SEDA-COG Joint Rail Authority
Rail Line Relocation Feasibility Study
Request for Proposals

Overview

SEDA-COG seeks to engage a qualified consultant to provide a feasibility study for safety improvements to or relocation of the existing at-grade crossing of the Maitland Branch of the Juniata Valley Railroad (JVRR) and the Twenty Eighth Division Highway (S.R. 0022/0322). A map identifying the crossing is attached.

The purpose of the study is to identify one or more feasible alternatives for improving safety at the crossing, with preference given to alternatives that eliminate the current at-grade configuration. The results of the study will be used by SEDA-COG and the SEDA-COG Joint Rail Authority (JRA) to obtain federal funding for the improvements considered in the selected alternative. Although the consultant may wish to identify other professionals for participation in the project team, the JRA retains a rail engineer, and it is expected that the selected consultant will coordinate with the JRA engineer during all phases of the study, and that the JRA rail engineer will be responsible for the actual track design for each of the alternatives considered.

Scope of Services

At a minimum, the study will evaluate the following alternatives;

> Horizontal relocation from a proposed junction with the existing Milroy Branch of the JVRR east of the Kishacoquillas Creek and north of Walnut Street (S.R. 0522) to a proposed junction west of the existing crossing at-grade crossing of the Maitland Branch and Knepp Street, considering a rail bed cut into the existing embankment on the east shore of the creek.
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> Vertical relocation of the crossing at the existing location to create a grade-separated crossing.
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> Safety improvements to the existing crossing location, which may include the design of advance warning systems.

The consultant is encouraged to consider other alternatives they may develop that are likely to provide similar safety benefits at a comparable level of investment.

SEDA-COG requests a phased analysis of the alternatives and offers the following suggested phases:

> Phase 1 – Alternative Identification
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> This phase should identify and describe preliminary alignments, including location, stream crossings, changes required to existing rail crossings or proposed new crossings, changes to existing structures or required new structures, cut and fill areas, grades and curvatures required. This phase should also identify conflicts with existing utilities. The focus of Phase 1 is to identify and locate the potential alternatives for future study, and identify if they connections can be made while meeting the track specifications provided, assuming all other conflicts and impacts can be resolved.
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> Phase 2 – Preliminary Impacts
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> Work completed in this phase should include a preliminary impact evaluation of alternatives identified in Phase 1, including identification of environmental impacts (including but not limited to wetland, floodplain, and habitat impacts), applicable standards and regulatory bodies, preliminary geotechnical work (if required) to determine slope stability and the suitability for placement of required structures, and

conceptual quantities and costs for construction. This phase should also present conceptual relocation plans and costs for utility conflicts identified in Phase 1, and the consultant should collaborate with the JRA to determine which of the alternatives will be carried on into Phase 3.

Phase 3 – Right-of-way and property impacts

This phase should identify additional right-of-way requirements (if any) for the alternatives considered, and should identify the property owners affected in each case, with particular attention paid to any limited access right-of-way required. This phase will also include coordination with the applicable regulating bodies identified in Phase 2. It is anticipated that the consultant will prepare a summary or an addendum to the material presented at the conclusion of Phase 2. It is also anticipated that a preliminary report will be prepared at the conclusion of this phase, and that the consultant and JRA will jointly identify alternatives to be carried on to Phase 4.

Phase 4 – Constructibility, costs and railway operations design

Phase 3 should include a preliminary or conceptual design for each of the alternatives provided, identifying alignments, grades, curvatures areas of cut and fill, new structures required or changes required to existing structures and a more detailed conceptual cost for construction. A Geotechnical Design report may be required depending on the alternative selected, as well as an evaluation of noise and vibration impacts on residences adjacent to proposed alignments, and that any requirements to obtain environmental clearance will be identified. A conceptual analysis of the railway operations and any required facilities (such as turnouts) should be included. A final feasibility study document should be prepared, of sufficient clarity and detail to allow the consultant SEDA-COG and the JRA to collaborate on selection of the preferred alternative.

SEDA-COG reserves the right to conclude the study at the end of any of the phases, based on the data presented. Alternative phasing approaches that provide SEDA-COG and the JRA with an opportunity assess the effectiveness, desirability and cost without requiring superfluous analysis will be considered favorably.

Available Data and Supplemental Information

Track charts and railroad valuation maps will be made available to the selected consultant in digital form (TIF files) on CD or DVD. The SEDA-COG or the JRA will commission and provide a survey of the project area identifying existing features and elevations at two (2) foot contour intervals. SEDA-COG will also provide the consultant with the best currently available data on utility location throughout the study area, with the understanding that further utility location may be required.

The following desirable and maximum/minimum specifications should be considered in the alternatives:

Criteria	Desirable	Maximum/Minimum
Rail Curvature	≤ 12 ½°	≤ 20°
Rail Grade	≤ 2%	≤ 3%
Railbed Width	≥ 20’	≥ 17’

If one of the three identified alternatives or an otherwise desirable supplemental alternative cannot be completed using the maximum/minimum criteria, the consultant should identify the curvature or grade required, or the maximum railbed width that can be provided.

Criteria for Selection

The selected consultant will exhibit a high level of competence and a proven ability to produce timely results at the lowest possible cost. Other factors that will be taken into consideration include but are not limited to:

- Qualifications and experience of the individual or firm.
- Knowledge and experience exhibited by performance on similar rail crossing projects
- Cost (although a consideration, this is not the deciding factor).

Consultant Proposal

The consultant should submit a statement concise work plan that addresses each of the aspects of this RFP. A mandatory pre-bid meeting will be conducted for interested consultants at the Mifflin County Industrial Development Corporation (MCIDC) at the MCIDC Plaza in Lewistown on Tuesday, September 23rd at 10:00 AM to address questions regarding the project. Registration of attendants via the JRA web-site (www.seda-cog.org/jra) is requested.

Costs

Each respondent must include a table of charges for consulting services and related costs, such as travel. The SEDA-COG and the JRA will not be responsible for any cost incurred by proposers prior to the issuance of a fully executed contract. The costs should be separated by the phase, as SEDA-COG reserves the right to conclude the selection and study at the completion of each or any phase.

Award of Contract

A contract will be awarded to a consultant whose proposal best meets this RFP and who has the strongest qualifications. The SEDA-COG reserves the right to reject any and all proposals, waive informalities and irregularities in proposals received and to accept any portion of any proposal if deemed in the best interests of SEDA-COG or the JRA.

Availability of Funding

The contract to be awarded is subject to availability of requested funds from another governmental body. If such funds are not distributed by said governmental body to the SEDA-COG this Agreement shall terminate, and the consultant shall hold SEDA-COG and the JRA harmless for any loss or liability arising out of the contract award cancellation because of non-receipt of the funds.

Proposal Acceptance

Each proposal will be submitted with the understanding that SEDA-COG's written acceptance of the offer, to furnish the services described herein, shall constitute a contract between the proposer and SEDA-COG. This shall bind the proposer in his/her part to furnish and deliver at his/her bid price, and in accordance with conditions of said accepted proposal and specifications. A formal Contract Agreement between the JRA and the proposer shall be executed.

Proposal Ownership

All proposals, including attachments, supplementary material, addenda, etc., shall become the property of the SEDA-COG and will not be returned to the sender.

Invoices

Invoices may be submitted monthly. Upon receipt, the SEDA-COG will immediately submit the invoice for payment at the next regularly scheduled JRA meeting, usually the second Wednesday of each month. Earlier payment may be arranged.

Termination

All contracts with the consultant will contain a termination clause to allow for cancellation of a contract.

Submission of Proposals

Seven (7) copies of the proposal, for each element in which the firm is interested, must be submitted. The proposal must be received by **Wednesday, October 22, 2008** by 2:00 p.m. at the following location (***Faxed proposals will not be accepted):***

Jeffery K. Stover, Executive Director
SEDA-COG Joint Rail Authority
201 Furnace Road
Lewisburg, PA 17837

Questions regarding this RFP should be directed to Jeff Stover at 570-524-4491 (fax. 570-524-9190) or jstover@seda-cog.org.

Completion Date

SEDA-COG and the JRA require all phases to be completed by March 31, 2009.