**, unless interim progress is approved by WESTCO.

BID INFORMATION

Bids will be received for this project until **Friday, June 29, 2018 at 2:00 p.m. local time** at the address listed below. Mailed bids must be delivered, by the time specified above, to the following address:

West Central Ohio Port Authority
Springview Government Center
3130 E. Main Street, Suite2B
Springfield, OH 45505

Each Bid must be submitted in a sealed envelope, and addressed to the West Central Ohio Port Authority, at above address. Each sealed envelope containing a Bid must be plainly marked on the outside as "Bid: WESTCO 2018 Mechanicsburg Line Track Rehab Project", and the envelope should bear on the outside the name of the Bidder and address. All Bids must be made on the required Bid form. The Bid form must be fully completed and executed when submitted. Any Bid may be withdrawn before the above scheduled time for the opening of Bids or authorized postponement thereof. Any Bid received after the time and date specified above will not be considered.

Bids must be accompanied by a Bid Guaranty and Contract Bond in accordance with Section 153.54 of the Ohio Revised Code. Bid security furnished in Bond form shall be in the full

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amount of the bid. The bond must be issued by a Surety Company or Corporation licensed in the State of Ohio to provide said surety. Bid security furnished in the form of a certified check or cashier's check, shall be equal to 10% of the bid. Checks should be made payable to the West Central Ohio Port Authority. **Failure to submit a proper Bid Guaranty automatically invalidates the bid.**

Each bid shall include:

- Bid Proposal Form (signed)
- Bid Guaranty
- Bidder's Non Collusion Bid Affidavit (signed and notarized)
- Bidder's Personal Property Tax Statement (signed and notarized)
- GWI Code of Ethics and Conduct (signed)
- GWI Contractor Safety Rules (signed)

Each Bid must be fully executed and complete with the above items to be considered by WESTCO.

BID OPENING

Bids will be opened and read aloud on **Friday, June 29, 2018 at 2:05 p.m.** local time in the WESTCO conference room, Springview Government Center, 3130 East Main Street, Springfield, Ohio 45505. The WESTCO conference room can be found within the WESTCO/TCC offices on the 2nd floor of the Springview Government Center.

No bidder may withdraw a bid within ninety (90) days after the actual date of the opening thereof.

WESTCO reserves the right to reject any Bid if WESTCO, after investigation, is not satisfied the Bidder is properly qualified to carry out the obligation of the Agreement and to complete the work contemplated. Bidders, subcontractors or suppliers that are debarred from participating on state-assisted contracts will be disqualified.

PRE-BID MEETING (Non-mandatory)

To assist all potential Bidders on this project, WESTCO will hold a non-mandatory pre-bid conference on **Wednesday, June 13, 2018 at 10:00 am** local time in the large 1st floor Conference Room #151AB, Springview Government Center, 3130 East Main Street, Springfield, Ohio 45505.

CONTRACT AWARD

The project will be awarded on Wednesday, July 11, 2018 at the WESTCO Board Meeting to the lowest responsive qualified Bidder as determined by WESTCO, unless extended by WESTCO.

PERFORMANCE and PAYMENT BONDS

The successful Bidder will be required to furnish Performance and Payment Bonds in amounts equal to one hundred percent (100%) of the project price, said Bonds to be issued by a responsible surety approved by WESTCO, and shall guarantee the prompt payment for all materials and labor and protect and hold harmless WESTCO and the IORY and its affiliates and each of their officers, directors, employees and agents from claims and damages of any kind caused by the operation of the Contractor or his subcontractors.

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The successful bidder to whom the Project is awarded will be required to execute a contract and obtain the Performance Bonds and Payment Bonds within seven (7) calendar days from the date when the Notice of Award is delivered to the Bidder. The Notice of Award shall be accompanied by the necessary Contract. In case of failure of Bidder to execute the Contract, WESTCO may consider the Bidder in default.

WESTCO, within three (3) days of receipt of acceptable Performance Bond, Payment Bond and Contract signed by the party to whom the Project was awarded, shall sign the Contract and return to such party an executed duplicate of the Contract. Should WESTCO not execute the Contract within such period, the successful bidder may, by Written Notice withdraw his/her/its signed Contract. Such notice of withdrawal shall be effective upon receipt of the notice by WESTCO.

The Notice to Proceed is proposed to be issued on or about July 18, 2018. Should there be reasons why the Notice to Proceed cannot be issued; the time may be extended by mutual agreement between WESTCO and the Contractor.

TAXES

WESTCO is exempt from all Federal, State and local sales and/or excise taxes.

PAYMENT to the CONTRACTOR

Payment to Contractor will be made by WESTCO within thirty (30) days of receipt of proper invoice and acceptance of the work by the IORY.

INSURANCE

The Contractor, at his/her/its own cost and expense, shall have procured prior to commencement of any work under this contract, and shall maintain in full force and effect until all work has been completed and accepted, and shall require all subcontractors likewise to procure and maintain, unless they shall be covered by Contractor's policies, insurance of the following kinds and minimum amounts:

1. Workmen's Compensation Insurance, which fully meets the requirements of any Workmen's Compensation Law in force at the place where the work is to be performed. The Certificate must contain a specific waiver of the Insurance Company's Subordination rights against WESTCO and the IORY.
2. Commercial General Liability insurance covering liability, including but not limited to Public Liability, Personal Injury and Property Damage, with coverage of at least \$2,000,000 per occurrence and \$6,000,000 in the aggregate. Where explosion, collapse, or underground hazards are involved, the X, C and U exclusions must be removed from the policy.
3. Automobile Liability insurance, including bodily injury and property damage, with coverage of at least \$1,000,000 combined single limit or the equivalent.
4. Railroad protective liability insurance covering all of the liability assumed by the Contractor under the provisions of this Agreement with coverage of at least \$5,000,000 per occurrence and \$10,000,000 in the aggregate. Said railroad protective liability insurance policy shall also name WESTCO and the IORY additional named insureds."

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All insurance shall be placed with insurance companies licensed to do business in the States in which the work is to be performed, and with a current Best's insurance guide rating of A and Class X, or better.

If any work is to be performed within fifty (50) feet of a railroad track, then insurance must provide for coverage of incidents occurring within fifty (50) feet of a railroad track, and any provision to the contrary in the insurance policy must be specifically deleted.

Railroad Right of Entry Permit

Any entry or construction activities on railroad right of way must be authorized by the railroad in writing. Written authorization is obtained through a Right of Entry Permit or Contractor Occupancy/Access Agreement. The application is accessible via the link provided on the Genesee & Wyoming Real Estate page found below:

http://www.gwrr.com/real_estate/accessing_property

AFFIDAVIT

(To be filled in and executed if the Contractor is a Corporation)

STATE OF _____

COUNTY OF _____:

_____, being duly sworn, deposes and says that he is Secretary of _____, a Corporation organized and existing under and by virtue of the laws of the State of _____, and having its principal office at

(Number and Street) (City)

(Name of County) (State)

Affiant further says that _____ the corporation is
duly
(Name of Officer) (Title)

authorized to sign the Contract for the Construction of WESTCO 2018 Mechanicsburg Line Track Rehabilitation Project for said Corporation by virtue of

(State whether a provision of by-laws or a resolution of the Board of Directors.)

(If by resolution, give date of adoption.)

(Signature)

Sworn to before me and subscribed in my presence this _____ day of _____, 20____.

Notary Public in and for _____

CERTIFIED CHECK DOCUMENT

Accompanying this proposal is a bond for _____
(\$ _____) Dollars, and it is agreed that if this proposal is accepted and the undersigned fail to enter into a contract and give satisfactory bond within ten (10) days after such acceptance, the said bond or certified check shall be forfeited to WESTCO, as liquidated damages.

The signers of this proposal, if not a corporation, are citizens of the United States.

THE FULL name of all persons, parties, or corporations interested in the foregoing bid as principals are as follows:

BID GUARANTY AND CONTRACT BOND

(Not to be filled out if a certified check, cashier's check or letter of credit is submitted)

KNOW ALL MEN BY THESE PRESENTS: that we, the undersigned, _____

(Name and Address)

as Principal, and _____,

(Name of Surety)

as sureties, are held and firmly bound unto West Central Ohio Port Authority, hereinafter called the Obligee, in the penal sum of the dollar amount of the bid submitted by the Principal to the Obligee on _____, 2018, to undertake the project known as: WESTCO 2018 Mechanicsburg Line Track Rehabilitation Project.

The penal sum referred to herein shall be the dollar amount of the Principal's bid to the Obligee, incorporating any additive or deductive alternate proposals made by the Principal on the date referred to above the Obligee, which are accepted by the Obligee. In no case shall the penal sum exceed the amount of _____ dollars (\$ _____). (If the above line is left blank, the penal sum will be the full amount of the Principal's bid, including alternates. Alternatively, if completed, the amount stated must not be less than the full amount of the bid, including alternates, in dollars and cents. A percentage amount is not acceptable.) For the payment of the penal sum well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors, and assigns.

THE CONDITION OF THE ABOVE OBLIGATION IS SUCH, that whereas the above named Principal has submitted a bid on the above referred to project.

NOW, THEREFORE, if the Obligee accepts the bid of the Principal and the Principal fails to enter into a proper contract in accordance with the bid, plans, details, specifications, and bills of material; and in the event the Principal pays to the Obligee the difference not to exceed ten percent of the penalty hereof between the amount specified in the bid and such larger amount for which the Obligee may in good faith contract with the next lowest bidder to perform the work covered by the bid; or in the event the Obligee does not award the contract to the next lowest bidder and resubmits the project for bidding, the Principal will pay the Obligee the difference not to exceed ten percent of the penalty hereof between the amount specified in the bid, or the new costs, in connection with the resubmission, of printing new contract documents, required advertising and printing and mailing notices to prospective bidders, whichever is less, than this obligation shall be null and void, otherwise to remain in full force and effect. If the Obligee accepts the bid of the Principal and the Principal within ten days after the awarding of the contract enters into a proper contract in accordance with the bid, plans, details, specifications, and bills of material, which said contract is made a part of this bond the same as though set forth herein, and

IF THE SAID Principal shall well and faithfully perform each and every condition of such contract; and indemnify the Obligee against all damage suffered by failure to perform such contract according to the provisions thereof and in accordance with the plans, details, specifications, and

bills of material therefore; and shall pay all lawful claims of subcontractors, materialmen, and laborers for labor performed and materials furnished in the carrying forward, performing, or completing of said contract; we agree and assenting that this undertaking shall be for the benefit of any materialman or laborer having a just claim, as well as for the Obligee herein; then this obligation shall be void; otherwise the same shall remain in full force and effect; it being 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 SAID Surety hereby stipulates and agrees that no modifications, omissions, or additions, in or to the terms of said contract or in or to the plans and specifications therefore shall in any wise affect the obligations of said Surety of this bond, and it does hereby waive notice of any such modifications, omissions, or additions to the terms of the contract or to the work or to the specifications.

SIGNED AND SEALED this _____ day of _____, 2018

PRINCIPAL:

By:

TITLE:

SURETY:

BY:

(Attorney-in-fact)

SURETY COMPANY ADDRESS:

Street

City

State

SURETY AGENT'S ADDRESS:

Agency's Name

Street

City/State/Zip

PERSONAL PROPERTY TAX STATEMENT

State of _____

County of _____

I, _____, having been duly sworn, state that I am competent to testify to the following:

(Complete Applicable Statement)

() On _____, I submitted a proposal or bid to the West Central Ohio Port Authority to provide the authority with _____

On said date, my firm owed no personal property tax to Clark or Champaign County, Ohio taxing districts, and, after checking with said districts, I have personal knowledge that I have not been charged with having any delinquent property tax owed to said districts.

() On _____, I submitted a proposal or bid to the West Central Ohio Port Authority to provide the authority with _____

My firm is presently delinquent in the payment of personal property tax to Clark or Champaign County, Ohio taxing districts, and after checking with said districts, I have personal knowledge that my firm's name appears on the records on one or more of said districts as delinquent in the payment of personal property taxes as follows: ___ owed as delinquent taxes, and _____ owed as penalties assessed against said delinquency. As part of the consideration for a contract to perform work, I hereby agree that this form be incorporated into said contract to perform work and further agree that proceeds from said contract shall be paid to the appropriate taxing district(s) in the amount of said delinquent tax and said assessed penalty prior to any payments being made to the proposer, bidder or said person under the contract.

Signed: _____
Proposer/Bidder

Sworn to and subscribed before me, a Notary Public, on this _____ day of _____, 20__.

(SEAL)

Signed: _____
Notary Public

My commission expires _____.

NON COLLUSION BID AFFIDAVIT

State of _____

County of _____

_____, being first duly sworn, deposes and says that he/she
(Name)

is _____ for _____,
(Position) (Name of Company)

the party making the foregoing proposal or bid; that such proposal or bid is genuine and not collusive or sham; that said bidder has not colluded, conspired, connived, or agreed, directly or indirectly, with any bidder or person, to put in a sham bid or to refrain from bidding, and has not in any manner, directly or indirectly, sought by agreement or collusion, or communication or conference, with any person, to fix the bid price of affiant or of any other bidder, or to secure any advantage against the West Central Ohio Port Authority or any person interested in the proposed contract; and that all statements in said proposal or bid are true.

Signed: _____
(Affiant)

Sworn to and subscribed before me, a Notary Public, on this _____ day of _____,
20____.

(SEAL) Signed: _____
(Notary Public)

My commission expires _____.

Contracting Policy

The following language shall be added to all WESTCO Invitations to Bid for construction projects where state prevailing wage regulations or federally assisted projects requiring Davis-Bacon wage rates apply:

The WESTCO Board of Directors (Owner) reserves the right to require the following actions:

1. As a condition precedent to contract award after bid, Owner may undertake with the apparent low bidder a "Constructability" and Scope review to verify that bidder included all required work.
2. Owner may require the apparent low bidder whose bid is more than fifteen (15%) below the next lowest bidder shall list three (3) projects that are each within seventy-five percent (75%) of the bid project estimate for similar projects and that were successfully completed by the bidder not more than five (5) years ago. This information shall be provided, if necessary, at the post-bid scope review.

Certifications:

Bidder certifies that Bidder will observe and comply with all provisions of federal and state constitutions, laws, regulations and judicial orders pertaining to nondiscrimination, equal opportunity and disability acts.

Bidder certifies that Bidder will comply with all federal, state and local environmental laws and regulations while in performance of the Contract, including the EEO Contract Compliance provisions.

Bidder certifies compliance with all applicable laws, ordinances and the rules and regulations of all authorities having jurisdiction over construction of the Project.

3. Bidder certifies that Bidder will employ supervisory personnel on this project that have three (3) or more years in specific, relevant trade and/or maintain the appropriate state license, if any.
4. Bidder certifies that Bidder has not been penalized or debarred from any public contracts for falsified certified payroll records or any other violation of the Fair Labor Standards Act in the last five (5) years.
5. Bidder certified that Bidder has not been debarred from public contracts or found by the state (after all appeals) to have violated prevailing wage laws more than three times in a two-year period in the last ten (10) years.

6. Bidder certifies that Bidder has implemented an OSHA compliant Safety Program and will provide evidence of such upon request.

7. Bidder certifies that Bidder maintains a substance abuse policy that its personnel are subject to on this project. Bidder will provide this policy or evidence thereof upon request.

WESTCO will declare a bid non-responsive and ineligible for award if the Contractor is not enrolled and in good standing in the Ohio Bureau of Workers' Compensation's Drug-Free Workplace (DFWP) Discount Program or a similar program approved by the Bureau of Workers' Compensation when its bid is submitted. Furthermore, WESTCO will deny all requests to sublet when the subcontractor does not comply with this provision.

8. For a skilled trade contract (skilled trade contract defined as plumbing, electrical and HVAC) or fire safety contract, Bidder shall be licensed by the State of Ohio or licensed by the State Fire Marshall. Bidder will evidence this by submitting a copy of its license with their bid.

9. Bidder certifies that Bidder's construction license has not been revoked in any state.

10. Bidder certifies that Bidder has no final, non-appealable judgments against it that have not been satisfied at the time of award in the total amount of fifty percent (50%) of the bid amount of this project.

11. Bidder certifies that Bidder will secure any required bonds from a surety licensed to do business in the State of Ohio with an A.M. Best Company rating of at least A.

12. Bidder certifies that Bidder has complied with unemployment and workers' compensation laws for at least the nine months preceding the date of bid submittal.

13. Bidder shall require every subcontractor for a skilled trade contract as defined in paragraph 8 hereof, be licensed by the State of Ohio or licensed by the State Fire Marshal. Bidder shall require each such subcontractor to evidence compliance with the foregoing by submitting a copy of its respective license with their subcontract.

14. Bidder certifies that Bidder does not have an Experience Modification Rating of greater than 1.5 (a penalty-rated employer) with respect to the Bureau of Workers' Compensation risk assessment rating.

The Contractor shall take out and maintain, during the life of this Contract, adequate Worker's Compensation Insurance for all its employees employed at the site of the project and, in case any work is sublet, the Contractor shall require each subcontractor to provide Worker's Compensation Insurance for the latter's employees, unless such employees are covered by the protection afforded by the Contractor.

In order to comply with the above requirements, the Contractor shall furnish and attach to each executed copy of the Contract Documents a Worker's Compensation Certificate, signed by the

Ohio Industrial Commission, showing that the Contractor has paid his Industrial Insurance premium.

15. Bidder certifies that Bidder only uses skilled trade personnel trained or enrolled in a state or federally approved apprenticeship program or personnel with five (5) years of experience in the specific trade. Skilled trade is defined as those individuals in mechanical, electrical, plumbing, carpentry, and fire suppression trades.

16. The contractor must not have failed to file any required tax returns or failed to pay any required taxes to any governmental entity. The contractor must not be subject to an unresolved finding for recovery under ORC 9.24.

17. Neither the company, any of its corporate officers, nor any of its owners shall have been convicted of a criminal offense in connection with any public construction contract.

18. Neither the contracting company, corporate officers nor any owners of more than 15% of the company may have been convicted of felony embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statement, tax evasion or receiving stolen property within the previous ten years.

SUB-CONTRACTORS

The attention of bidders is directed, particularly to Section 0.42 of the General Provisions relative, respectively, to the requirements of Sub-letting or assigning all or any portion of the work under this Contract.

The bidder is required to state, in detail, in the space provided below, the name, address, experience and the work to be performed by sub-contractors in this Contract.

If no sub-contractors are to be used, so state.

PERFORMANCE BOND

KNOW ALL MEN BY THESE PRESENTS: that we, the undersigned, (Name and Address) _____

_____ as

Principal, and (Name of Surety) _____,

as sureties, are hereby held and firmly bound unto the West Central Ohio Port Authority the penal sum of _ (\$_____) Dollars, for the payment of which well and truly to be made, we hereby jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns.

SIGNED: This _____ day of _____, 20 _____ .

THE CONDITION OF THE ABOVE OBLIGATION IS SUCH, that whereas the above named principal did on the _____ day of _____, 20 _____, enter into a Contract with the West Central Ohio Port Authority (WESTCO), which said Contract is made a part of this bond the same as though set forth herein.

NOW, if the said _____ shall well and faithfully do and perform the things agreed by _____ to be done and performed according to the terms of said Contract, and shall pay all lawful claims of subcontractors, material men, and laborers for labor performed and materials furnished in the carrying forward, performing or completing of said Contract, we agreeing and assenting that this undertaking shall be for the benefit of any material men, or laborer having just claim, as well as the Obligee herein; then this obligation shall be void; otherwise, the same shall remain in full force and effect, it being 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.

As the Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Contract or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or additions to the terms of the Contract or to the work or to the Specifications.

The foregoing bond is hereby approved:
_____, 20_____

I hereby approve the form of the foregoing contract and bond:
_____, 20_____

Principal

By: _____
Surety

By: _____

Address of Surety

Telephone Number

James F. Peifer
WESTCO Attorney

**AFFIRMATION OF CONTRACT
AND BONDING BY OWNER
(WESTCO)**

I hereby approve the form of the foregoing Contract and Bond(s), and execution of same.

Type of Bond(s) provided: _____

WESTCO

By: _____

James F. Peifer
WESTCO Attorney

Notice of Commencement of Public Improvement
Section 1311.252, Ohio Revised Code

Notice is hereby given of the commencement of a public improvement as follows:

1. The public improvement is identified as:

Project Name: WESTCO 2018 Mechanicsburg Line Track Rehabilitation Project

Project Number: _____

Location: _____

2. The public authority responsible for the public improvement is:

West Central Ohio Port Authority (hereinafter WESTCO)
Springview Government Center
3130 East Main Street, Suite 2B
Springfield, Ohio 45505

3. The principal contractor and its surety on the public improvement are as follows:

Principal Contractor:

Surety:

4. The date WESTCO first executed a contract with a principal contractor for this public improvement is:

Date

5. The name and address of the representative for WESTCO upon whom service may be made for the purposes of serving an affidavit pursuant to Section 1311.26 of the Ohio Revised Code is:

Louis Agresta
West Central Ohio Port Authority
Springview Government Center
3130 East Main Street, Suite 2B
Springfield, Ohio 45505

Sworn and subscribed before me this _____ day of _____, 20____.

Louis Agresta

Notary Public

NOTICE TO PROCEED

PROJECT: WESTCO 2018 Mechanicsburg Line Track Rehabilitation Project

To: _____

You are hereby notified to commence work within 10 business days from the date of this Notice to Proceed. You are required to complete the work by: October 1, 2018

Return an acknowledged copy of this Notice to Proceed to:

Louis Agresta
Secretary/Treasurer
West Central Ohio Port Authority
Springview Government Center
3130 East Main Street, Suite 2B
Springfield, Ohio 45505

West Central Ohio Port Authority

Date: _____

By: _____
Authorized Representative

RECEIPT OF NOTICE TO PROCEED

Receipt of this Notice to Proceed is hereby acknowledged this _____ day of _____, 20____.

Company Name: _____

Signature: _____

Print Name: _____

**WESTCO BID PROPOSAL
RAILROAD REHABILITATION PROJECT
(SOUTH CHARLESTON LINE)**

GENERAL CONDITIONS

- 1) Intent of the Project Documents, Plans and Specifications
 - a. It is the intent of the Project Documents, Plans and Specifications to describe the complete work to be performed under the contract. Except as otherwise provided, the Contractor will furnish all specified materials, supplies, tools, equipment, labor, and supervision necessary for the proper execution and completion of the work. Only the materials furnished by the Contractor will be reimbursed.
- 2) The Contractor will guarantee its workmanship and materials furnished for a period of one year from the date of final project acceptance (date of advertisement of the Notice of Completion).
- 3) Materials will be stacked as directed by the Railroad. Released crossties will be retained by the Contractor. Released timber will be removed from the right-of-way and disposed of in a proper and legal manner. The project will not be considered 100% complete until all Contractor-owned released materials have been removed from the right-of-way.
- 4) Upon completion of the project, and before acceptance and final payment is made, the Contractor will clean the right-of-way, and all ground occupied by the Contractor in connection with the work of all rubbish, debris, materials, and equipment. All work areas will be left in a neat and presentable condition. If areas of the right-of-way are disturbed by the Contractor, the Contractor will restore said areas to proper grade, including ditch lines, and will seed and mulch the areas to provide a permanent stand of grass. The project will not be considered 100% complete until final cleanup is performed.
- 5) The Contractor will furnish the following materials or perform the following work, quantity as per bid sheet.
- 6) No instream work is permitted under this project. No temporary fill may be placed below ordinary high water mark during construction of this project. No equipment may be placed below the ordinary high water mark. If debris enters the waterway during construction, the debris must be removed promptly, utilizing equipment staged above the ordinary high water mark.
- 7) Tree removals are not permitted under this project.

REHABILITATION WORK

The Contractor's foreman shall be qualified to inspect and supervise track rehabilitation operations in accordance with FRA CFR Title 49 Part 213, 213.7 Track Safety Standards.

2018 Rehab Project

Work associated with the 2018 track rehab project includes relay tie and switch tie distribution, installation, and disposal, anchors, spikes, and other misc. track components.

Maintain the entire line at Excepted Track standards.

1. Remove and replace 5,000 ties and dispose of scrap ties
2. Remove and replace 181 switch ties
3. Remove turnout at Catawba Station (MP 10.6)
4. Reinstate out of service track at Warder Yard (Cohen/Phares siding)
5. Install misc. items as needed (plates, spikes, anchors)
6. Various related items per Specifications

*ALL QUANTITIES ARE FOR ESTIMATING PURPOSES ONLY. WESTCO RESERVES THE RIGHT TO INCREASE OR DECREASE QUANTITIES TO FIT WITHIN THE PROJECT BUDGET AT THE UNIT PRICE BID WITHOUT ADDITIONAL COMPENSATION TO THE CONTRACTOR.

**WESTCO BID PROPOSAL
RAILROAD REHABILITATION PROJECT
(SOUTH CHARLESTON LINE)**

GENERAL:

MOBILIZATION AND DEMOBILIZATION

Mobilization shall consist of preparatory work and operations, including but not limited to those necessary for the movement of personnel, tools, equipment, and materials to the worksite; for the establishment of temporary facilities at the worksite; and for all other work and operations which must be performed or costs which must be incurred prior to beginning work.

Demobilization shall consist of the removal of personnel, tools, equipment, materials, and temporary facilities from the worksite.

Mobilization and Demobilization will be paid for at the Contractor's lump sum bid price, which shall be full compensation for furnishing all labor, equipment, and materials required to complete the project. The Contractor will receive 50 percent of this lump sum pay item with the initial progress payment, and shall receive the balance with the final payment. Payment will not be made for the temporary relocation of personnel, tools, equipment, and materials.

This item shall also include the cost of complying with all local and state requirements and regulations with regard to water quality, erosion control, construction permitting, etc. This work may include, but not necessarily limited to, is the use of silt fences, hay bales, mulches, slope ditches, sediment traps, etc., and will be applicable to the entire project, embankment fill, off-site borrow pits, waste disposal sites, etc.

TRAFFIC AND OPERATIONS

Normal speed on the Mechanicsburg line is 10 MPH for trains. Train traffic is sporadic. If a train is needed, work crews will need to leave the property until the train has passed. Coordination with the customer at the end of the line will be made during this project to limit work interruptions as much as possible. When there isn't a train, the line will be closed to train traffic and the contractor will be able to work without interruption.

To coordinate with the Indiana and Ohio Railroad (IORY) please contact Derek Winchester, Director, Maintenance of Way & Technical Maintenance (513-682-4658).

WORK SCHEDULE

Prior to mobilization, an anticipated work schedule shall be submitted to WESTCO for review and approval. Due to the nature of the proposed work, the Contractor is responsible to coordinate construction activities to avoid conflicts and delays between contractors and subcontractors performing track rehabilitation.

RAILROAD FLAGGING SERVICES

*** Flagging is not included on this project due to the limited train activity on this line. In the event that it is needed, the rates are below and will be accepted via change order. ***

The IORY will provide flagging based on the rates provided in the bullets below (8 hour per day minimum, 40 hours max per week).

- Flagman - \$67.00 per hour of regular service and \$100.50 per hour of overtime
- EIC Flagman - \$69.00 per hour of regular service and \$103.50 per hour of overtime
- EIC (213.7 Qualified) Flagman - \$79.00 per hour of regular service and \$118.50 per hour of overtime
- Hi-rail vehicle - \$12.00 per hour of service

The Contractor shall COORDINATE with the IORY Contact on any warrants/flagging service requests. The Contractor shall incorporate the cost for flagging into the cost of construction.

**WESTCO BID PROPOSAL
RAILROAD REHABILITATION PROJECT
(SOUTH CHARLESTON LINE)**

TRACK REHABILITATION:

FURNISH, REMOVE AND DISPOSE, AND REPLACE CROSSTIES

This item shall include all material, labor, and equipment required to furnish, remove and dispose, and replace crossties. This item includes confirming the marked crossties per IORY marking, spreading or removing existing anchors, removing marked crossties, the proper disposal of scrap crossties (per G&W Environmental Policy), furnishing and installing new crossties, installing existing tie plates and furnishing necessary replacement tie plates, furnishing and installing new spikes, adjusting or reinstalling existing anchors, tamping the tie, dressing ballast and cleanup of old materials. A tie gang consist must be included as part of the bid along with a projected schedule.

REMOVE AND DISPOSE OF EXISTING CROSSTIES

- 1) Tie Markings – The IORY will mark all crossties to be replaced. Ties will be marked with orange, white or yellow paint either between the centerline of the tie or the right tie plate in the direction that the team is projected to work.
- 2) The CONTRACTOR is responsible for the proper disposal of all non-metal materials removed from the track during the timbering operation. Old ties and track material released from timbering will be stacked to facilitate removal. Walkways and ditches must be kept clear. Do not place material beneath overhead wire lines. Crossties shall not be stacked in such a manner to block sight lines at crossings.
- 3) Any contracted service involving the replacement or removal of Spent Cross Ties shall provide disposal tickets or an invoice indicating the number of Spent Cross Ties handled, method of disposal, and the address and contact information for the Certified Disposal Facility. Spent Cross Ties may only be disposed of in a “Certified Disposal Facility”, which means in either a certified construction or demolition debris landfills or via incineration at a state or locally certified facility.
- 4) Existing track surface and alignment shall be maintained; humping of track during tie installation will not be permitted. Surfacing is not included in the project scope so it is absolutely critical that the track surface and alignment is maintained during tie installation

FURNISH AND INSTALL NEW CROSSTIES

- 1) WESTCO has already secured 4,400 of the 5,000 crossties needed for this project. The additional 600 crossties will be supplied by the contractor. The ties will be distributed by the CONTRACTOR. Due to the limited train traffic on this line, relay ties were secured for this project. In order to save money, WESTCO requests that the 600 contractor supplied ties are also relay ties. Crossties shall be treated per A.W.P.A. Manual C-6 and will conform to AREMA Chapter 30. All ties shall be free from any defects that might impair their strength or durability as crossties, such as decay, large splits, large shakes, slanting grain or large or numerous holes or knots. Mainline crossties shall be 7 inch Industrial Grade ties (7”x8”/9”x8’-6” long, 7” minimum face).
- 2) CONTRACTOR is to return the track to a safe operating condition if a train is scheduled to run during this project.
- 3) Track ties will be installed square to the rails.

- 4) Tie plates will be positioned so the field side shoulder bears evenly against the base of the rail and centered on the top of the tie.
- 5) Timber will be spiked to existing track gage if not greater than 56-3/4 inches. If track gage is greater than 56-3/4 inches, new tie and adjacent ties also will be gaged to 56-1/2" uniformly. Approved liquid tie plugging compound such as Spikefast shall be used to plug all existing holes
- 6) The tie spiking pattern GWI Standard Plan ES8050.1 (Latest Revision) is required for use in this project. Care must be taken to ensure that all new and existing ties are spiked to standard at the time of installation.
- 7) After tie installation, all new ties shall be thoroughly tamped with an on-track 16- tool vibratory squeeze tamping machine and ballast section restored with the ballast regulator at the end of each day prior to placing track back in service.

FURNISH AND INSTALL RAIL ANCHORS

This item shall include all material, labor, and equipment required to furnish and install rail anchors. Anchor application will be completed behind tie installation but ahead of track surfacing. Rail anchors shall be drive on, of approved design, conforming to AREMA recommendation found in Chapter 5, Part 7. New anchors shall be used. All track in the program limits must meet the anchor pattern shown in GWI Standard Plan ES8050.1 (Latest Revision).

FURNISH AND PLACE BALLAST

Ballast material shall be limestone, dolomite, or granite material free of loams, dust, or other foreign particles. Material shall be designated as AREMA #4A and approved by the IORY. All ballast shall be placed before surfacing operations commence. The only ballast planned for this project is in the Phares/Cohen Siding.

INSTALL MISCELLANEOUS TRACK COMPONENTS

REGAGE TRACK

This item shall include all material, labor, and equipment required to adjust track gage. WESTCO's representative in coordination with the CONTRACTOR may discover track gage that is deficient and require adjustment. Re-gaging locations will be field marked by WESTCO or their representative. Track gage will be adjusted in accordance with AREMA specifications and the standard track spiking patterns attached. Associated materials (tie plugs, spikes, anchors, etc.) required to make adjustments to track gage will be incidental to this bid item. Approved liquid tie plugging compound such as Spikefast shall be used to plug all existing holes.

The next page contains curve information that will be helpful in properly accounting for the gauging section of the scope. The curves listed on the table account for approximately 2.6 miles out of the 4 miles of gauging. The curves highlighted in red are the most open, followed by orange and then yellow.

Mile Post	Total Curve Length	Curve Direction (L or R)	Curvature		Posted Freight Speed	Average Elevation
			Degrees	Minutes		
0.89	305	R	2	9	10	0.40
0.94	152	L	2	24	10	0.21
0.97	508	R	0	49	10	0.33
1.53	224	R	2	8	10	0.13
1.57	384	L	1	0	10	0.66
1.81	818	L	4	46	10	0.58
2.22	1066	L	2	4	10	0.46
3.03	902	R	0	28	10	0.12
3.20	1172	R	0	27	10	0.10
3.42	4327	R	0	53	10	0.18
5.02	1533	R	2	57	10	0.75
5.57	2344	L	1	56	10	0.68

SALVAGEABLE MATERIAL

- 1) OWNER or their representative shall determine which replaced track material is salvageable and which is not salvageable and will so mark the material in the field.
- 2) CONTRACTOR is responsible for all salvageable material which is damaged as a result of CONTRACTOR's operations. CONTRACTOR shall replace all such damaged material with new or used material which is in a condition equal to or better than the originally undamaged salvageable material.
- 3) The non-salvageable material shall become the property of CONTRACTOR and shall be hauled off the site and properly disposed of.

STRAIGHT RAIL SWITCH at Catawba Station (MP 10.6)

- 1) Includes labor to remove all switch components from the switch at the Catawba Station and install relay rail to insure the safe passage of trains.
- 2) Switch components generated from the project will be relocated by contractor to Springfield Yard.

Rebuild Track within the Cohen/Phares Siding

1. This portion of the project will include rehabilitation to the entire 1200 ft of track (500 ft currently in service and 700 ft currently out of service). **The 300 ties that will be installed will be supplied by WESTCO. After ties are installed and the ballast is dumped, the entire 1200 feet of track will need to be surfaced. The existing switch needs to be removed and straight railed as it is not salvageable. Switch components should be taken to the Springfield Yard.**

2018 Track Rehabilitation Project
Mechanicsburg Line
West Central Ohio Port Authority
Indiana & Ohio Railroad

The following documents will constitute Addendum #2 to the West Central Ohio Port Authority Invitation for Bids: 2018 Mechanicsburg Line Track Rehabilitation Project that was dated May 29, 2018. Addendum 1 was issued Wednesday June 20th, 2018. The papers, plans, and specifications that were included with the WESTCO Invitation for Bids are modified as follows:

General Comments:

The bid due date shall remain as originally stated: **Friday, June 29th, 2018 by 2:00 pm**

Responses to Bidder Questions:

- 1) Will the ties need to be unloaded and distributed by the contractor? **All of the ties will be stacked at MP 10.6. If we run out of room, the remaining ties will be stacked at the Warder Yard in Springfield.**
- 2) Are the ties accessible by rail? **The contractor will likely need a fork lift to get the ties to the rail, although some are accessible from the rail.**
- 3) Are the ties plugged? **No, but the contractor may just flip them upside down.**
- 4) Will the switch on the Phares/Cohen siding be rehabilitated? **No. It will need to be removed and straight railed. The switch parts should be taken to the Springfield Yard once removed.**
- 5) Are the switch ties relay ties as well? **No, the switch ties should be new.**
- 6) Is WESTCO supplying the switch ties or does the contractor need to order them? **They need to be supplied by the contractor.**
- 7) Does the contractor need to supply the materials to rebuild the track in the yard? **No. The ties will be supplied by WESTCO. The bid form reflects the amount of ties that will be installed by the contractor. If more material is needed, it will be done through change order.**
- 8) Is the contractor responsible for switch tie disposal? **Yes. There are 301 (the number of switch ties that will be installed plus straight railing 2 turnouts at 60 switch ties each) total switch ties that will need to be disposed of.**
- 9) Will tie plates be needed for the project? **1000 127DY plates will be needed. Smaller plates will be supplied by RR and staged at Springfield Yard**
- 10) Is the rail all one size? **No. MP 0 through MP 1 is actually 1.7 miles. A breakdown of the rail sizes over that rail length is attached. From MP 1 to MP 7 the large majority of the track is 105# rail. There is 100# and 90 # rail scattered throughout this section, but the large majority is 105#. This track is jointed. From MP 7 to 17 is 127 # welded rail.**

- 11) Are we using 127# anchors for the entire project? **Yes**
- 12) Are the anchors only to be applied to replaced ties or will we have to anchor existing ties as well? **Only anchor the replaced ties and do not change the anchor pattern.**
- 13) Are we to obtain and pay for the GW Right of Entry permit? **Right of Entry fees will be waived. You will still have to apply for the permit once awarded the contract. The contractor will still be responsible for insurance fees.**
- 14) Will the contractor be responsible for flagging in the event that it is needed? **Some flagging will likely be needed because the NS interchanges at the Warder Yard runaround track. Any flagging expenses that are incurred are to be paid by the contractor and submitted for reimbursement via change order. It is being handled this way so that the exact amount is paid for.**
- 15) On the switches that are straight railed, is every tie getting changed out with 8 foot ties? **Yes. All switch material that is taken out is to be taken to the Springfield Yard.**
- 16) What is the 500 ton of ballast for since there will not be surfacing? **It is for the Phares/Cohen siding rebuild in the Warder yard. The track that is to be rebuilt is in the weeds and buried. Almost every tie will have to be replaced. It is not anticipated that rail will be needed. In the event that it is, it can be handled via change order. The additional ties needed for the rebuild will be supplied by WESTCO or handled via change order. Surfacing the track has been added to the bid form.**
- 17) Can you confirm exactly what the scope is for the 700 feet of track rebuild so we are all bidding the same thing? **WESTCO will supply 300 new ties for the rebuild of the side track. After the 700 feet of track is pulled out of the ground and the ties are installed and the 500 ton of ballast is dumped, the entire 1200 feet of siding will need to be surfaced. Any additional material that is determined to be needed will be authorized via change order.**
- 18) Will the 5000 ties that are installed require a pup tamping? **Yes.**
- 19) Will a regulator be needed? **Yes**
- 20) It says 17 miles of bolt tightening, if some of it is CWR can you give us the specifics of the jointed rail for bolt tightening? **Bolt replacement will be done on jointed track only starting at MP 0 working toward Mechanicsburg until the bolts run out. The curves should be emphasized. The bolt tightening will be done as needed. Every bolt won't be changed.**
- 21) Are we able to reuse the anchors that we replace or do you want them changed out? **New anchors need to replace those that are switched out.**
- 22) How much gauging will be required? **Four non consecutive miles of track are to be gauged. These miles will be marked by the railroad.**
- 23) Are there any restrictions on the amount of days that we work? **No. The only thing impacting work schedule is train traffic. Priority should be made to complete the work in Springfield between MP0 and MP1 as it sees high traffic volumes. This is also the segment that will need a flagger.**

24) How much notification will the contractor have if there is a train? **The contractor will have a couple of days notice.**

25) How long does the train take to clear? **If the train is system cars, they may be kept for two or three days. If it is a unit train, they have 48 hours to clear the property. The cars that utilize this line are typically system cars. The actual movement takes only a couple of hours.**

26) Will we have a flagger if we have to clear for a train? **No. Railroad personnel will handle the flagging duties and brief with work crews.**

27) It was pointed out that the initial bid only called for 19,000 spikes in the quantity, but four spikes per tie is 20,000. **The quantity should have read 21,600 individual spikes (432 50lb kegs). The bid form has been updated to reflect the correct number.**

28) **When the contractor passes the Lagonda Diamond, railroad personnel will provide flagging for the crews working in the area.**

29) Will the RR be responsible for shutting off the signals during track work? **Yes.**

30) If the contractor breaks any wires or bond are they responsible for those? **The Railroad is not concerned about bond wires. If a contractor breaks a track wire it will be up to the contractor to fix it. They will be marked during the tie marking so that they will be clearly marked when the project starts.**

31) Do we need to run a regulator down the track or do we dress each tie after install? **Yes and it has been added to the bid form.**

32) Should we include sales tax on our materials? **No.**

33) Is the project prevailing wage? **No.**

34) What are the 5,000 bolts for? **Bolt tightening program.**

35) Is this for replacement of bolts for the bolt tightening bid item? **Yes.**

36) Please confirm that the contractor is only responsible for supplying the materials in bid items 9-16. **That is correct.**

37) For regulating the 17 miles of track, will brooming be required? **Yes.**

38) Approximately how many ties per mile are being replaced? **5000 ties over 16 miles. The ties have not yet been marked, but the tie per mile breakdown is fairly consistent.**

39) Is it your intent to remove the turnout grade down and replace the ballast also or simply straight rail and replace ties? **With all of the ties being removed, grading will be required.**

40) What is the address of the Springfield Yard? **2780 Sunset Avenue, Springfield Ohio, 45505**

Addendum 2 Questions

- 41) #16 in the notes says that 1000 127DY plates are required and smaller plates will be supplied by the RR, but there were smaller plates added to the bid form. Are these plates to be supplied by the contractor? **Yes. Those are to be furnished by the contractor. Any smaller tie plates that go above and beyond what is in the bid form will be supplied by the RR**
- 42) Reference the "Rehabilitation Work Summary" at the end of the notes. Are our unit costs on the bid sheet to include Mobilization and Demobilization, Performance Bond, Labor and Material Bond and Railroad Protective Insurance costs? **The Mob/demob performance bond, etc are to be bid in lump sum. They aren't to be lumped in with the other line items.**
- 43) Please provide the Mile Posts for the 7 turnouts requiring switch timber replacement. **The milepost locations for the switch tie replacement are as follows: MPO, MPO.18, MP 0.19, MPO.2, MPO.21, MPO.7 and MPO.9.**
- 44) In the gauging track areas, what type of tie plugging is required? **SureSpike (powder) is preferred for tie plugging. The primary vendor for this is located in Colorado but there is a satellite vendor in Bucyrus, OH. SpikeFast (epoxy compound) is acceptable but is likely more expensive. Wood plugs are not acceptable.**
- 45) #2a in the Notes says there are 301 switch ties to dispose of. The new bid item for Switch Tie Disposal has a quantity of 131 each. There are 181 switch ties to dispose of in bid item 2 and 120 switch ties to dispose of in the straight rail turnout items. Please clarify the bid quantity. **Please bid the quantities that are in the bid form (181 unloading distribution and installation and 131 disposal). It will be corrected with the winning bidder via change order if need be.**

mp 0 127 RE

mp 0.1 comps To 140 RE ~~of 140 RE~~

weber
switch

CP 182
E. WYE
SW.

mp 0.12 Comp To 127 RE

mp .9 105 RE ~~105 RE~~

mp .91 crossover main 119 RE

mp .92 127 RE

mp 1.5 140 RE NSW 1

mp 1.52 132 RE Through Belmont

mp 1.58 140 RE

mp 1.59 127 RE

mp 1.6 140 RE

mp 1.7 127 RE

Bid Form

The awarded bidder, having examined the plans and specifications and the site of the proposed work, and being familiar with all of the conditions surrounding the construction of the proposed project, including the availability of materials and labor, hereby proposes to furnish all labor, equipment, tools, supplies, insurance, taxes, materials, and all other necessary incidentals to construct the project in accordance with the Agreement, within the time set forth herein, and at the following unit prices:

2018 Mechanicsburg Line Track Rehab

Bid Item #	Bid Item Description	Bid Quantity	Bid Unit	Unit Price	Total
Labor					
1	Ties: Distribution, Installation and Disposal	5,000	EA		
2	Switch Tie Unloading, Distribution and Installation	181	EA		
2a	Switch Tie Disposal	131	EA		
3	Quality Control: Bolt Tightening and Anchor Application	17	TM		
4a	Surface Cohen Phares Auxiliary	1200	TF		
4b	Cohen Phares Auxiliary Tie Install	300	EA		
5	Straight Rail Turnout in Cohen/Phares auxiliary	1	EA		
6	Straight Rail Turnout at Catawba Station	1	EA		
7	Ballast Regulator	17	MI		
8	Gauging	4	MI		
Material					
9	Relay Crossties: 7"x9"x8.5', IG (50/50 mix) Select End Plate	600	EA		
10	Switch Tie(Various Dimensions: See Notes)	181	EA		
11	Spikes: 5/8"x6"	21,600	EA		

12	Bolts: 1"x5.5"	5000	EA		
13	Washer: 1"	5000	EA		
14	Anchors	5000	EA		
15	Ballast	500	Ton		
16	Tie Plates	1000	127DY		
17	Tie Plates	50	6"		
18	Tie Plates	50	5.5"		

Notes:

1. Ties

- The limits of tie installation are the entire 17 mile section (plus yard limits) of the Mechanicsburg Line. The line spans from Springfield, Ohio (MPO) to Mechanicsburg, Ohio (MP17)
- Tie quantities outlined in the scope of work are plan counts not exact counts. Exact counts are to be determined but will equate to 5,000 total ties for the project.
- Machine Tie Up Locations: Yard Limits on both ends of the track and at MP 10.6 (Catawba Station)

2. Switch Ties

- All switch ties for this project will be marked in the field by a WESTCO representative prior to the contractor beginning work.
- Switch ties to be installed in 7 different turnouts all located within 1 mile of each other in the City of Springfield

2a. Switch Tie Disposal

- The 301 switch ties that are to be disposed of include the number of switch ties that will be installed, plus straight railing 2 turnouts at 60 switch ties each.

3. Quality Control

4. Rebuild Cohen/Phares Siding

- Track is currently in service for 500 TF
- Out of Service track 700 TF is to be rebuilt so that it may be used by customer.
- WESTCO requests that this be the initial task to begin the project scope.
- Xx Ties that are installed in this section will be supplied by WESTCO.
- Surfacing to be completed after the ballast is dumped.

5. Straight Rail Turnout in Cohen/Phares auxiliary

- Turnout is currently buried. During the auxiliary track rehab should it be determined that the turnout has a remaining useful life, the turnout should be rehabbed along with the auxiliary track. Should it be determined that the buried turnout is not salvageable the turnout should be removed and disposed of in line with the methods outlined in this RFP.

- 6. Straight Rail Turnout at Catawba Station
 - o Straight rail #10 turnout and relocate steel and reusable switch timbers to Springfield Yard.
 - o Scrap ties to be disposed of per the tie disposal policy
- 7. Ballast Regulator
 - o If while regulating, it is determined that we are only pulling up mud, we will stop. The main purpose for regulating is to address footing conditions.
 - o Brooming of the track is required.
- 8. Gauging
 - o 4 non consecutive miles of track are to be gauged.
- 9. Relay Ties (Material)
 - a. WESTCO has already secured 4,400 used relay ties. The additional 600 ties are to be secured by contractor.
 - b. WESTCO is using used ties on this project as a cost savings measure because of the lack of train traffic on the Mechanicsburg line.
- 10. Switch Ties (Material)
 - c. 7x9x9'= 36 ties
 - d. 7x9x10= 32 ties
 - e. 7x9x11=26 ties
 - f. 7x9x12=19 ties
 - g. 7x9x13=19 ties
 - h. 7x9x14=21 ties
 - i. 7x9x15=15 ties
 - j. 7x9x16=11 ties
 - k. 7x9x22= 2 ties

- 15. The ballast will be dumped at the Cohen/Phares siding. Ballast is typically ordered from Melvin Stone or National Lime.
- 16. 1000 127DY plates will be needed. Smaller plates will be supplied by the RR and staged at Springfield Yard.

REHABILITATION WORK SUMMARY:

Subtotal Rehabilitation (Ties/Siding/Turnout)	\$ _____
Mobilization and Demobilization (Ties/Siding/Turnout)	\$ _____
PERFORMANCE BOND	\$ _____
LABOR AND MATERIAL BOND	\$ _____
RAILROAD PROTECTIVE INSURANCE	\$ _____

GWRR RIGHT-OF-ENTRY PERMIT

\$ Waived

**TOTAL FOR ALL
REHABILITATION ITEMS LISTED ABOVE**

\$ _____

(In words)

BIDDER'S NAME: _____

SIGNATURE: _____

TITLE: _____

ADDENDUMS RECEIVED (SIGN WHEN APPLICABLE)

1) _____

2) _____