

South Kansas and Oklahoma Railroad Rehabilitation Project FY19 CRISI Project
(FRA Grant Agreement No. 69A36521402770CRSKS)
FR-CRS-0096-21-01-00
(KDOT Project No. 106 RA-5412-21)

Rehabilitation Project Request for Proposal

Proposed Project: Railroad Rehabilitation
located between Cherryvale, Kansas and Tulsa, Oklahoma. Issued By:
South Kansas & Kansas Railroad (SKOL)

Proposals must be submitted to Cameron Ginther no later than: 3:00 pm (CDST) time, **Monday August 11, 2021**. (Late or non-compliant proposals shall be rejected.)

For further information or questions regarding the RFP or submittal of a proposal, please contact:

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Interested parties are invited to submit a Proposal for the following scopes of work to rehabilitate crossings, bridges, and complete installation of 34 miles of #115 lb. continuous welded rail (CWR), installing #115 switches and 200 miles of re-surfacing for the proposed SKOL Railroad Project:

Scope of Work: Tulsa Subdivision Tie Replacement (MP 156.0-90.3) between Cherryvale, KS and Tulsa, OK. Provide all necessary labor, equipment and logistical services to install the following components:
Provide, remove and install 74,625 new, 7x9x8.6' (Grade 5) crossties.

Provide, remove and install all needed OTM - plates, spikes and anchors.

All old ties need to be removed from SKOL Property and properly disposed of in accordance with all local, state and federal regulations.

All OTM/materials removed from this portion of the project shall remain property of the SKOL Railroad, to be stockpiled at the nearest crossing as directed by a SKOL Representative.

In accordance with AREMA standards, ballast shoulders to be dressed at the end of each workday to prevent thermal deviation in track due to disturbed roadbed.

Additional details concerning the Scope of Work associated with the Project will be addressed in the pre-proposal meeting.

Scope of Work: Tulsa Subdivision Surfacing (MP 156.0-90.3) between Cherryvale, KS and Tulsa, OK. Provide all necessary labor, equipment and logistical services to dump ballast and surface mainline track.

Provide and install 29,850 tons of ballast.

Surface and tamp approximately 100 miles of mainline track.

In accordance with AREMA standards, ballast shoulders to be dressed at the end of each workday to prevent thermal deviation in track due to disturbed roadbed.

Additional details concerning the Scope of Work associated with the Project will be addressed in the pre-proposal meeting.

Scope of Work: Port of Catoosa Tie Replacement (MP 0.0-7.2) between Owasso, OK and the Port of Catoosa. Provide all necessary labor, equipment and logistical services to install the following components:

Provide, remove and install 3,060 new, 7x9x8.6' (Grade 5) crossties.

Provide, remove and install all needed OTM - plates, spikes and anchors.

All old ties need to be removed from SKOL Property and properly disposed of in accordance with all local, state and federal regulations.

All OTM/materials removed from this portion of the project shall remain property of the SKOL Railroad, to be stockpiled at the nearest crossing as directed by a SKOL Representative.

In accordance with AREMA standards, ballast shoulders will be dressed at the end of each workday to prevent thermal deviation in track due to disturbed roadbed.

Additional details concerning the Scope of Work associated with each portion of the Project will be addressed in the pre-proposal meeting.

Scope of Work: Port of Catoosa Surfacing (MP 0.0-7.2) between Owasso, OK and the Port of Catoosa. Provide all necessary labor, equipment and logistical services to dump ballast and surface mainline track.

Provide and install 2,160 tons of ballast.

Surface and tamp approximately 7.2 miles of mainline track.

In accordance with AREMA standards, ballast shoulders will be dressed at the end of each workday to prevent thermal deviation in track due to disturbed roadbed.

Additional details concerning the Scope of Work associated with each portion of the Project will be addressed in the pre-proposal meeting.

Scope of Work: Neodesha Subdivision Tie Replacement (MP 350.0-395.7) Provide all necessary labor, equipment and logistical services to install the following components:

Provide, remove and install 33,750 new, 7x9x8.6' (Grade 5) crossties.

Provide, remove and install all needed OTM - plates, spikes and anchors.

All old ties need to be removed from SKOL Property and properly disposed of in accordance with all local, state and federal regulations.

All OTM/materials removed from this portion of the project shall remain property of the SKOL Railroad, to be stockpiled at the nearest crossing as directed by a SKOL Representative.

In accordance with AREMA standards, ballast shoulders will be dressed at the end of each workday to prevent thermal deviation in track due to disturbed roadbed.

Additional details concerning the Scope of Work associated with each portion of the Project will be addressed in the pre-proposal meeting.

Scope of Work: Neodesha Subdivision Surfacing (MP 350.0-395.7) Provide all necessary labor, equipment and logistical services to dump ballast and surface mainline track.

Provide and install 13,500 tons of ballast.

Surface approximately 46 miles of mainline track.

In accordance with AREMA standards, ballast shoulders will be dressed at the end of each workday to prevent thermal deviation in track due to disturbed roadbed.

Additional details concerning the Scope of Work associated with each portion of the Project will be addressed in the pre-proposal meeting.

Scope of Work: Moline Subdivision Tie Replacement (MP 200.0-246.0) Provide all necessary labor, equipment and logistical services to install the following components:

Provide, remove and install 37,250 new, 7x9x8.6' (Grade 5) crossties.

Provide, remove and install all needed OTM - plates, spikes and anchors.

All old ties need to be removed from SKOL Property and properly disposed of in accordance with all local, state and federal regulations.

All OTM/materials removed from this portion of the project shall remain property of the SKOL Railroad, to be stockpiled at the nearest crossing as directed by a SKOL Representative.

In accordance with AREMA standards, ballast shoulders will be dressed at the end of each workday to prevent thermal deviation in track due to disturbed roadbed.

Additional details concerning the Scope of Work associated with each portion of the Project will be addressed in the pre-proposal meeting.

Scope of Work: Moline Subdivision Surfacing (MP 200.0-246.0) Provide all necessary labor, equipment and logistical services to dump ballast and surface mainline track.

Provide and install 14,880 tons of ballast.

Surface approximately 46 miles of mainline track.

In accordance with AREMA standards, ballast shoulders will be dressed at the end of each workday to prevent thermal deviation in track due to disturbed roadbed.

Additional details concerning the Scope of Work associated with each portion of the Project will be addressed in the pre-proposal meeting.

Scope of Work: Rehabilitation of 66 Crossings; which includes Frank Phillips Boulevard. Note: 32 crossings in conjunction with the

CWR Rail Relay. The rail shall be provided through the CWR scope of work. Provide all necessary labor, equipment and logistical services to supply materials called for, complete all rehabilitation and track construction work, ties, rail (except CWR scope), ballast and complete other ancillary railroad work.

Provide, remove and install all rail and OTM – 115 lb. rail, plates, spikes and anchors.

All existing crossing materials/OTM removed from this portion of the project shall remain property of the SKOL Railroad, to be stockpiled at the nearest crossing as directed by a SKOL Representative.

Material disposal, if determined appropriate by SKOL, shall be done in accordance with all local, state and federal laws.

All rail in each crossing will extend 15 feet from the end of the crossing where it will be welded in compliance with AREMA Standards.

Provide and install new 7x9x10' (Grade 5) ties within the extent of the crossing, evenly spaced with 19.5" centers.

In addition to the rail extending from the crossing as prescribed above, a minimum of six new, 7x9x10' (Grade 5) ties, appropriately spaced, shall be installed on each side of the crossing, unless otherwise specified.

The Crossings 'Scope of Work' will overlap with the Rail Relay 'Scope of Work'. When ordering material for these Scopes, the Contractor is to properly evaluate both Scopes to ensure that adequate material is ordered, as well as verify the CWR and OTM for these Scopes of Work do not conflict/overlap in any way. (The Contractor shall be responsible for any costs associated with excess material.)

Additional details concerning the Scope of Work associated with each portion of the Project will be addressed in the Pre-Proposal Meeting.

Scope of Work: Replace 12 mainline switches. Provide all necessary labor, equipment, materials and logistical services to complete all switch construction work.

Build and install new 115#, #10 Turnouts, including Sampson switch-points and stop-rests; all OTM – anchors, ties, welds and bolts to be provided by Contractor.

All OTM and switch components that are recovered will be stacked along the SKO right-of-way, at the nearest crossing, where it is easily accessible.

All switches and switch components must be welded except the Frog.

Additional details concerning the Scope of Work associated with each portion of the Project will be addressed in the pre-proposal meeting.

Scope of Work: CWR Rail Installation (MP 156.2) in Cherryvale, KS and will continue 34 miles south into Kansas.

Remove jointed rail and install a total of 34 miles of 115#, #1 (or equivalent to), relay welded CWR.

Provide and install all OTM, including spikes, anchors, plates and welds.

Note: Contractors, please consider the material used for the rail relay and verify that the material listed in this 'Scope of Work' will be in conjunction with Crossing rehabilitation listed above.

New rail installation will need to be adjusted/heated with a rail heater to obtain the proper rail neutral temperature of or at the minimum of 105°F, in compliance with SKOL Rail CWR Policy (Contractor to refer to Watco's CWR Policy and Procedures.)

Additional details concerning the Scope of Work associated with each portion of the Project will be addressed in the pre-proposal meeting.

Scope of Work: Repair and rehabilitate 27 Bridges.

Repair and rehabilitation varying timber, steel and concrete bridge defects, to be specified in the attached Watco requirements.

Additional details concerning this Scope of Work, including materials, will be presented at the pre-proposal meeting.

MINIMUM REQUIREMENTS:

MSA & Roadway Worker Protection: Contractors must complete, and have on file, a current Master Services Agreement with SKOL Railroad, prior to beginning work.

Contractors shall always comply with all parts of 49 CFR Part 214 and 219 regarding FRA Roadway Worker Safety. Men and equipment shall remain clear of the track unless they have gained Roadway Worker Protection from a qualified person.

Contractor, Contractor Employees, Agents and/or Subcontractors must be enrolled and comply with the FRA 219 approved drug testing program.

Any sub contracted work will need to be approved by the SKOL Railroad prior to any work starting.

As of January 1, 2021, All Contractors will be required to complete WATCO Contractor Orientation. <https://watcocontractor.com/> Any contractor who was previously enrolled in e-SHORTLINE with Watco in the past, will be required to complete the WATCO Contractor Orientation (See above.)

Work Windows: Impact to current railroad operations must be kept to a minimum. When work must take place that causes an active track to be taken out of service for the purposes of performing work that pertains to the project, the Contractor must pre-arrange a defined work window with the railroad. It is the railroads intentions to provide a minimum work window of 10 hours with no more than 1 schedule of interruption in that time frame, between the hours of 07:00 and 17:00. For work windows extending more than 10 hours, a minimum of 72 hours of notification is required to the railroad to arrange this window.

Work windows may be arranged 7 days a week, if desired. Current railroad operations consist of at least one train per day through the work area. This train currently operates in the evening hours; however, this schedule is subject to change at any time. This topic will be further discussed and clarified during the pre-proposal meeting.

Standards: All standards referenced by the Project Plans and Specifications, as well as all applicable AREMA standards must be upheld during all phases of the project work, unless certain standards are excluded from the project with written approval by the SKOL Railroad. All rail shall be replaced at standard gauge of 56-1/2".

Submittals: The following documents shall be submitted by the Contractor as part of the project - at the times listed:

Schedule of Work – Submitted with Proposal

Certificate of Insurance – Submitted prior to Construction

Safety Plan – Submitted prior to Construction (To include Bridge Fall Protection Plan)

Proof of Roadway Worker Training – Submitted prior to Construction

Rail Testing (If AREMA #1 Relay Rail is Used) – Submitted prior to Construction

All contractors must recognize that this is project contains federal funding and must comply with Federal Requirements such as the Davis-Bacon Act, "Buy America" and the Disadvantaged Business Enterprise (DBE), where applicable.

Rail Weld UT Test Requirements (All Rail Comp Welds) – Submitted with Billing

Other Responsibilities:

Permits – Contractor is responsible for all Federal, State and Local permits required for the work. To include any road closures or traffic control.

Utilities – Contractor is responsible to locate and protect site utilities.

Site Clean-up – Contractor is responsible for proper site restoration and proper disposal of materials removed in accordance with all local, state and federal laws.

Insurance: Contractor shall purchase required coverage and submit for verification a Certificate of Insurance.

Materials: All materials shall meet the requirements found in the project plans and/or specifications as well as applicable AREMA requirements. Material storage is granted on Railroad Right of Way to the Contractor. However, no materials shall be stored closer than 15' from the centerline of any active track, at any time. Material and equipment laydown areas and reclaimed materials stockpiling locations shall be discussed and further clarified at the pre-proposal meeting. All removed materials remain property of the SKOL Railroad, to be stockpiled as directed by a Railroad Representative.

Rail Relay and Turnout Construction: Contractor shall relay all rail, replace all turnouts and install other special trackwork per the Project Plans and Specifications. All materials used shall meet AREMA requirements, as well as requirements shown in the Project Plans and Specifications.

NON-PROJECT AREAS: The SKOL Railroad has secured access to the project through the railroad right of way. Other access may be obtained by the Contractor if he/she so chooses. All areas (public, private and railroad right of way) that are used for access to the project, including parts of the railroad right of way which have no proposed work, shall be maintained and/or remediated, incidental to the project, by the Contractor to the satisfaction of the property owner if any damage to these areas occurs.

PRE-PROPOSAL MEETING: The SKOL Railroad shall hold a Pre-Proposal Meeting on July 16, 2021, (CST) 9:00 a.m., at the Cherryvale Community Center (712 S Liberty Street, Cherryvale, KS 67335), in Cherryvale, KS. Contractors are encouraged to be present at this meeting to submit a proposal or proposal can be rejected.

PROJECT COMPLETION: Contractor must start construction no later than 30 days after being awarded the bid. All work pertaining to this project shall be completed by March 31, 2023. The SKOL Railroad shall enforce a penalty of \$2,500/day if the contractor/sub-contractors are unable to complete the project. Upon completion of the various project components, a final inspection will be performed to verify quality of work and materials, prior to final payment being issued.

SUBMISSION OF A PROPOSAL: All proposals must be submitted no later than August 11, 2021. All submitted proposals shall be reviewed by the SKOL Railroad and the State of Kansas. Please ensure your proposal includes all required information. All incomplete proposals shall be rejected. The structure of your proposal must be able to be clearly understood, all proposals shall provide the following line items and provide costs as required below:

Provide a Total Sum of all Line Items on the Proposal

Mobilization and Demobilization – Lump Sum

Extract and install approximately 148,685 new, 7x9x8.6' (Grade 5) crossties.

Distribute approximately 60,390 tons ballast.

Tamp and regulate approximately 1,062,864 ft.

Replace a total of 12 Switches.

Rehabilitate 66 Crossings.

A total 34 miles of 115# Welded CWR.

Rehabilitate 27 Bridges.

Design/construct traffic signals and replacing surface at Frank Phillips Blvd. (CDL)

For Specifications, Federal Requirements and Additional Information, use the link provided:

<https://www.watco.com/skol-2021-crisi-project/>

If you have technical issues and are unable to access the link, please reach out to Cameron Ginther (email: cameron.ginther@watco.com)

WORK REPORTING: Detailed daily work/progress reports (SKOL will provide format) must be filled out and submitted to Mike Mulnix - SKOL Roadmaster, Jerod Gofourth - SKOL Assistant Roadmaster and Cameron Ginther - Project Manager. reports should include updates to Project Schedules, any delays or any changes in the Scope of Work. A detailed summary report must be submitted upon the completion of the Project.