

CHECKLIST TO DESIGNATE AREAS OF EVALUATION FOR REQUESTS FOR PROPOSAL (RFP)

	REQUISITION NUMBER	DUE DATE	TIME DUE
MDOT PROJECT MANAGER	JOB NUMBER (JN)	CONTROL SECTION (CS)	

DESCRIPTION

MDOT PROJECT MANAGER: Check all items to be included in RFP			CONSULTANT: Provide only checked items below in proposal
WHITE = REQUIRED ** = OPTIONAL Check the appropriate Tier in the box below			
<input type="checkbox"/> TIER I (\$50,000 - \$150,000)	<input type="checkbox"/> TIER II (\$150,000-\$1,000,000)	<input type="checkbox"/> TIER III (>\$1,000,000)	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Understanding of Service **
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Innovations</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Organizational Chart
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Qualifications of Team
Not required as part of Official RFP	Not required as part of Official RFP	<input type="checkbox"/>	Quality Assurance/Quality Control **
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Location: The percentage of work performed in Michigan will be used for all selections unless the project is for on-site inspection or survey activities, then location should be scored using the distance from the consultant office to the on-site inspection or survey activity.
N/A	N/A	<input type="checkbox"/>	Presentation **
N/A	N/A	<input type="checkbox"/>	Technical Proposal (if Presentation is required)
3 pages (MDOT Forms not counted)	7 pages (MDOT Forms not counted)	14 pages (MDOT forms not counted)	Total maximum pages for RFP not including key personnel resumes. Resumes limited to 2 pages per key staff personnel.

PROPOSAL AND BID SHEET EMAIL ADDRESS – mdot-rfp-response@michigan.gov

GENERAL INFORMATION

Any questions relative to the scope of services must be submitted by e-mail to the MDOT Project Manager. Questions must be received by the Project Manager at least five (5) working days prior to the due date and time specified above. All questions and answers will be placed on the MDOT website as soon as possible after receipt of the questions, and at least three (3) days prior to the RFP due date deadline. The names of vendors submitting questions will not be disclosed.

MDOT is an equal opportunity employer and MDOT DBE firms are encouraged to apply. The participating DBE firm, as currently certified by MDOT's Office of Equal Opportunity, shall be listed in the Proposal.

MDOT FORMS REQUIRED AS PART OF PROPOSAL SUBMISSION

5100D – Request for Proposal Cover Sheet

5100J – Consultant Data and Signature Sheet (Required for all firms performing non-prequalified services on this project.)

(These forms are not included in the proposal maximum page count.)

REQUEST FOR PROPOSAL

The Michigan Department of Transportation (MDOT) is seeking professional services for the project contained in the attached scope of services.

If your firm is interested in providing services, please indicate your interest by submitting a Proposal, Proposal/Bid Sheet or Bid Sheet as indicated below. The documents must be submitted in accordance with the latest (Consultant/Vendor Selection Guidelines for Services Contracts) **AA**

AAAA
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RFP SPECIFIC INFORMATION

ENGINEERING SERVICES BUREAU OF TRANSPORTATION PLANNING OTHER

THE SERVICE WAS POSTED ON THE ANTICIPATED QUARTERLY REQUESTS FOR PROPOSALS

NO YES DATED _____ THROUGH _____

Prequalified Services – See the attached Scope of Services for required Prequalification Classifications.

Non-Prequalified Services – If selected, the vendor must make sure that current financial information, including labor rates, overhead computations, and financial statements, is on file with MDOT’s Office of Commission Audits. This information must be on file for the prime vendor and all sub vendors so that the contract will not be delayed. **Form 5100J is required with proposal for all firms performing non-prequalified services on this project.**

Qualification Based Selection - Use Consultant/Vendor Selection Guidelines.

For all Qualifications Based Selections, the selection team will review the information submitted and will select the firm considered most qualified to perform the services based on the proposals. The selected firm will be asked to prepare a priced proposal. Negotiations will be conducted with the firm selected.

For a cost plus fixed fee contract, the selected vendor must have a cost accounting system to support a cost plus fixed fee contract. This type of system has a job-order cost accounting system for the recording and accumulation of costs incurred under its contracts. Each project is assigned a job number so that costs may be segregated and accumulated in the vendor’s job-order accounting system.

Qualification Based Selection / Low Bid – Use Consultant/Vendor Selection Guidelines. See Bid Sheet instructions for additional information.

For Qualification Review/Low Bid selections, the selection team will review the proposals submitted. The vendor that has met established qualification threshold and with the lowest bid will be selected.

Best Value – Use Consultant/Vendor Selection Guidelines, See Bid Sheet Instructions below for additional information. The bid amount is a component of the total proposal score, not the determining factor of the selection.

Low Bid (no qualifications review required – no proposal required.)

BID SHEET INSTRUCTIONS

Bid Sheet(s) are located at the end of the Scope of Services. Submit bid sheet(s) with the proposal, to the email address: mdot-rfp-response@michigan.gov. Failure to comply with this procedure may result in your bid being rejected from consideration.

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PARTNERSHIP CHARTER AGREEMENT

MDOT and ACEC created a Partnership Charter Agreement which establishes guidelines to assist MDOT and Consultants in successful partnering. Both the Consultant and MDOT Project Manager are reminded to review the [ACEC-MDOT Partnership Charter Agreement](#) and are asked to follow all communications, issues resolution and other procedures and guidance’s contained therein.

**NOTIFICATION
MANDATORY ELECTRONIC SUBMITTAL**

Proposals submitted for this project must be submitted electronically.

The following are changes to the Proposal Submittal Requirements:

- Eliminated the Following Requirements:
 - Safety Program
 - Communication Plan
 - Past Performance as *a separate section*
 - Separate section for DBE Statement of goals. Include information in Qualification of Team section

- Implemented the Following Changes:
 - All proposals require an Organization Chart
 - Resumes must be a maximum of two pages
 - Only Key (lead) staff resumes may be submitted
 - Tier III proposal reduced from 19 to 14 pages
 - Forms 5100D, 5100I, and 5100G combined – 5100D
 - Forms 5100B and 5100H combined – 5100B
 - RFP's will be posted on a weekly basis -- on Mondays

The following are Requirements for Electronic Submittals:

- Proposals must be prepared using the most current guidelines
- The proposal must be bookmarked to clearly identify the proposal sections (See Below)
- For any section not required per the RFP, the bookmark must be edited to include “N/A” after the bookmark title.
Example: Understanding of Service – N/A
- Proposals must be assembled and saved as a single PDF file
- PDF file must be 5 megabytes or smaller
- PDF file must be submitted via e-mail to MDOT-RFP-Response@michigan.gov
- MDOT's requisition number and company name must be included in the subject line of the e-mail. The PDF shall be named using the following format:
 - Requisition#XXX_Company Name.PDF
- MDOT will not accept multiple submittals
- Proposals must be *received* by MDOT on or before the due date and time specified in each RFP

If the submittals do not comply with the requirements, they may be determined unresponsive.

The Consultant's will receive an e-mail reply/notification from MDOT when the proposal is received. Please retain a copy of this e-mail as proof that the proposal was received on time. **Consultants are responsible for ensuring the MDOT receives the proposal on time.**

****Contact Contract Services Division immediately at 517-373-4680 if you do not get an auto response****

Required Bookmarking Format:

- I. Request for Proposal Cover Sheet Form 5100D
 - A. Consultant Data and Signature Sheet, Form 5100J (if applicable)
- II. Understanding of Service
 - A. Innovations
- III. Qualifications of Team
 - A. Structure of Project Team
 - 1. Role of Firms
 - 2. Role of Key Personnel
 - B. Organization Chart
 - C. Location
- IV. Quality Assurance / Quality Control Plan
- V. Resumes of Key Staff
- VI. Pricing Documents/Bid Sheet (if applicable)

2/14/12

**NOTIFICATION
E-VERIFY REQUIREMENTS**

E-Verify is an Internet based system that allows an employer, using information reported on an employee's Form I-9, Employment Eligibility Verification, to determine the eligibility of that employee to work in the United States. There is no charge to employers to use E-Verify. The E-Verify system is operated by the Department of Homeland Security (DHS) in partnership with the Social Security Administration. E-Verify is available in Spanish.

The State of Michigan is requiring, under Public Act 200 of 2012, Section 381, that as a condition of each contract or subcontract for construction, maintenance, or engineering services that the pre-qualified contractor or subcontractor agree to use the E-Verify system to verify that all persons hired during the contract term by the contractor or subcontractor are legally present and authorized to work in the United States.

Information on registration for and use of the E-Verify program can be obtained via the Internet at the DHS Web site: <http://www.dhs.gov/E-Verify>.

The documentation supporting the usage of the E-Verify system must be maintained by each consultant and be made available to MDOT upon request.

It is the responsibility of the prime consultant to include the E-Verify requirement documented in this NOTIFICATION in all tiers of subcontracts.

9/13/12

Michigan Department of Transportation

**SCOPE OF SERVICE
FOR
SPECIALTY SERVICES**

**Maintenance Services on Freight Exclusive Use Property within the Dearborn to Kalamazoo
Section of the Intercity Passenger Rail corridor between Chicago and Detroit/Pontiac**

Revised 7/26/2016 to add a link to a ftp site to view the exhibits.

Exhibits can be found at: [FEUP Maintenance RFP - Exhibit I-1 - I-2 - II - III - IV - V.pdf](#)

Revised Bid Sheet 8/22/2016

CONTROL SECTION(S): N/A

JOB NUMBER(S): N/A

MDOT PROJECT MANAGER:

Shaun Bates
Office of Rail
Michigan Department of Transportation
425 W. Ottawa Street
P.O. Box 30050
Lansing, MI 48909
Batess2@michigan.gov
(517) 896-7615

ANTICIPATED SERVICE START DATE: March 20, 2017, unless otherwise approved by
MDOT

ANTICIPATED SERVICE COMPLETION DATE: March 19, 2022

PRIMARY PREQUALIFICATION CLASSIFICATION(S): N/A

SECONDARY PREQUALIFICATION CLASSIFICATION(S): N/A

DBE REQUIREMENT: N/A

OBJECTIVE

The Michigan Department of Transportation (MDOT) is issuing a Request for Proposals (RFP) for railroad track maintenance services on Freight Exclusive Use Property (FEUP) located on a 136-mile, state-owned, intercity passenger and freight rail corridor between Dearborn and Kalamazoo, Michigan.

BACKGROUND INFORMATION

The MDOT-owned rail corridor between Control Point (CP) Towline (MP 7.4) in Dearborn and Kalamazoo (MP 145.06) is the line formerly owned by Norfolk Southern Railroad (NSR) and is part of the federally designated high-speed rail corridor between Chicago and Detroit/Pontiac. The Mainline is

currently being dispatched by NSR and is being maintained by National Railroad Passenger Corporation (Amtrak) who also operates the intercity passenger service on the corridor.

MDOT's ownership between Kalamazoo and Dearborn is comprised of Mainline Property and Freight Exclusive Use Property, and are defined below:

"Mainline" property shall mean the Line of Railroad as including, but not limited to, all land, tracks, bridges, buildings, structures, drainage, communication and signal systems, switches, crossovers, interlocking devices and related rail facilities, including stations and other ancillary facilities, and improvements thereto acquired by MDOT from NSR generally (1) extending from MP 7.60 at CP Town Line in Wayne County to MP 119.60 at CP Baron, in Calhoun County, all in the State of Michigan, being approximately 112.0 miles in length with varying widths as described in Exhibit I-1; and (2) extending from MP 121.39 at CP Gord, Calhoun County to MP 145.06 in Kalamazoo, Kalamazoo County, all in the State of Michigan, being approximately 24.2 miles in length with varying widths as described in Exhibit I-1; and (3) exclusive of (a) the Freight Exclusive Use Property, such property as defined herein and described in Exhibit I-2. Mainline property maintenance is currently performed by Amtrak through a contract with MDOT.

FEUP shall mean those certain segments of MDOT-owned (and, in the case of Jackson Yard, property over which MDOT has been granted an easement by NSR) railroad property that diverge from the Mainline at multiple locations and consist of ancillary freight-only facilities such as certain yards, yard offices, and side-tracks leading to freight-only customer facilities and ancillary freight-only facilities, such FEUP situated between a Clearance Point (the point where track centers between the Mainline and a track diverging from the Mainline first exceed 13 feet apart plus 30 feet along the diverging rail line beyond that point) and point at which MDOT ownership terminates, and as depicted on a series of maps attached hereto as Exhibit I-2. Such maps show portions of the Mainline as necessary to define the diverging points of the FEUP, along with an approximate location of the Clearance Point where FEUP begins. Turnouts on the Mainline and diverging track up to the Clearance Point are coded in blue and are part of the Mainline. Track beyond the Clearance Point and extending to the termination of MDOT ownership are coded in green and are part of the FEUP. See Exhibit I-2.

Currently, NSR dispatches the railroad territory between CP Townline in Dearborn and BO Tower in Kalamazoo. Amtrak operates three round trips per day over this rail segment, as part of the "Wolverine" service. In addition, Amtrak operates one round trip as the Blue Water Service, which operates on the Kalamazoo to Battle Creek section of the segment. Passenger trains currently operate at speeds up to 79 mph. NSR operates freight trains in the territory typically with train movements within localized track segments. Freight moves through the entire territory are rare. The eastern section (Townline to Wayne) sees the most activity with up to 7 freight movements per day. Track charts and timetables for the segment are included in Exhibit II. FEUP property is highlighted on the track chart.

In 2010 and 2011, FRA awarded MDOT two grants from its High Speed Intercity Passenger Rail (HSIPR) Program which were used to acquire the 136 mile segment from NSR, and provide track and signal improvements to accommodate 110 mph passenger trains. The work on these grants is expected to be completed by 2017. Amtrak will take over dispatching duties during the term of the contract. The dispatching cutover is currently scheduled to occur by 2017, and is subject to change.

SCOPE OF SERVICES

MDOT is seeking to replace the current maintainer of track and signal maintenance on the FEUP property. FEUP track is currently, and will continue, to be maintained to FRA Class I standards unless specifically requested by MDOT Project Manager. Contractor will also follow the current Michigan Line

Freight Exclusive Use Property Maintenance/Construction Standards & Specifications, attached as Exhibit V. Please note that this copy should only be used for proposal preparation.

Asset Characteristics

As depicted in Exhibit I-2, the FEUP property consists of the following elements (quantities are approximate):

- 137,000 Feet of Non-Controlled Track
- 70 Turnouts (assumed to be No. 10 or smaller frog number)
- 7 Signalized At-grade Crossings
- 30 Non-signalized at-grade Crossings
- 2 Bridges
- 7 Culverts

A site review will be held during the proposal phase on or about August 15, 2016. Each Proposer may bring no more than two representatives to attend the two-day trip. MDOT will not be responsible for any costs or expenses associated with this site review.

Maintenance Scope

The Proposer will be responsible for routine inspection and maintenance of FEUP track in accordance with 49 CFR Part 213 Subpart A to F, to an FRA Class I standard. Additionally, the proposer will be responsible for routine inspection and maintenance of FEUP signals at seven grade crossings in accordance with 49 CFR Part 234. Routine maintenance activities shall consist of the following cost categories:

- FRA required track and grade crossing signal inspections
- MDOT required track inspections (Jackson and Hinman Yards only – 2 times per month with no less than 10 days between inspections)
- Bridge Management Plan (Frequency in accordance with Exhibit V)
- Corrective repairs including, but not limited to:
 - Spot tie replacement and gauging (Approximately 2,000 per year)
 - Switch timber replacement (Approximately 200 per year)
 - Surfacing (Approximately 4,000 feet per year)
 - Rail replacement and repair (Approximately 900 feet of rail installation per year)
 - Joint repair including maintenance at insulated joints
 - Turnout and frog repair including welding and grinding
 - Undercutting and cribbing to remove fouled ballast
 - At-grade crossing replacement and repair
 - Bridge/culvert repair
 - Turnout and derail lubrication and adjustment
- Snow Removal at turnouts, derails, and yards (Frequency in accordance with Exhibit V)
- Brush/weed control (Frequency in accordance with Exhibit V)
- 24 hour emergency inspection, derails, and repair response in coordination with MDOT, NS, and/or Amtrak (if impacting the mainline) (Frequency in accordance with Exhibit V)
- Environmental Clean-up (oil spills, hydraulic, etc.) (Frequency in accordance with Exhibit V)

Capital Improvements Scope

MDOT and NSR may develop an initial capital improvement scope that will be provided to the Contractor to perform. MDOT will also seek the input of the maintenance contractor to define a cyclic, rolling 5-year capital improvements program. The program will be established through coordination with

NSR during regular meetings as defined in the Coordination Requirements section of this RFP. Once established, work scope programmed by MDOT may be performed by the Contractor after price negotiation with MDOT and NSR. MDOT and NSR reserve their right to utilize its bid letting process to bring in other contractors for capitalized work on FEUP property.

Future Maintenance and Capital Improvement Work

The contract with the selected Contractor will be amended each year to provide for maintenance work and possible capital improvement work for the second through fifth years.

Protocols Required to Perform Work

The Contractor is required to follow a series of protocols in order to complete the scope of work in a safe and effective manner on the FEUP trackage.

Roadway Worker Training: Annual training is required to comply with the annual Safety and Roadway Worker Protection training required by FRA Regulations 49 CFR Part 214 Subpart C Roadway Worker Protection, Sub-Part D Roadway Maintenance Machines, and NSR-specific safety and operating rules. The Contractor will provide Roadway Worker Protection training for all roadway workers whose duties require fouling of railroad tracks. Training is to be completed once every calendar year along with examination. Contractor to maintain written or electronic records of each roadway worker qualification in effect. Each record must include the name of the employee, type of qualification in effect, and most recent date of qualification. Employee in Charge (EIC) must be qualified and will be required to show efficiency for physical characteristics per the NSR operating rules, which can be found at <http://davewisniewski.com/bletdiv4/documents/rules>.

1. Roadway Worker Protection: Prior to the commencement of any work, contractor's assigned qualified Employee in Charge will notify and coordinate work with the appropriate organizations, depending on the work site (i.e. train dispatcher, yard master, industry manager), with the identified work limits, duration of time limits and type of work to be performed. Work is to be confined to and limited to the smallest work zone possible to accomplish the task at hand. Once the work zone is defined, the working limits are to be protected by making the work zone inaccessible (i.e. by using an RWP switch lock). All track and signal work requires on-track protection as required by 49 CFR Part 214. Work within 25 feet of mainline and other dispatcher controlled tracks requires adjacent track protection by Amtrak personnel, as defined in Section 336 of 49 CFR Part 214.
2. Amtrak is the passenger operator and maintainer of MDOT's railroad property excluding FEUP. The Contractor will be required to obtain a permit to enter (PTE) the MDOT property through the standard Amtrak PTE process. Amtrak must also be notified if FEUP maintenance work is required on tracks within 25 feet of mainline controlled track. Please contact Kate McGrath, McGratM@amtrak.com, to obtain a PTE.

Documentation

The selected Contractor will be required to retain inspection and repair records in accordance with CFR Parts 213 and 234. MDOT will provide template record documents to the selected Contractor, which must be kept on file and submitted to the MDOT Project Manager on a monthly basis.

Facilities, Labor Force, Equipment and Materials

The Contractor will be responsible for its own facilities, labor force, equipment and materials inventory to support the maintenance effort. Training and certifications required to perform the work is the responsibility of the Contractor. Materials that become permanent components of the railroad infrastructure will be reimbursed by MDOT through the payment process as defined in this RFP. Contractor will provide their own radios. The yard frequencies will be provided by the Department.

The State of Michigan determines prevailing rates pursuant to the Prevailing Wages on State Projects Act, Public Act 166 of 1965, as amended, and applies to all contractors and subcontractors (all tiers)

performing work on contracts which are sponsored or financed in whole by the State of Michigan. The Contractor and subcontractors will be required to adhere to 1965 PA 166. By law, prevailing rates are compiled from the rates contained in collectively bargained agreements which cover the locations of the state projects. An Informational Sheet as well as the current prevailing rates are shown in Exhibit IV.

On track equipment required to perform repairs can be transported to the work site during scheduled windows of time only after coordination with Amtrak, NSR, local municipalities, and local industries.

Insurance Requirements

The Contractor will be required to carry insurance for the duration of the contract, as described in Exhibit III.

Coordination Requirements

The Contractor will be responsible for coordination with Amtrak, NSR, local municipalities, and local industries to perform the work. MDOT will support the development of lines of communication between the Contractor and the railroads.

ANTICIPATED PROJECT SCHEDULE

This RFP will follow the timeline in Table A below:

Milestone:	Target Date:
Issue RFP	July 18, 2016
On-Site Review	August 15, 2016
Proposals Due	September 12, 2016
Oral Presentations (if necessary)	October 3-7, 2016
Proposer Selected	October 26, 2016
Contract Negotiated	Oct 26-March, 2017
Anticipated Service Start Date	March 20, 2017

PAYMENT SCHEDULE

CONSULTANT PAYMENT – Actual Cost Plus Percent Markup

Compensation for this project shall be on an **actual cost plus percent markup** basis. This basis of payment includes actual labor hours by classification or employee, hourly labor rates, other direct costs, material, and equipment, subcontractor costs, and applied markup.

Actual cost for labor cannot exceed the State of Michigan Prevailing Wage by more than the previous year United States Federal Inflation Rate unless approved by MDOT. The percent markup may not change through the life of the contract.

All billings for services must be directed to the Department and follow the current guidelines. Payment may be delayed or decreased if the instructions are not followed.

Payment to the Consultant for services rendered shall not exceed the maximum amount unless an increase is approved in accordance with the contract with the Consultant. Typically, billings must be submitted within 60 days after the completion of services for the current billing. The final billing must be received within 60 days of the completion of services. Refer to your contract for your specific contract terms.

Direct expenses, if applicable, will not be paid in excess of that allowed by the Department for its own employees in accordance with the State of Michigan's Standardized Travel Regulations. Supporting documentation must be submitted with the billing for all eligible expenses on the project in accordance with the Reimbursement Guidelines. The only hours that will be considered allowable charges for this contract are those that are directly attributable to the activities of this project.

PRIME VENDOR RESPONSIBILITIES

PROPOSAL SELECTION CRITERIA

MDOT will not be responsible for any costs or expenses incurred in preparing and submitting information in response to this RFP, including the oral presentations, if invited. The cost of preparing, submitting, and presenting a response to this request is the responsibility of each respondent and shall not be chargeable to MDOT.

Proposals will be evaluated in accordance with the following criteria:

- **Maintenance plan (20 points)**
Provide a narrative overview of proposed approach and work flow. Include a recruitment and training plan. Include the proposed maintenance location(s) and facilities.
- **Experience of Key Personnel (20 points)**
List your Key Personnel, including Project Manager, Maintenance Manager, and Training Manager. Provide a summary description of relevant expertise and experience. Provide three references associated with the experience cited above. State the role of each subcontractor. Provide a narrative description of previous experience.
- **Plan for equipping, staffing and start-up of maintenance activities (20 points)**
Specifically describe the maintenance attention to be provided at the FRA-required maintenance intervals, and the winter maintenance plan (snow removal). Provide a coordination plan with Amtrak and Norfolk Southern. Provide a description of proposed staffing including a description of headcount by discipline/craft.
- **Timeline for beginning maintenance services (10 points)**
Provide a timeline detailing the maintenance services.
- **Price (30 points)**
The Proposer shall submit an annual budget estimate for the first year of maintenance service, which estimate shall include the cost categories referenced in the Maintenance Scope section of this RFP. The bid sheet should assume that work will begin on December 20, 2016. Please use the attached Bid Sheet when submitting your price.

(The total number of points for the Proposal is 100.)

Oral Presentations

Oral presentations may take place with each invited party for two hours (half presentation, half Q&A). The oral presentations will be scheduled for two to four weeks after submittal of proposals. PowerPoint slideshows are optional.

Bid Sheet

This bid sheet is required with the response to the RFP. All entries on this page must be handwritten in ink or computer generated.

Compensation for this project shall be on an Actual Cost Plus Percent Markup basis.

Priced proposal costs will be required after selection, in accordance with MDOT’s Priced Proposal Guidelines which can be found on the MDOT web page under Vendor/Consultant Services. Payment to the Consultant for services rendered shall not exceed the total bid price.

Note: MDOT reserves the right to reject any or all bids.

PROJECT DESCRIPTION: *Maintenance Services on Freight Exclusive Use Property within the Dearborn to Kalamazoo Section of the Intercity Passenger Rail corridor between Chicago and Detroit/Pontiac*

<u>Category</u>	<u>Actual Cost</u>	<u>% Markup*</u>	<u>Subtotal</u>
FRA required track and grade crossing signal inspections			
Labor	-	-	-
Materials	-	-	-
Equipment	-	-	-
Subcontractors	-	-	-
Other Direct Costs	-	-	-
MDOT required track inspections (Jackson and Hinman Yards only – 2 times per month with no less than 10 days between inspections)			
Labor	-	-	-
Materials	-	-	-
Equipment	-	-	-
Subcontractors	-	-	-
Other Direct Costs	-	-	-
Bridge Management Plan			
Labor	-	-	-
Materials	-	-	-
Equipment	-	-	-
Subcontractors	-	-	-
Other Direct Costs	-	-	-

Spot tie replacement and gauging (Approximately 2,000 per year)			
Labor	.	.	.
Materials	.	.	.
Equipment	.	.	.
Subcontractors	.	.	.
Other Direct Costs	.	.	.
Switch timber replacement (Approximately 200 per year)			
Labor	.	.	.
Materials	.	.	.
Equipment	.	.	.
Subcontractors	.	.	.
Other Direct Costs	.	.	.
Surfacing (Approximately 4,000 feet per year)			
Labor	.	.	.
Materials	.	.	.
Equipment	.	.	.
Subcontractors	.	.	.
Other Direct Costs	.	.	.
Rail replacement and repair (Approximately 900 feet of rail installation per year)			
Labor	.	.	.
Materials	.	.	.
Equipment	.	.	.
Subcontractors	.	.	.
Other Direct Costs	.	.	.
Joint repair including maintenance at insulated joints			
Labor	.	.	.
Materials	.	.	.
Equipment	.	.	.
Subcontractors	.	.	.
Other Direct Costs	.	.	.

Turnout and frog repair including welding and grinding			
Labor	-	-	-
Materials	-	-	-
Equipment	-	-	-
Subcontractors	-	-	-
Other Direct Costs	-	-	-
Undercutting and cribbing to remove fouled ballast			
Labor	-	-	-
Materials	-	-	-
Equipment	-	-	-
Subcontractors	-	-	-
Other Direct Costs	-	-	-
At-grade crossing replacement and repair			
Labor	-	-	-
Materials	-	-	-
Equipment	-	-	-
Subcontractors	-	-	-
Other Direct Costs	-	-	-
Bridge/culvert repair			
Labor	-	-	-
Materials	-	-	-
Equipment	-	-	-
Subcontractors	-	-	-
Other Direct Costs	-	-	-
Turnout and derail lubrication and adjustment			
Labor	-	-	-
Materials	-	-	-
Equipment	-	-	-
Subcontractors	-	-	-
Other Direct Costs	-	-	-
Snow Removal at turnouts, derails, and yards			
Labor	-	-	-
Materials	-	-	-
Equipment	-	-	-
Subcontractors	-	-	-
Other Direct Costs	-	-	-

Brush/weed control			
Labor	.	.	.
Materials	.	.	.
Equipment	.	.	.
Subcontractors	.	.	.
Other Direct Costs	.	.	.
24 hour emergency inspection, derails, and repair response in coordination with MDOT, NS, and/or Amtrak (if impacting the mainline)			
Labor	.	.	.
Materials	.	.	.
Equipment	.	.	.
Subcontractors	.	.	.
Other Direct Costs	.	.	.
Environmental Clean-up (oil spills, hydraulic, etc.)			
Labor	.	.	.
Materials	.	.	.
Equipment	.	.	.
Subcontractors	.	.	.
Other Direct Costs	.	.	.
Items of Maintenance Scope not listed in above categories (list the items and show actual cost,% markup, and subtotal for the subcategories below)			
Labor	.	.	.
Materials	.	.	.
Equipment	.	.	.
Subcontractors	.	.	.
Other Direct Costs	.	.	.
Total for First Year of Maintenance			

Legal Business Name:	
Consultant's Authorized	
Legal Signer:	
Consultant Address:	
Date:	