



State of West Virginia
 Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

**Request for
 Quotation**

RFQ NUMBER
RMA10030

PAGE
1

ADDRESS CORRESPONDENCE TO ATTENTION OF
**FRANK WHITTAKER
 304-558-2316**

SUBJECT

*709023822 301-797-3730
**AMTRAC RAILROAD CONTRACTORS OF
 9436 EARLEY DRIVE
 HAGERSTOWN MD 21740-1737**

SHIP TO

**WV STATE RAIL AUTHORITY
 (DBA) SOUTH BRANCH VALLEY
 RAILROAD
 120 WATER PLANT DRIVE
 MOOREFIELD, WV
 26836 304-538-2305**

DATE PRINTED	TERMS OF SALE	SHIP VIA	FOB	FREIGHT TERMS
05/19/2010				
BID OPENING DATE: 07/08/2010		BID OPENING TIME 01:30PM		

LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
0001	I	FT		570-48		\$ 433,143.00
<p>THE WEST VIRGINIA PURCHASING DIVISION FOR THE AGENCY</p> <p>THE WEST VIRGINIA PURCHASING DIVISION, FOR THE AGENCY, THE WEST VIRGINIA STATE RAIL AUTHORITY IS SOLICITING, BIDS FOR CROSSTIE REPLACEMENT, SURFACING, REGULATING, WELDING OF RAIL JOINTS, CULVERT REPLACEMENT AND HIGHWAY RAILROAD GRADE CROSSING REPLACEMENT. ALL WORK IS LOCATED ON THE WEST VIRGINIA CENTRAL RAILROAD (WVCR).</p> <p>MANDATORY PRE-BID</p> <p>A MANDATORY PRE-BID WILL BE HELD ON 06/15/10 AT 10:00 AM AT THE ELKINS DEPOT, ELKINS WV. ALL INTERESTED PARTIES ARE REQUIRED TO ATTEND THIS MEETING. FAILURE TO ATTEND THE MANDATORY PRE-BID SHALL RESULT I DISQUALIFICATION OF THE BID. NO ONE PERSON MAY REPRESENT MORE THAN ONE BIDDER.</p> <p>AN ATTENDANCE SHEET WILL BE MADE AVAILABLE FOR ALL POTENTIAL BIDDERS TO COMPLETE. THIS WILL SERVE AS THE OFFICIAL DOCUMENT VERIFYING ATTENDANCE AT THE MANDATOR PRE-BID. FAILURE TO PROVIDE YOUR COMPANY AND REPRESENTATIVE NAME ON THE ATTENDANCE SHEET WILL RESULT IN DISQUALIFICATION OF THE BID. THE STATE WILL NOT ACCEPT ANY OTHER DOCUMENTATION TO VERIFY ATTENDANCE. THE BIDDER IS RESPONSIBLE FOR ENSURING THEY HAVE COMPLETED THE INFORMATION REQUIRED ON THE ATTENDANCE SHEET. THE PURCHASING DIVISION AND THE STATE AGENCY WILL NOT ASSUME ANY RESPONSIBILITY FOR A BIDDER-S FAILURE TO COMPLETE THE PRE-BID ATTENDANCE SHEET. IN ADDITION, WE REQUEST THAT ALL POTENTIAL BIDDERS INCLUDE THEIR E-MAIL ADDRESS AND FAX NUMBER.</p>						

RECEIVED

2010 JUL 22 A 10:14

PURCHASING DIVISION
 STATE OF WV

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE: Carey A. Chaney TELEPHONE: 301-797-3730 DATE: July 21, 2010

TITLE: Vice President FAX: 351649446

ADDRESS CHANGES TO BE NOTED ABOVE

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'



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<p>ALL POTENTIAL BIDDERS ARE REQUESTED TO ARRIVE PRIOR TO THE STARTING TIME FOR THE PRE-BID. BIDDERS WHO ARRIVE LATE, BUT PRIOR TO THE DISMISSAL OF THE TECHNICAL PORTION OF THE PRE-BID WILL BE PERMITTED TO SIGN IN. BIDDERS WHO ARRIVE AFTER CONCLUSION OF THE TECHNICAL PORTION OF THE PRE-BID, BUT DURING ANY SUBSEQUENT PART OF THE PRE-BID WILL NOT BE PERMITTED TO SIGN THE ATTENDANCE SHEET.</p> <p>ALL TECHNICAL QUESTIONS MUST BE SUBMITTED IN WRITING TO FRANK WHITTAKER IN THE WEST VIRGINIA PURCHASING DIVISION VIA EMAIL AT FRANK.M.WHITTAKER@WV.GOV OR VIA FAX AT 304-558-4115. DEADLINE FOR TECHNICAL QUESTIONS IS 05/18/10 AT 4:00 PM. ALL TECHNICAL QUESTIONS WILL BE ADDRESSED BY ADDENDUM AFTER THE DEADLINE.</p> <p>EXHIBIT 5</p> <p>WEST VIRGINIA CODE 21-1D-5 PROVIDES THAT: ANY SOLICITATION FOR A PUBLIC IMPROVEMENT CONSTRUCTION CONTRACT REQUIRES EACH VENDOR THAT SUBMITS A BID FOR THE WORK TO SUBMIT AT THE SAME TIME AN AFFIDAVIT OF COMPLIANCE WITH THE BID. THE ENCLOSED DRUG-FREE WORKPLACE AFFIDAVIT MUST BE SIGNED AND SUBMITTED WITH THE BID AS EVIDENCE OF THE VENDOR'S COMPLIANCE WITH THE PROVISIONS OF ARTICLE 1D, CHAPTER 21 OF THE WEST VIRGINIA CODE. FAILURE TO SUBMIT THE SIGNED DRUG-FREE WORKPLACE AFFIDAVIT WITH THE BID SHALL RESULT IN DISQUALIFICATION OF SUCH BID.</p> <p>NOTICE TO PROCEED: THIS CONTRACT IS TO BE COMPLETED BY 05/31/2011. UNLESS OTHERWISE SPECIFIED, THE FULLY EXECUTED PURCHASE ORDER WILL BE CONSIDERED NOTICE TO PROCEED.</p>						

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE Carey A. Chaney	TELEPHONE 301-797-3730	DATE July 21, 2010
TITLE Vice President	FAX 351649116	ADDRESS CHANGES TO BE NOTED ABOVE

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VENDOR FOR

***709023822 301-797-3730
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<p>CANCELLATION: THE DIRECTOR OF PURCHASING RESERVES THE RIGHT TO CANCEL THIS CONTRACT IMMEDIATELY UPON WRITTEN NOTICE TO THE VENDOR IF THE MATERIALS OR WORKMANSHIP SUPPLIED ARE OF AN INFERIOR QUALITY OR DO NOT CONFORM WITH THE SPECIFICATIONS OF THE BID AND CONTRACT HERE IN.</p> <p>WAGE RATES: THE CONTRACTOR OR SUBCONTRACTOR SHALL PAY THE HIGHER OF THE U.S. DEPARTMENT OF LABOR MINIMUM WAGE RATES AS ESTABLISHED FOR EACH COUNTY, PURSUANT TO WEST VIRGINIA CODE 21-5A, ET, SEQ. (PREVAILING WAGE RATES APPLY TO THIS PROJECT)</p> <p>ARBITRATION: ANY REFERENCES MADE TO ARBITRATION OR INTEREST FOR PAYMENTS DUE (EXCEPT FOR ANY INTEREST REQUIRED BY STATE LAW) CONTAINED IN THIS CONTRACT OR IN ANY AMERICAN INSTITUTE OF ARCHITECTS DOCUMENTS PERTAINING TO THIS CONTRACT ARE HEREBY DELETED.</p> <p>WORKERS' COMPENSATION: VENDOR IS REQUIRED TO PROVIDE A CERTIFICATE FROM WORKERS' COMPENSATION IF SUCCESSFUL.</p> <p>ALL OF THE ITEMS CHECKED BELOW WILL BE A REQUIREMENT OF THIS CONTRACT:</p> <p>(XX) INSURANCE: SUCCESSFUL VENDOR SHALL FURNISH PROOF OF COMMERCIAL GENERAL LIABILITY INSURANCE PRIOR TO ISSUANCE OF CONTRACT. UNLESS OTHERWISE SPECIFIED IN THE BID DOCUMENTS, THE MINIMUM AMOUNT OF INSURANCE COVERAGE REQUIRED IS \$250,000.</p> <p>() BUILDERS RISK INSURANCE: SUCCESSFUL VENDOR SHALL FURNISH PROOF OF BUILDERS RISK - ALL RISK INSURANCE IN AN AMOUNT EQUAL TO 100% OF THE AMOUNT OF THE CONTRACT.</p>						

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TITLE Vice President	FEIN 364648416	ADDRESS CHANGES TO BE NOTED ABOVE

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<p>(XX) BONDS: FIVE PERCENT (5%) OF THE TOTAL AMOUNT OF THE BID PAYABLE TO THE STATE OF WEST VIRGINIA, SHALL BE SUBMITTED WITH EACH BID AS A BID BOND. THE SUCCESSFUL BIDDER SHALL ALSO FURNISH A PERFORMANCE BOND AND LABOR/MATERIAL BOND FOR 100% OF THE AMOUNT OF THE CONTRACT. BONDS MAY BE PROVIDED IN THE FORM OF A CERTIFIED CHECK IRREVOCABLE LETTER OF CREDIT, OR BOND FURNISHED BY A SOLVENT SURETY COMPANY AUTHORIZED TO DO BUSINESS IN THE STATE OF WEST VIRGINIA. A LETTER OF CREDIT SUBMITTED IN LIEU OF A BOND WILL ONLY BE ALLOWED FOR PROJECTS UNDER \$100,000. PERSONAL OR BUSINESS CHECKS ARE NOT ACCEPTABLE IN LIEU OF THE 5% BID BOND, PERFORMANCE BOND, OR LABOR AND MATERIAL BOND.</p> <p>() MAINTENANCE BOND: A TWO (2) YEAR MAINTENANCE BOND COVERING THE ROOFING SYSTEM WILL BE A REQUIREMENT OF THE SUCCESSFUL VENDOR.</p> <p>REV. 11/00</p> <p>EXHIBIT 7</p> <p>DOMESTIC ALUMINUM, GLASS & STEEL IN PUBLIC WORKS PROJECTS</p> <p>IN ACCORDANCE WITH WEST VIRGINIA CODE 5-19-1 ET., SEQ., EVERY CONTRACT FOR CONSTRUCTION, RECONSTRUCTION, ALTERATION, REPAIR, IMPROVEMENT OR MAINTENANCE OF PUBLIC WORKS, WHERE THE COST IS MORE THAN \$50,000 AND, IN THE CASE OF STEEL ONLY, WHERE THE COST OF STEEL IS MORE THAN \$50,000 OR WHERE MORE THAN 10,000 POUNDS OF STEEL ARE REQUIRED, THE STATE WILL ACCEPT ONLY ALUMINUM GLASS, OR STEEL PRODUCTS PRODUCED IN THE UNITED STATES. IN ADDITION, ITEMS OF MACHINERY OR EQUIPMENT PURCHASED FOR USE AT THE SITE OF PUBLIC WORKS SHALL BE MADE OF</p>						

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SIGNATURE Carey A. Chaney	TELEPHONE 301-797-3730	DATE July 21, 2010
TITLE Vice President	FEIN 351649116	ADDRESS CHANGES TO BE NOTED ABOVE

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BIDDER

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<p>DOMESTIC ALUMINUM, GLASS OR STEEL, UNLESS THE COST OF THE PRODUCT IS LESS THAN \$50,000 OR LESS THAN 10,000 POUNDS OF STEEL ARE USED IN PUBLIC WORKS PROJECTS.</p> <p>FOREIGN MADE ALUMINUM, GLASS OR STEEL PRODUCTS MAY BE ACCEPTED ONLY IF THE COST OF DOMESTIC PRODUCTS IS FOUND TO BE UNREASONABLE. SUCH COST IS UNREASONABLE IF IT IS 20% OR MORE HIGHER THAN THE BID PRICE FOR FOREIGN MADE PRODUCTS. IF THE DOMESTIC ALUMINUM, GLASS OR STEEL PRODUCTS TO BE SUPPLIED OR PRODUCED IN A "SUBSTANTIAL LABOR SURPLUS AREA", AS DEFINED BY THE UNITED STATES DEPARTMENT OF LABOR, FOREIGN PRODUCTS MAY BE SUPPLIED ONLY IF DOMESTIC PRODUCTS ARE 30% OR MORE HIGHER IN PRICE THAN THE FOREIGN MADE PRODUCTS.</p> <p>IF, PRIOR TO THE AWARD OF A CONTRACT UNDER THE ABOVE PROVISIONS, THE SPENDING OFFICER OF THE SPENDING UNIT DETERMINES THAT THERE EXISTS A BID FOR LIKE FOREIGN ALUMINUM, GLASS OR STEEL THAT IS REASONABLE AND LOWER THAN THE LOWEST BID DOMESTIC PRODUCTS, THE SPENDING OFFICE MAY REQUEST, IN WRITING, A REEVALUATION AND REDUCTION IN THE LOWEST BID FOR SUCH DOMESTIC PRODUCTS. ALL VENDORS MUST INDICATE IN THEIR BID IF THEY ARE SUPPLYING FOREIGN ALUMINUM, GLASS OR STEEL.</p> <p>REV. 3/88</p> <p>EXHIBIT 9</p> <p>NOTICE FOR ISSUANCE & ACKNOWLEDGEMENT OF CONSTRUCTION PROJECT ADDENDA</p> <p>THE ARCHITECT/ENGINEER AND/OR AGENCY SHALL BE REQUIRED TO ABIDE BY THE FOLLOWING SCHEDULE IN ISSUING CONSTRUCTION PROJECT ADDENDA FOR STATE AGENCIES:</p>						

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SIGNATURE <i>Carey A. Chaney</i>	TELEPHONE 301-797-3730	DATE July 21, 2010
TITLE Vice President	FEIN 351649146	ADDRESS CHANGES TO BE NOTED ABOVE

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<p>(1) THE ARCHITECT/ENGINEER SHALL PREPARE THE ADDENDUM AND A LIST OF ALL PARTIES THAT HAVE PROCURED DRAWINGS AND SPECIFICATIONS FOR THE PROJECT. THE ADDENDUM AND LIST SHALL BE FORWARDED TO THE BUYER IN THE STATE PURCHASING DIVISION. THE ARCHITECT/ENGINEER SHALL ALSO SEND A COPY OF THE ADDENDUM TO THE STATE AGENCY FOR WHICH THE CONTRACT IS ISSUED.</p> <p>(2) THE BUYER SHALL SEND THE ADDENDUM TO ALL INTERESTED PARTIES AND, IF NECESSARY, EXTEND THE BID OPENING DATE. ANY ADDENDUM SHOULD BE RECEIVED BY THE BUYER WITHIN FOURTEEN (14) DAYS PRIOR TO THE BID OPENING DATE.</p> <p>(3) ALL ADDENDA SHOULD BE FORMALLY ACKNOWLEDGED BY ALL BIDDERS AND SUBMITTED TO THE STATE PURCHASING DIVISION. THE SAME RULES AND REGULATIONS THAT APPLY TO THE ORIGINAL BIDDING DOCUMENT SHALL ALSO APPLY TO AN ADDENDUM DOCUMENT. THE ONLY EXCEPTION MAY BE FOR AN ADDENDUM THAT IS ISSUED FOR THE SOLE PURPOSE OF CHANGING A BID OPENING TIME AND/OR DATE.</p> <p>REV. 11/96</p> <p>EXHIBIT 10</p> <p>ADDENDUM ACKNOWLEDGEMENT</p> <p>I HEREBY ACKNOWLEDGE RECEIPT OF THE FOLLOWING CHECKED ADDENDUM(S) AND HAVE MADE THE NECESSARY REVISIONS TO MY PROPOSAL, PLANS AND/OR SPECIFICATION, ETC.</p> <p>ADDENDUM NOS. :</p>						

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SIGNATURE Carey A. Chaney	TELEPHONE 301-797-3730	DATE July 21, 2010
TITLE Vice President	FED. ID. NO. 351640416	ADDRESS CHANGES TO BE NOTED ABOVE

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ADDRESS CORRESPONDENCE TO ATTENTION OF
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SOCIETY

*709023822 301-797-3730
**AMTRAC RAILROAD CONTRACTORS OF
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 HAGERSTOWN MD 21740-1737**

SOCIETY

**WV STATE RAIL AUTHORITY
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05/19/2010				

BID OPENING DATE: **07/08/2010** BID OPENING TIME **01:30PM**

LINE	QUANTITY	UCP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
NO. 1		Dated July 6, 2010				
NO. 2						
NO. 3						
NO. 4						
NO. 5						
<p>I UNDERSTAND THAT FAILURE TO CONFIRM THE RECEIPT OF THE ADDENDUM(S) MAY BE CAUSE FOR REJECTION OF THE BIDS.</p> <p>VENDOR MUST CLEARLY UNDERSTAND THAT ANY VERBAL REPRESENTATION MADE OR ASSUMED TO BE MADE DURING ANY ORAL DISCUSSION HELD BETWEEN VENDOR'S REPRESENTATIVES AND ANY STATE PERSONNEL IS NOT BINDING. ONLY THE INFORMATION ISSUED IN WRITING AND ADDED TO THE SPECIFICATIONS BY AN OFFICIAL ADDENDUM IS BINDING.</p> <p><i>Carey A. Chaney</i> SIGNATURE Carey A. Chaney Amtrac Railroad Contractors of Maryland, Inc. COMPANY July 21, 2010 DATE</p> <p>REV. 11/96</p> <p>CONTRACTORS LICENSE</p> <p>WEST VIRGINIA STATE CODE 21-11-2 REQUIRES THAT ALL PERSONS DESIRING TO PERFORM CONTRACTING WORK IN THIS STATE MUST BE LICENSED. THE WEST VIRGINIA CONTRACTORS</p>						

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE Carey A. Chaney	TELEPHONE 301-797-3730	DATE July 21, 2010
TITLE Vice President	FEIN 354649116	ADDRESS CHANGES TO BE NOTED ABOVE

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VENDOR

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<p>LICENSING BOARD IS EMPOWERED TO ISSUE THE CONTRACTORS LICENSE. APPLICATIONS FOR A CONTRACTORS LICENSE MAY BE MADE BY CONTACTING THE WEST VIRGINIA DIVISION OF LABOR CAPITOL COMPLEX, BUILDING 3, ROOM 319, CHARLESTON, WV 25305. TELEPHONE: (304) 558-7890.</p> <p>WEST VIRGINIA STATE CODE 21-11-11 REQUIRES ANY PROSPECTIVE BIDDER TO INCLUDE THE CONTRACTORS LICENSE NUMBER ON THEIR BID.</p> <p>BIDDER TO COMPLETE:</p> <p>CONTRACTORS NAME: Amtrac Railroad Contractors of Maryland, Inc.</p> <p>CONTRACTORS LICENSE NO.: WV020362</p> <p>THE SUCCESSFUL BIDDER WILL BE REQUIRED TO FURNISH A COPY OF THEIR CONTRACTORS LICENSE PRIOR TO ISSUANCE OF A PURCHASE ORDER/CONTRACT</p> <p style="text-align: center;">APPLICABLE LAW</p> <p>THE WEST VIRGINIA STATE CODE, PURCHASING DIVISION RULES AND REGULATIONS, AND THE INFORMATION PROVIDED IN THE "REQUEST FOR QUOTATION" ISSUED BY THE PURCHASING DIVISION IS THE SOLE AUTHORITY GOVERNING THIS PROCUREMENT.</p> <p>ANY INFORMATION PROVIDED IN SPECIFICATION MANUALS, OR ANY OTHER SOURCE, VERBAL OR WRITTEN, WHICH CONTRADICTS OR ALTERS THE INFORMATION PROVIDED FROM THE SOURCES AS DESCRIBED IN THE ABOVE PARAGRAPH IS VOID AND OF NO EFFECT.</p> <p>BANKRUPTCY: IN THE EVENT THE VENDOR/CONTRACTOR FILES FOR BANKRUPTCY PROTECTION, THE STATE MAY DEEM THE</p>						

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TITLE Vice President	FEN 951649446	ADDRESS CHANGES TO BE NOTED ABOVE

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<p>CONTRACT NULL AND VOID, AND TERMINATE SUCH CONTRACT WITHOUT FURTHER ORDER. REV. 5/2009</p> <p style="text-align: center;">NOTICE</p> <p>A SIGNED BID MUST BE SUBMITTED TO: DEPARTMENT OF ADMINISTRATION PURCHASING DIVISION BUILDING 15 2019 WASHINGTON STREET, EAST CHARLESTON, WV 25305-0130</p> <p>THE BID SHOULD CONTAIN THIS INFORMATION ON THE FACE OF THE ENVELOPE OR THE BID MAY NOT BE CONSIDERED: SEALED BID</p> <p>BUYER: 44 REQ. NO.: RMA10030 BID OPENING DATE: 07/08/2010 BID OPENING TIME: 1:30 PM</p> <p>PLEASE PROVIDE A FAX NUMBER IN CASE IT IS NECESSARY TO CONTACT YOU REGARDING YOUR BID: 301-797-3740</p> <p>PLEASE PRINT OR TYPE NAME OF PERSON TO CONTACT</p>						

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SIGNATURE Carey A. Chaney	TELEPHONE 301-797-3730	DATE July 21, 2010
TITLE Vice President	FAX 351649146	ADDRESS CHANGES TO BE NOTED ABOVE

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SUPPLIER'S ADDRESS

*709023822 301-797-3730
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BUYER'S ADDRESS

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<p>CONCERNING THIS QUOTE: <u>Robert L. Matthews</u></p>						
<p>***** THIS IS THE END OF RFQ RMA10030 ***** TOTAL:</p>						\$433,143.00

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE Carey A. Chaney <i>Carey A. Chaney</i>	TELEPHONE 301-797-3730	DATE July 21, 2010
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The West Virginia Purchasing Division for the agency, The West Virginia State Rail Authority is soliciting bids for crosstie replacement, surfacing, regulating, welding of rail joints, culvert replacement and highway-railroad grade crossing replacement. All work is located on the West Virginia Central Railroad (WVCR).

DESCRIPTION OF WORK

4000 TIES: MP 3.0 to MP 16.0 – 2500 ties and MP 45.0 to MP 53.0 – 1500 ties. (75% of the 4000 ties are in curves)

1. Tie Replacement
 - a. Ties will be handled carefully to avoid damage in accordance with AREMA specifications.
 - b. The contractor will replace only those ties marked for replacement by WVCR.
 - c. The contractor will remove and properly dispose of old ties. Ties must be stacked clear of tracks and must not be stacked on property other than WVCR right-of-way.
 - d. New and old ties can be stored at Belington, Elkins, Bowden and Cheat Bridge until removed.
2. Spiking of Ties
 - a. New ties will be spiked to a gage of 56 ½ inches, plus or minus ¼ inch. Additional ties will be plugged and respiked to correct gage to ensure there is no abrupt change in gage where ties are replaced.
 - b. All ties replaced or respiked will have new spikes. Old spikes will not be reused. Spikes shall be started and driven vertically and square with the rail. They shall have full bearing against the side of the rail base. Spikes shall not be overdriven. Ties on tangents will get four spikes per tie. Ties on curves will get six spikes per tie. The correct spiking pattern will be used on all new ties and any adjacent ties that are respiked to correct gage.
3. Rail Anchors
 - a. All rail anchors will be reapplied in their existing location and properly fitted against ties.
4. Tamping
 - a. Tie gang will tamp all newly inserted ties as they are placed in the track and ballast will be replaced at ends of ties. Final tamping for tie replacement will be done as described in section 5 of these specifications.
5. Final Surfacing, Alinement and Ballast Regulating
 - a. Contractor will use a Jackson 6700, Mark IV or equivalent tamper to give the track within the designated area a "skin lift" and establish best fit for curves including appropriate spirals. Surfacing will taper into bridges and grade crossings.

- b. Track needs to be restored to proper surface with a minimum of two insertions for each tie.
- c. WVCR will provide information on superelevation of curves.
- d. When surfacing a turnout, tamping will continue for a distance of at least 100 feet onto the side track to ensure uniform surface through the turnout.
- e. A ballast regulator will follow the tamper to regulate ballast and reshape shoulders. Contractor will place any additional ballast where it may be needed after surfacing. All curves with welded rail will have a ballast shoulder of at least 12 inches on the outside of the curve.

SURFACING & BALLAST REGULATION:

In addition to areas where ties and ballast are installed, additional regulating will be needed from MP 14.0 to MP 15.0. There is adequate ballast at these locations just needs to be dressed with the regulator.

In addition to areas where ties and ballast are installed, an additional 10 miles of track will be surfaced between MP 72 – MP 82. The West Virginia Central Railroad will be responsible for proper ballast at these locations. The contractor will have to regulate and surface this area. There are three (3) turnouts in this section.

CULVERT INSTALLATION: (Depth of each culvert is listed below)

Replaced Culverts:

MP 0.6 – Replace box culvert with 24” x 20’ culvert – 2 feet deep
 MP 1.2 - Replace box culvert with 24” x 20’ culvert – 2 feet deep
 MP 1.4 - Replace box culvert with 24” x 20’ culvert – 2 feet deep
 MP 1.5 - Replace box culvert with 24” x 20’ culvert – 2 feet deep
 MP 2.8 - Replace box culvert with 24” x 20’ culvert – 2 feet deep
 MP 3.1 - Replace box culvert with 24” x 20’ culvert – 2 feet deep
 MP 14.8 – Replace 24” culvert with 24” x 20’ culvert – 2 feet deep
 MP 15.7 – Replace 24” culvert with 24” x 20’ culvert – 1 foot deep
 MP 20.3 – Replace 24” culvert with 24” x 20’ culvert – 2 feet deep
 MP 72.7 – Replace 24” culvert with 24” x 20’ culvert – 2 feet deep
 MP 72.8 – Replace 24” culvert with 24” x 20’ culvert – 2 feet deep
 MP 74.5 - Replace 2- 12” concrete culvert with 24” x 20’ culvert – 2 feet deep
 MP 83.7 – Replace 24” culvert with 24” x 20’ culvert – 2 feet deep

Additional Culverts:

MP 17.0 – Add 24” x 20’ culvert – 2 feet deep
 MP 22.3 – Add 24” x 20’ culvert – 2 feet deep

DITCHING

The six box culverts that are being replaced between MP 0.6 and MP 3.1 each need ditching of 200 feet in each direction from the culvert (400 feet per culvert). This is simple ditching for proper drainage, for a total of 2,400 feet. Contractor is responsible to properly dispose of ditch material. Material can be disposed of over the bank at ditching sites.

WELD RAIL JOINTS:

There are 61 rail joints between MP 0 – 12. These joints are to be thermite welded per manufacturer's instructions. The rail size is: 4 joints in 131# rail, 28 joints in 115# rail and 29 joints in #112 rail.

REPLACEMENT OF HIGHWAY-RAILROAD GRADE CROSSING:

This crossing is at WVCR MP 28.3 at the industrial park in Elkins, WV. The crossing is located in tangent track and is 30 feet long. It currently has a timber surface. This crossing will receive the LT Resources composite crossing surface. The existing crossing timbers, rail, ties and ballast will be removed and the site excavated to the depth specified by the manufacturer. Filter fabric, drain pipes and signal conduit will be installed. New wood ties will be sized and spaced according to the manufacturer's specifications. New ballast will be installed and tamped tight. The existing rail (131# RE) will be reused. Four welds will be required to place the welded rail back through the crossing. Contractor will be responsible to contact Mayor Duke Talbott, 304-636-5889, duke.talbott@glenville.edu to coordinate traffic flow, closure and/or detour alternatives. The road will be milled and paved for 20 feet off each edge of the crossing.

CONDUCT OF WORK

Train Traffic: Freight trains run from MP 0 to 29. During late winter and spring, freight trains typically operate five days a week. Excursion trains run weekends thru Memorial Day, and Thursday, Friday, Saturday and Sunday during June. Additional excursions may be scheduled during weekdays or weekends on an as needed basis. Updated schedules will be provided to the contractor by DGVR. The track must be made safe for train traffic on those days. Contractor will need to coordinate work with the Durbin & Greenbrier Valley Railroad, the operator of the WVCR. Contact for track access is Mark Smith, 304-642-3050 or wcvtrack@yahoo.com.

Contractor will be responsible to provide a radio or radios capable of communicating with the DGVR. The radio must be a minimum of 40 watts. The contractor can get a radio from Hammicks Radios, 304-636-6210 and have it programmed with the same frequency as the DGVR. Each work crew must be equipped with a radio stationed to road channel 160.455. Cell service is limited so a radio is required for all crews.

All work will be subject to inspection by the SRA and WVCR.

The contractor will comply with all safety rules and regulations as required by the Federal Railroad Administration, WVCR and other parties as applicable.

The successful bidder will be required to have ALL employees that will be working on this project attend a ½ day class on track safety and track access. Also a mandatory preconstruction meeting will be held with all employees working on the project, the WVCR operator and their employees and a representative from the SRA. This meeting will assure that everyone understands the entire scope of work as outlined in the awarded purchase order. Also, it will be mandatory that a weekly status report be submitted to the SRA. This report will be signed by the contractor and railroad representative and will list the work completed for the week. A final inspection of all completed work will be conducted by the contractor, the DGVR and an SRA representative to assure all work is completed as stated in the specifications. Final payment will be withheld until this inspection is complete.

Contractor will use Heavy and Highway Construction Rates as established for Barbour, Randolph and Pocahontas Counties. These rates are pursuant to WV Code 21-5A, et. Seq. and are available at www.wvsos.com/adlaw/wagerates. Contractor will be responsible for submitting certified payrolls to the SRA.

There are sidings at Belington, Elkins, Bowden, Bemis and Cheat Bridge that can be used to tie-up equipment. These locations can also be used to stack old ties until removal.

Contractor will be responsible for clean-up of the work site. All debris and refuse will be removed from WVCR property and disposed of properly. This includes old crossties, switch ties and spikes removed during this project.

MATERIALS

Contractor will be responsible for all materials meeting the specs below:

Culvert pipe will be polyethylene pipe with smooth interior.

- 4 – 131 # thermite weld kits
- 28 – 115 # thermite weld kits
- 29 – 112# thermite weld kits

Contractor is to follow the detailed manufacturer's instructions for the specific thermite process being used without deviation.

Ties will be new 7" x 9" x 8'6" industrial grade ties. Specifications in AREMA Chapter 3 will govern. Ties will be mixed hardwoods and oak, 100% end plated and creosote

treated to 7# retention or refusal. Contractor will provide treated tie plugs. Contractor will be responsible for all ties. Tie plates will be provided by the State Rail Authority where existing ties plates are defective or missing. (4000 ties)

Spikes must be new 5/8" x 6" and conform to AREMA specifications.

Bolts and washers must be new and conform to AREMA specifications.

Anchors shall be the proper size for the rail to which they are applied. Anchors will be new or reformed and be compatible with industry rail anchor machines.

Ballast shall be crushed stone or slag and shall conform to the current AREMA "Specifications of Prepared Stone, Slag, and Gravel Ballast". Size of ballast shall be AREMA #3 as indicated below:

Size of Opening	Percent Passing by Weight
2 ½"	100
2"	90 – 100
1 ½"	35 – 70
1"	0 – 15
½"	0

The phone number of JF Allen Company is 304-636-6095. This quarry is located on the mainline track.

All materials required for the LT Resources composite crossing at MP 28.3. Rail can be re-used. Four thermitic weld kits for 131# RE rail. All material will meet AREMA specifications.

Paving will be HMA wearing skid mix and be installed by a paving contractor.

BIDDING REQUIREMENTS

The contractor **MUST** have previous experience in crosstie replacement, joint welding with thermitic welds, culvert installation, track surfacing and regulating and installation of composite highway-railroad grade crossings. References may be required to prove past experience.

A mandatory pre-bid meeting will be held on June 15, 2010 at 10:00 am. Everyone will meet at the Elkins Depot in Elkins, WV. This meeting includes an inspection trip of the portion of railroad where the work will be completed. SRA and DGVR will not provide vendor transportation for the inspection trip. All potential vendors must make provision for their own hy-rail transportation. All vendors not participating in the inspection trip

will be disqualified. Vendors will not be allowed to ride with DGVR or SRA employees. Technical questions must be submitted in writing to Frank Whittaker in the Purchasing Division via email at Frank.m.whittaker@wv.gov or via fax at 304-558-2316. All technical questions will be addressed by addendum.

For bidding purposes, contractor is to give a unit cost for each item listed on cost sheet. Low bid will be determined by the lowest total amount for all unit costs multiplied by the quantities as listed on attached cost sheet:



State of West Virginia
 Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

Request for Quotation

RFP NUMBER: RMA10030

PAGE: 1

ADDRESS CORRESPONDENCE TO ATTENTION OF:
 FRANK WHITTAKER
 304-558-2316

STATE OF WEST VIRGINIA

*709023822 301-797-3730
 AMTRAC RAILROAD CONTRACTORS OF
 9436 EARLEY DRIVE

HAGERSTOWN MD 21740-1737

Attn: Bob Matthews

STATE OF WEST VIRGINIA

WV STATE RAIL AUTHORITY
 (DBA) SOUTH BRANCH VALLEY
 RAILROAD
 120 WATER PLANT DRIVE
 MOOREFIELD, WV
 26836 304-538-2305

DATE PRINTED	TERMS OF SALE	SHIP VIA	FOB	FREIGHT TERMS
07/06/2010				

BID OPENING DATE: 07/22/2010 BID OPENING TIME 01:30PM

LINE	QUANTITY	UOP	CAT. NO.	ITEM NUMBER	UNIT PRICE	AMOUNT
***** ADDENDUM NO. 1 *****						
THIS ADDENDUM IS ISSUED TO PROVIDE THE ATTACHED REVISED SPECIFICATIONS, ATTACHEMENT A, ATTACHMENT B, ATTACHMENT C (MANDATORY PRE-BID SIGN IN SHEET) AND TO EXTEND THE BID OPENING DATE AND TIME.						
BID OPENING CHANGED TO: 07/22/10 AT 1:30 PM.						
***** END ADDENDUM NO.1 *****						
0001	1	FT		570-48		\$433,143.00
CROSSTIE REPLACEMENT AND SURFACING						

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE <i>Carey A. Chaney</i> Carey A. Chaney	TELEPHONE 301-797-3730	DATE July 21, 2010
TITLE Vice President	FBN 351649116	ADDRESS CHANGES TO BE NOTED ABOVE

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

Addendum #1

This addendum will completely replace the original RFQ for RMA10030. All changes from the original will be in italics. Removed sections will be shown as strikethroughs.

The West Virginia Purchasing Division for the agency, The West Virginia State Rail Authority is soliciting bids for crosstie replacement, surfacing, regulating, welding of rail joints, culvert replacement and highway-railroad grade crossing replacement. All work is located on the West Virginia Central Railroad (WVCR).

DESCRIPTION OF WORK

~~4000 TIES: MP 3.0 to MP 16.0 – 2500 ties and MP 45.0 to MP 53.0 – 1500 ties. (75% of the 4000 ties are in curves)~~ *MP 0 – MP 13.0 – 1900 ties, MP 21.8 Norton Industrial Track – 100 ties, MP 24.5 – MP 28.5 – 500 ties and MP 45.0 to MP 50.0 – 1500 ties. (75% of the 4000 ties are in curves)*

1. Tie Replacement
 - a. Ties will be handled carefully to avoid damage in accordance with AREMA specifications.
 - b. The contractor will replace only those ties marked for replacement by WVCR.
 - c. The contractor will remove and properly dispose of old ties. Ties must be stacked clear of tracks and must not be stacked on property other than WVCR right-of-way.
 - d. New and old ties can be stored at Belington, Elkins, Bowden and Cheat Bridge until removed.
2. Spiking of Ties
 - a. New ties will be spiked to a gage of 56 ½ inches, plus or minus ¼ inch. Additional ties will be plugged and respiked to correct gage to ensure there is no abrupt change in gage where ties are replaced.
 - b. All ties replaced or respiked will have new spikes. Old spikes will not be reused. Spikes shall be started and driven vertically and square with the rail. They shall have full bearing against the side of the rail base. Spikes shall not be overdriven. Ties on tangents will get four spikes per tie. Ties on curves will get six spikes per tie. The correct spiking pattern will be used on all new ties and any adjacent ties that are respiked to correct gage.
3. Rail Anchors
 - a. All rail anchors will be reapplied in their existing location and properly fitted against ties.

4. Tamping

- a. Tie gang will tamp all newly inserted ties as they are placed in the track and ballast will be replaced at ends of ties. *Ballast regulator will be used to regulate ballast and reshape shoulders. Track needs to be restored to proper surface with a minimum of two insertions for each tie. Final tamping for tie replacement will be done as described in section 5 of these specifications.*

5. ~~Final Surfacing, Alinement and Ballast Regulating~~

- a. ~~Contractor will use a Jackson 6700, Mark IV or equivalent tamper to give the track within the designated area a "skin lift" and establish best fit for curves including appropriate spirals. Surfacing will taper into bridges and grade crossings.~~
- b. ~~Track needs to be restored to proper surface with a minimum of two insertions for each tie.~~
- c. ~~WVCR will provide information on superelevation of curves.~~
- d. ~~When surfacing a turnout, tamping will continue for a distance of at least 100 feet onto the side track to ensure uniform surface through the turnout.~~
- e. ~~A ballast regulator will follow the tamper to regulate ballast and reshape shoulders. Contractor will place any additional ballast where it may be needed after surfacing. All curves with welded rail will have a ballast shoulder of at least 12 inches on the outside of the curve.~~

SURFACING & BALLAST REGULATION:

In addition to areas where ties and ballast are installed, additional regulating will be needed from MP 14.0 to MP 15.0. There is adequate ballast at these locations just needs to be dressed with the regulator.

~~In addition to areas where ties and ballast are installed, An additional 10 miles of track will be surfaced between MP 72 – MP 82. The West Virginia Central Railroad will be responsible for proper ballast at these locations. The contractor will have to regulate and surface this area. There are three (3) turnouts in this section. Surfacing will be completed as follows:~~

- *Final Surfacing, Alinement and Ballast Regulating*
 - a. *Contractor will use a Jackson 6700, Mark IV or equivalent tamper to give the track within the designated area a "skin lift" and establish best fit for curves including appropriate spirals. Surfacing will taper into bridges and grade crossings.*
 - b. *Track needs to be restored to proper surface with a minimum of two insertions for each tie.*
 - c. *WVCR will provide information on superelevation of curves.*

- d. *When surfacing a turnout, tamping will continue for a distance of at least 100 feet onto the side track to ensure uniform surface through the turnout.*
- e. *A ballast regulator will follow the tamper to regulate ballast and reshape shoulders. Contractor will place any additional ballast where it may be needed after surfacing. All curves with welded rail will have a ballast shoulder of at least 12 inches on the outside of the curve.*
- f. *The contractor is responsible for repair of any damage done to grade crossing signal systems. Repairs must be done that same day.*

CULVERT INSTALLATION: (Depth of each culvert is listed below)

Replaced Culverts: *All culverts are 2-5 feet deep.*

MP 0.6 – Replace box culvert with 24" x 20' culvert – 2 feet deep
 MP 1.2 - Replace box culvert with 24" x 20' culvert – 2 feet deep
 MP 1.4 - Replace box culvert with 24" x 20' culvert – 2 feet deep
 MP 1.5 - Replace box culvert with 24" x 20' culvert – 2 feet deep
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DITCHING

The six box culverts that are being replaced between MP 0.6 and MP 3.1 each need ditching of 200 feet in each direction from the culvert (400 feet per culvert). This is simple ditching for proper drainage, for a total of 2,400 feet. Contractor is responsible to properly dispose of ditch material. Material can be disposed of over the bank at ditching sites.

WELD RAIL JOINTS:

There are 61 rail joints between MP 0 – 12. These joints are to be thermite welded per manufacturer's instructions. The rail size is: 4 joints in 131# rail, 28 joints in 115# rail and 29 joints in #112 rail. *The quality of all welds shall be checked by the contractor*

using magnetic particle or ultrasound inspection in accordance with AREMA Specifications for Fabrication of Continuous Welded Rail. Test results are to be provided to the WV State Rail Authority.

REPLACEMENT OF HIGHWAY-RAILROAD GRADE CROSSING:

This crossing is at WVCR MP 28.3 at the industrial park in Elkins, WV. The crossing is located in tangent track and is ~~30~~ 32 feet long. It currently has a timber surface. This crossing will receive the LT Resources composite crossing surface. The existing crossing timbers, rail, ties and ballast will be removed and the site excavated to the depth specified by the manufacturer. Filter fabric, drain pipes and signal conduit will be installed. *For the conduit, 4 inch- Schedule 80 pipe will be used. One on signal box side and one running under the crossing.* New 10' wood ties will be sized and spaced according to the manufacturer's specifications. *(attachment A) The 10' ties shall extend for three ties beyond each end of the crossing.* New ballast will be installed and tamped tight. The existing rail (131# RE) will be reused. ~~Four welds will be required to place the welded rail back through the crossing.~~ Contractor will be responsible to contact Mayor Duke Talbott, 304-636-5889, duke.talbott@glenville.edu to coordinate traffic flow, closure and/or detour alternatives. The road will be milled and paved for 20 feet off each edge of the crossing.

CONDUCT OF WORK

Train Traffic: Freight trains run from MP 0 to 29 during late winter and spring, freight trains typically operate five days a week. *During this time the contractor will be give a 10 hour window to work everyday.* Excursion trains run weekends thru Memorial Day, and Thursday, Friday, Saturday and Sunday during June. Additional excursions may be scheduled during weekdays or weekends on an as needed basis. Updated schedules will be provided to the contractor by DGVR. The track must be made safe for train traffic on those days. Contractor will need to coordinate work with the Durbin & Greenbrier Valley Railroad, the operator of the WVCR. Contact for track access is Mark Smith, 304-642-3050 or wcvtrack@yahoo.com.

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The successful bidder will be required to have ALL employees that will be working on this project attend a ½ day class on track safety and track access. Also a mandatory preconstruction meeting will be held with all employees working on the project, the WVCR operator and their employees and a representative from the SRA. This meeting will assure that everyone understands the entire scope of work as outlined in the awarded purchase order. Also, it will be mandatory that a weekly status report be submitted to the SRA. This report will be signed by the contractor and railroad representative and will list the work completed for the week. A final inspection of all completed work will be conducted by the contractor, the DGVR and an SRA representative to assure all work is completed as stated in the specifications. Final payment will be withheld until this inspection is complete.

Contractor will use Heavy and Highway Construction Rates as established for Barbour, Randolph and Pocahontas Counties. These rates are pursuant to WV Code 21-5A, et. Seq. and are available at www.wvsos.com/adlaw/wagerates. Contractor will be responsible for submitting certified payrolls to the SRA.

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Contractor will be responsible for clean-up of the work site. All debris and refuse will be removed from WVCR property and disposed of properly. This includes old crossties, switch ties and spikes removed during this project. *All materials are to be disposed of offsite with the exception of ditching materials which can be disposed on the railroad right-of-way.*

Track charts are provided as attachment B.

Attachment C is a copy of the pre-bid sign-in sheet.

MATERIALS

Contractor will be responsible for all materials meeting the specs below:

Culvert pipe will be polyethylene pipe with smooth interior.

4 – 131 # thermite weld kits

28 – 115 # thermite weld kits

29 – 112# thermite weld kits

Contractor is to follow the detailed manufacturer's instructions for the specific thermite process being used without deviation.

Ties will be new 7" x 9" x 8'6" industrial grade ties. Specifications in AREMA Chapter 3 will govern. Ties will be mixed hardwoods and oak, 100% end plated and creosote treated to 7# retention or refusal. Contractor will provide treated tie plugs. Contractor will

be responsible for all ties. Tie plates will be provided by the State Rail Authority where existing ties plates are defective or missing. (4000 ties)

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Anchors shall be the proper size for the rail to which they are applied. Anchors will be new or reformed and be compatible with industry rail anchor machines.

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Size of Opening	Percent Passing by Weight
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2"	90 - 100
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1"	0 - 15
1/2"	0

The phone number of JF Allen Company is 304-636-6095. This quarry is located on the mainline track.

All materials required for the LT Resources composite crossing at MP 28.3. Rail can be re-used. ~~Four thermite weld kits for 131# RE rail.~~ All material will meet AREMA specifications.

Paving will be HMA wearing skid mix and be installed by a paving contractor.

BIDDING REQUIREMENTS

The contractor MUST have previous experience in crosstie replacement, joint welding with thermite welds, culvert installation, track surfacing and regulating and installation of composite highway-railroad grade crossings. References may be required to prove past experience.

A mandatory pre-bid meeting will be held on June 15, 2010 at 10:00 am. Everyone will meet at the Elkins Depot in Elkins, WV. This meeting includes an inspection trip of the portion of railroad where the work will be completed. SRA and DGVR will not provide vendor transportation for the inspection trip. All potential vendors must make provision for their own hy-rail transportation. All vendors not participating in the inspection trip will be disqualified. Vendors will not be allowed to ride with DGVR or SRA employees.

Technical questions must be submitted in writing to Frank Whittaker in the Purchasing Division via email at Frank.m.whittaker@wv.gov or via fax at 304-558-2316. All technical questions will be addressed by addendum.

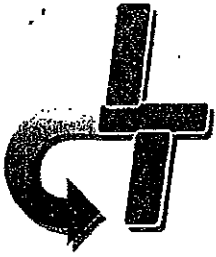
For bidding purposes, contractor is to give a unit cost for each item listed on cost sheet. Low bid will be determined by the lowest total amount for all unit costs multiplied by the quantities as listed on attached cost sheet:

RMA Cost Sheet

Line Item	Description	Unit Cost	Unit of Measure	Quantity	Extended Cost
	Tie Replacement <i>(including gaging of inserted tie)</i>				
1	Ties	\$ 73.00	per tie	4,000	\$ 292,000.
	Additional Surfacing/Ballast Regulation				
2	Additional Surfacing	\$.75	per track foot	52,800 (10 miles)	\$ 39,600.
3	Additional Regulating	\$.25	per track foot	5,280 (1 miles)	\$ 1,320.
	Culvert Replacement				
4	Culvert (24 inch) x 20' Long -	\$ 2,100	per culvert	13	\$ 27,300.
	New Culvert Installation				
5	Culvert (24 inch) x 20' Long	\$ 2,100.	per culvert	2	\$ 4,200.
6	Ditching				
	Ditching - MP 0.6 - MP 3.1	\$ 1.50	per ft	2400	\$ 3,600.
	Rail Joint Welding				
7	Thermite Joint Welds	\$ 543.	Per Weld	61	\$ 33,123
8	Replace Highway-Railroad Grade Crossing				
	Replace crossing with new LT Resources				
	Composite crossing	\$ 32,000.	each	1	\$ 32,000.
				Total Bid:	\$433,143.00

Notes:

- 1.) The above quantities are the agency's best estimate for the amount of work to be completed. Any variation in the actual quantities will be determine based on the unit price shown above for the given work.
- 2.) Vendors should complete this form in its entirety in lieu of submitting other quote forms. Submitted form should be provided in a legible form. (Typewritten form preferred.)
- 3.) Vendors must submit unit prices for all line items. Failure to provide unit prices will result in the disqualification of the vendor's bid.



LT Resources, Inc.

16690 Champion Forest Dr.,

#360

Spring, TX 77379

281/444.3494

toll free: 800/440.1517

fax: 281/444.3495

www.ltresources.com

ENDURANCE™ Composite Crossings Installation Recommendations

Rail Size	Panel Thickness	Drill Bit Size	Fastener Size
85-100#	6"	5/8" x 12"	5/8" x 10-1/2"
110-133#	7-1/2"	5/8" x 12"	5/8" x 12"

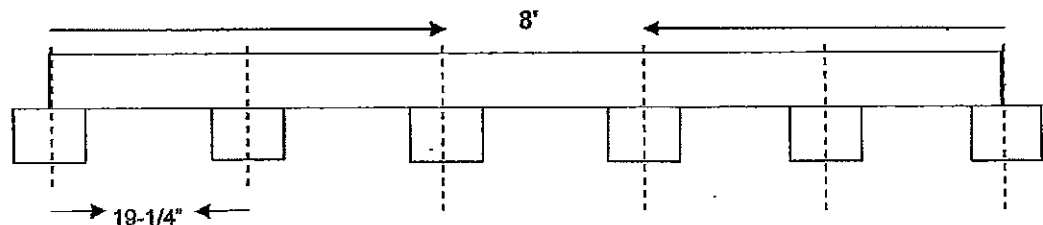
IMPORTANT NOTE: Refer to "Installation Manual for Contractors" for
(1) Storage Recommendations Prior to Use, and
(2) Detailed Installation Instructions.

CROSS TIES: New - 8' 6" Long or 10' Long

EQUIPMENT: Low RPM pneumatic drill
Standard track tools
5/8" carbide tip percussion rotary masonry bit
1/2" x 16" drill bit for wood
1-3/4" countersinking bit with carbide tip, or
one-step drill bit/countersink bit

FASTENER: 5/8" Recessed-head lag screws, or Dome-head screws

- **ENDURANCE™** Composite Crossings are designed for tangent track. However, with slight modifications, the crossings can easily be applied to track with 9° or less curve. Information as to the degree of the curve should be given to the supplier prior to order placement.
- The crossing bed should be prepared in accordance with recommended track construction practices.
- New cross ties should be used in new construction as well as replacement crossings.
- One 8' section of crossing consists of four (4) panels per **Figure 1**.
- Panel design includes a 3-1/2" wide x 1-1/2" deep notch on each side of each rail, allowing the panels to clear the tie plates.
- The outer edges of the panels have a radius to eliminate any damage by vehicular traffic.
- Cross ties should be positioned on 19-1/4" centers, making sure the ends of the **ENDURANCE™** Composite Crossing panels are centered and rest securely on cross ties.



- A low RPM pneumatic drill should be used to reduce excess heat during the drilling process and to extend the life of the bit. The carbide masonry bit will allow the material to be ejected from the hole and the carbide material allows the bit to be sharpened for repeated use.
- (continued)*

Installation Recommendations (continued from previous page)

- Once the **ENDURANCE™** Composite Crossing panels are positioned, the fastener holes and countersinks can be pre-drilled.
 - ❑ The 1-3/4" bit should be used to countersink to a depth of 1". (Note: A one-step drill bit/countersink bit can also be used.)
 - ❑ A 5/8" hole (using the carbide masonry bit) should be drilled through the composite material and into tie no more than 1", being careful not to strike the assembly hardware (steel dowels).

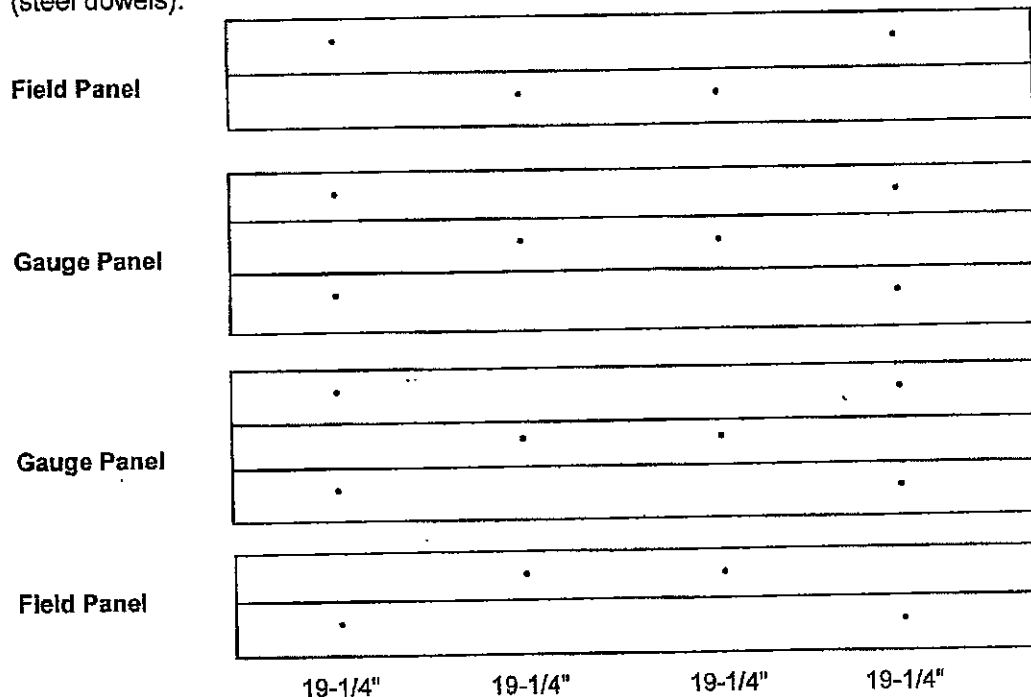
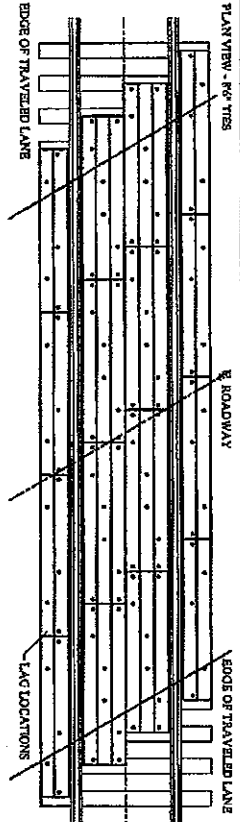


Figure 1 - Suggested Fastener Pattern

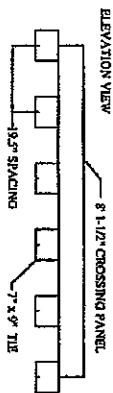
- Recessed-head lag screws can then be screwed into the holes to attach the crossing to the crossties underneath. Recessed-head lag screws with the larger number and greater depth of threads are recommended to provide a more superior "crossing-to-cross tie" attachment. **Figure 1** illustrates the suggested fastener pattern.
- Dome-head screws can be used in main entrance and heavy traffic areas; however, they should not be hammered into the crossing, as is the practice with wood crossings.
 - ❑ The appropriate length 5/8" drill bit should be used to pre-bore the holes in the crossing material, again, avoiding the assembly hardware (steel dowels) and being careful not to drill into the crosstie.
 - ❑ A 1/2" x 16" wood bit should be used to drill a 4" hole into the crosstie.
 - ❑ A 4-prong drill attachment should then be used to secure the dome-head screw into the crossing until the fastener head is flush with the crossing surface.
- Gauge panels are beveled slightly the entire length of the panel on the sides adjacent to the rail. Additional beveling on the jobsite may be needed to accommodate wheel hunting and prevent damage to the crossing panels. See instructions in "Installation Manual for Contractors".
- Flangeway filler is recommended to extend the life of the crossing.
- Factory pre-drilling and countersinking for installation hardware available at an additional charge.

TYPICAL 24' ROADWAY ON 30° SKEW (32' CROSSING)

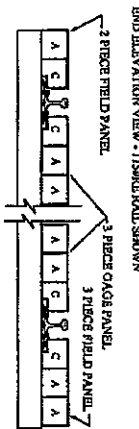


- NOTES:**
- 1) APPLICATION IS LIMITED BETWEEN 5 1/2" AND 6" BASE RAIL EACH CATEGORY IS SUITABLE FOR ALL ARBIDA STANDARD RAIL SECTIONS WITH THAT BASE DIMENSION.
 - 2) THE 13'8" LAYOUT IS SHOWN WITH ARBIDA PLAN 7 1/2" LAGS. THE 13'8" LAYOUT IS SHOWN WITH ARBIDA PLAN 12" LAGS.
 - 3) CONSULT MANUFACTURER WHEN USING PLATES LONGER THAN 16'.
 - 4) THE LAYOUTS ARE SHOWN WITH LUMP PILE ANCHORAGE. THE ANCHORAGE IS TO BE USED WHEN THE TRACK IS TO BE REMOVED WHEN USING POLYURETHANE FILLER OR AN ANCHOR FILLER. THE USE OF 3/4" SHIMS, SUCH AS PER 9" FLAT SHIM OR EQUIVALENT, BETWEEN 1 1/2" PANELS, RAIL WEAR AND PLATE THICKNESS SHOULD BE CONSIDERED WHEN SETTING SHIMS.
 - 5) RUBBER FLANGEWAY FILLER IS RECOMMENDED FOR BOTH THE FIELD AND GAGE SIDES OF THE RAIL. CONSULT MANUFACTURER FOR COMPATIBILITY WITH ANCHORS AND PROPER APPLICATION OF THE FILLER MATERIALS.

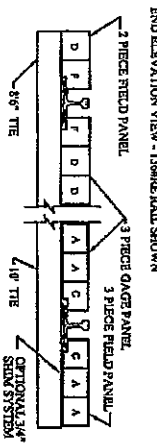
THE SPACING



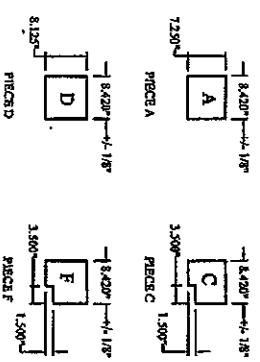
LAYOUT FOR 5 1/2" BASE RAIL / 8'6" & 10" TIES



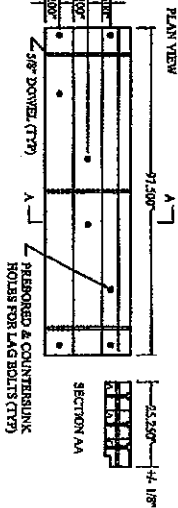
LAYOUT FOR 6" BASE RAIL / 8'6" & 10" TIES



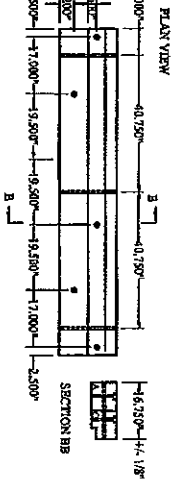
COMPONENT DIMENSIONS



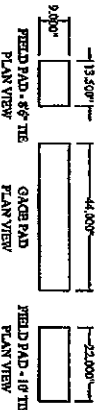
3 PIECE GAGE PANEL / FIELD PANEL FOR 10" TIES



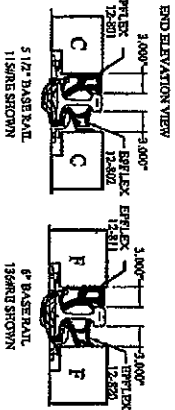
2 PIECE FIELD PANEL FOR 8 3/4" TIES



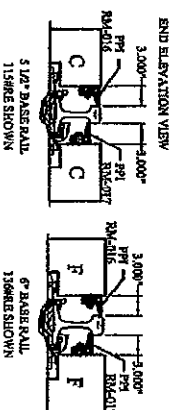
OPTIONAL SHIM SYSTEM



REMOVABLE EPITEK FLANGEWAY FILLER



PPI BOLT-ON FLANGEWAY FILLER



MATERIALS & FABRICATION

- 1) PANELS ARE COMPOSED OF INDIVIDUAL 3' PICES DOWEL TOGETHER WITH THE 1/2" DIA. DRILLING THROUGH THE RAIL. THE TRAVEL BAR MEASURES 3/4" DIAMETER.
- 2) PANELS FOR 8" AND 10" TIES ARE SHOWN. PANELS FOR OTHER TIE LENGTHS ARE AVAILABLE UPON REQUEST.
- 3) PANELS HAVE A SKID RESISTANT SURFACE.
- 4) PRIOR TO ASSEMBLY, 3/8" DIA. HOLES FOR THE DOWELS ARE PRE-DRILLED THROUGH THE PANEL 3/8" ABOVE THE BOTTOM OF THE PANEL AT THE LOCATIONS SHOWN.
- 5) THE DOWELS ARE 1/2" DIA. AND THESE THESE PANELS ARE 16" AND 24" LONG RESPECTIVELY.
- 6) ASSEMBLED PANELS ARE FINISHED TO WEAR SURFACE 1-1/2" x 1/16".
- 7) 2" DIA. HOLES FOR THE PANEL FASTENERS ARE PRE-DRILLED AND COUNTER-SUNK 1 1/4" BY 1" DEEP IN THE PATTERN INDICATED PRIOR TO SETBACK.
- 8) WHEN SPECIFIED, LIFTING DEVICES ARE PRE-INSTALLED. CONSULT MANUFACTURER FOR UTILIZATION DETAILS.
- 9) WHEN SPECIFIED, CROSSING PANEL DETAILS MAY BE BEVELLED.
- 10) WHEN SPECIFIED, CROSSING PANEL DETAILS MAY BE BEVELLED.
- 11) SEALANT THAT IS RECOMMENDED FOR USE BETWEEN THE ENDS OF ADJACENT PANELS SUBJECT TO MOVEMENT FROM THERMAL EXPANSION AND CONTRACTION.

INSTALLATION:

- 1) THE TRACKING ANCHORS ARE INSTALLED ON TRACKING TRACK. FOR INSTALLATION ON CURVED TRACK CONTACT THE MANUFACTURER FOR INSTALLATION RECOMMENDATIONS. ADHERES TO BE COMPLETED BEFORE THE TRACKING AND GAGE TRACK IS NOT RECOMMENDED.
- 2) END OF CROSSING SHOULD BE AT LEAST 12' BEYOND THE EDGE OF TRAVELED LANE.
- 3) TRACK THROUGH THE CROSSING SHOULD BE CONSTRUCTED IN ACCORDANCE WITH ARBIDA STANDARDS OR THE INDIVIDUAL RAILROAD'S STANDARDS WITH ALL NEW 7' x 9" TIES ON 15" SPACING ASSURING THE TRACK IS WELL TANGLED.
- 4) PROPER TIE SPACING IS CRITICAL TO ASSURE ENDS OF PANELS ARE PROPERLY CENTERED ON TIES AND UNSUPPORTED ENDS OF PANELS DO NOT EXCEED THE MANUFACTURER'S RECOMMENDATIONS.
- 5) AN ANCHOR FILLER SHOULD BE USED TO FILL THE GAPS BETWEEN PANELS AND TO FILL THE GAPS BETWEEN THE INDIVIDUAL RAILROAD'S SPECIFICATIONS. THE ANCHORS MUST BE LOW PROFILE AND ARE REQUIRED WITH POLYURETHANE FILLER.
- 6) PANELS SHOULD BE POSITIONED WITH THEIR ENDS AS CLOSE TO THE CENTER OF THE AS POSSIBLE WORKING FROM THE CENTER OF THE CROSSING OUTWARD.
- 7) STAGING OF THE PANELS IS RECOMMENDED IN ALL INSTALLATIONS.
- 8) GAGE PANELS SHOULD BE POSITIONED TIGHT TOGETHER WITH ANY RESULTING GAP BETWEEN THE RAIL AND THE PANELS EVENLY DISTRIBUTED BETWEEN THE TWO SIDES.
- 9) FACTORY DRILLING OF LAG HOLES IS RECOMMENDED.
- 10) FACTORY DRILLING OF LAG HOLES IS RECOMMENDED.
- 11) IN THE ABSENCE OF SPECIFIC RAILROAD THE DRILLING STANDARDS, TIES SHOULD BE PRE-DRILLED WITH 3/8" HOLES AT LEAST 5' DEEP.
- 12) COMPANION DRILL AND COUNTERSINK BITS WITH A LOW SPEED DRILL ARE RECOMMENDED FOR DRILLING THE ENDURANCE-XL MATERIAL.
- 13) THE RECOMMENDED HOLD-DOWN PASTER FOR THE PANELS, 12" LAGS SHOULD BE USED FOR 14" PANEL HEIGHT AND 17" LAGS SHOULD BE USED FOR 8" AND 8 1/2" PANEL HEIGHT.
- 14) THE ENDURANCE-XL MATERIAL SHOULD BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- 15) SEALANT TAPES SHOULD BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- 16) WHEN SPECIFIED, OPTIONAL 45° END BEVEL IS MANUFACTURED IN THE END PANELS STARTING 2" ABOVE THE BASE. THE END LAGS ON PANELS WITH BEVELLED ENDS SHALL BE 7 1/2" FOR 7 1/2" PANEL HEIGHT AND 10 1/2" FOR 8" AND 8 1/2" PANEL HEIGHT.

4	10 OCT 09	LT	ADD BEVELLED ENDS
3	16 OCT 09	LT	REVISED LAG PATTERN
2	8 AUG 09	LT	ADD EXPANSION FILLER
1	8 AUG 09	LT	REVISED LAG PATTERN
REV	DATE	APPROVED	REVISIONS

LI Resources, Inc.
1581 Commerce Park, #102
Riverside, CA 92504
Tel: 951-514-4495
Fax: 951-514-4495

ENDURANCE-XL COMPOSITE CROSSING FOR 5 1/2" & 6" BASE RAIL

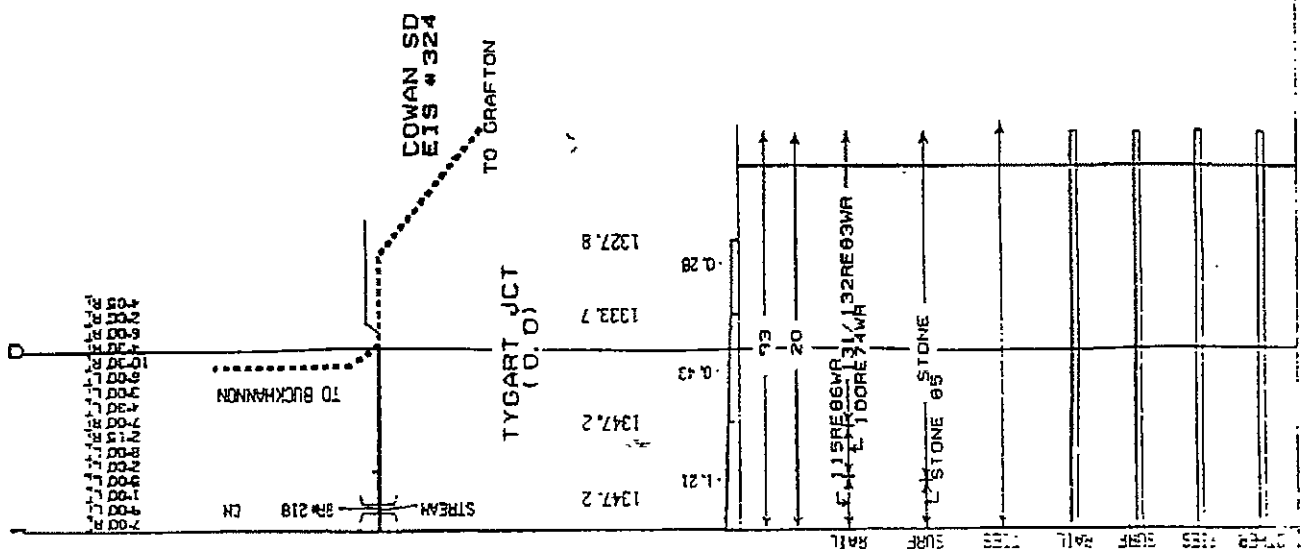
DATE: 11 MAR 09
SCALE: NTS
REVISED: 002 - 20
DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DRAWN BY: [Signature]

Attachment B

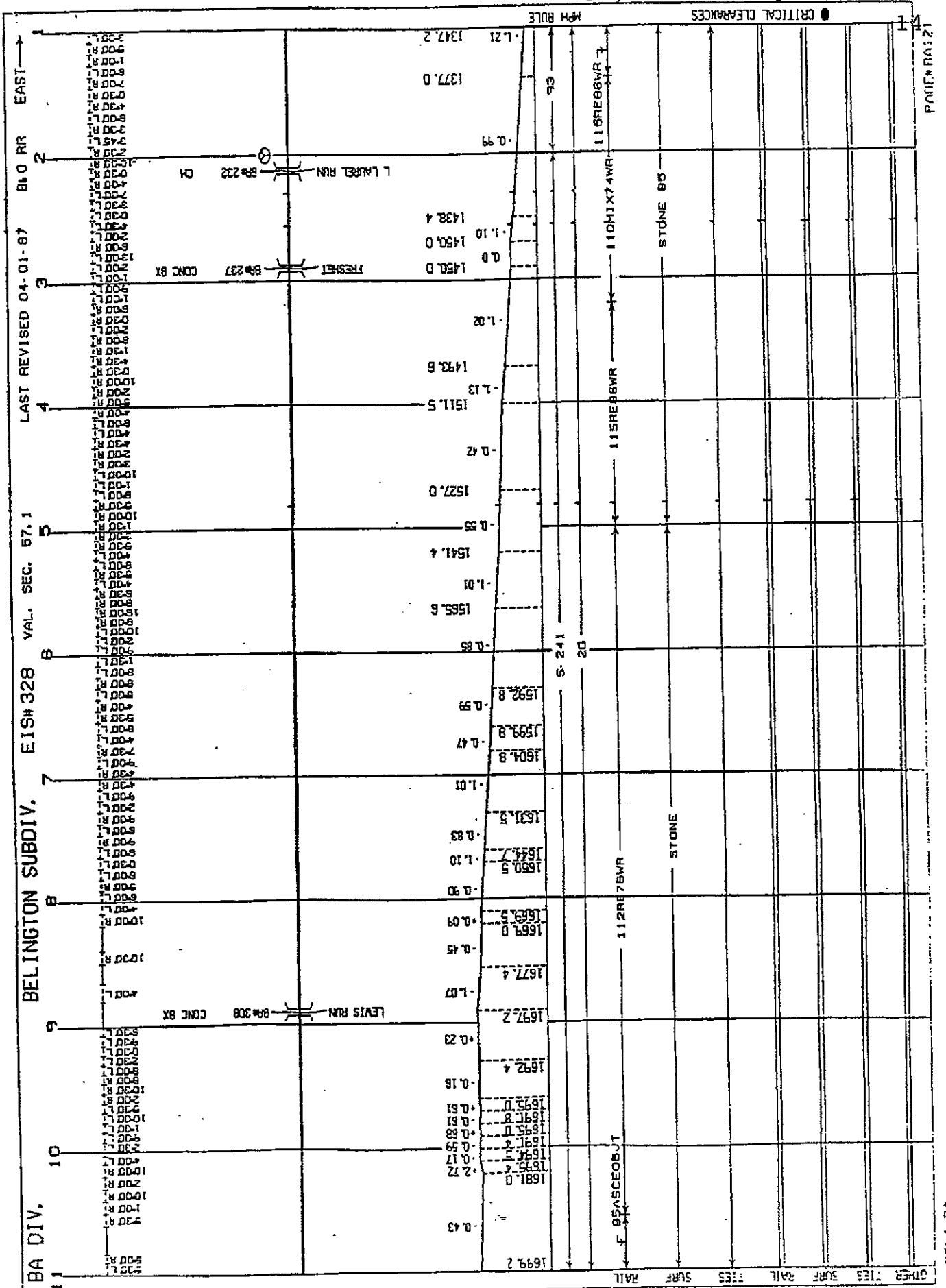
CRITICAL CLEARANCES
MPH SCALE

#BA122

BA DIV. BELINGTON SUBDIV. EIS# 328 VAL. SEC. 87.1 LAST REVISED 04-01-87 BNO RR EAST



REL. DV



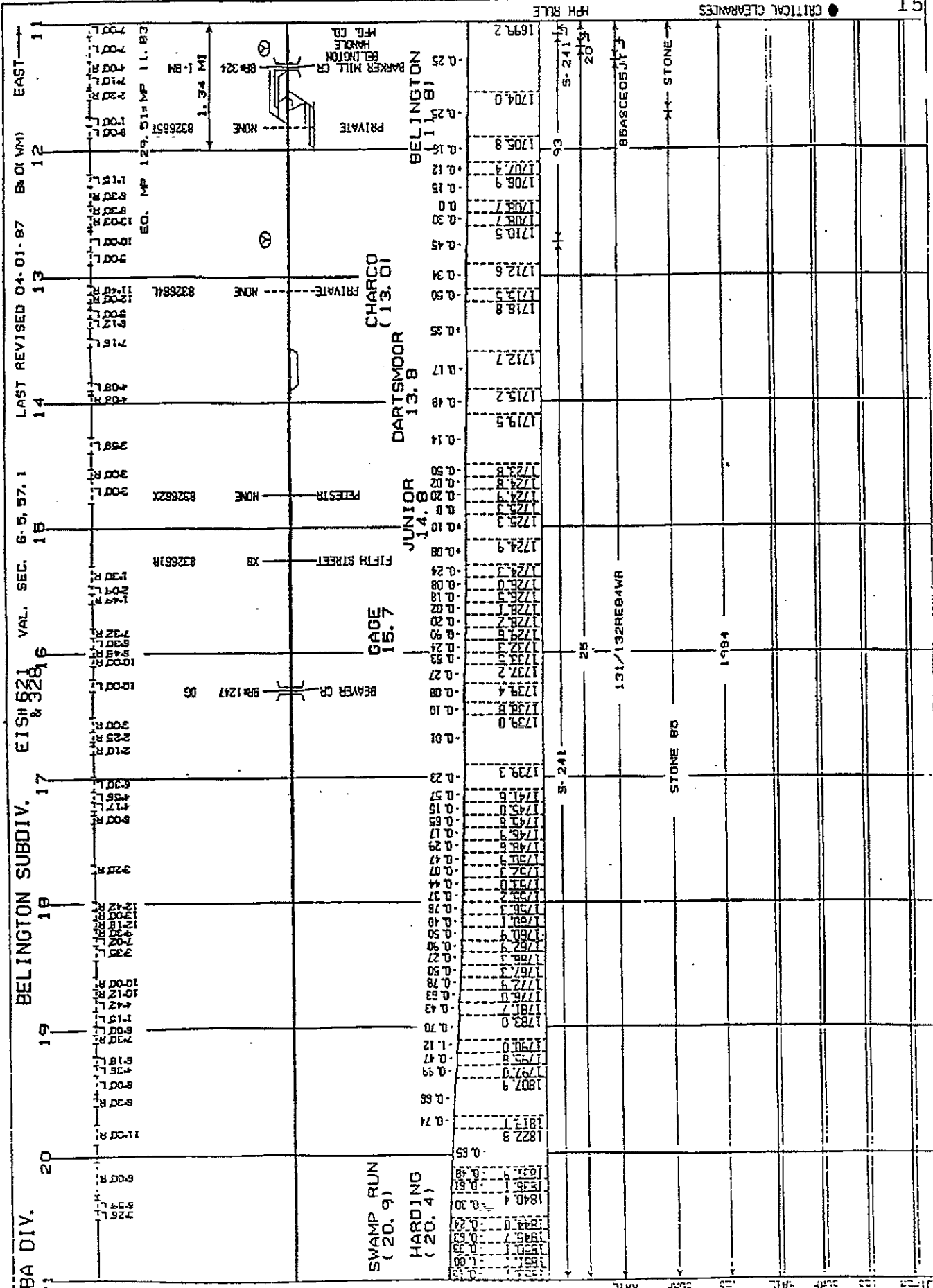
PL 1.00

POWER RAIL

CRITICAL CLEARANCES

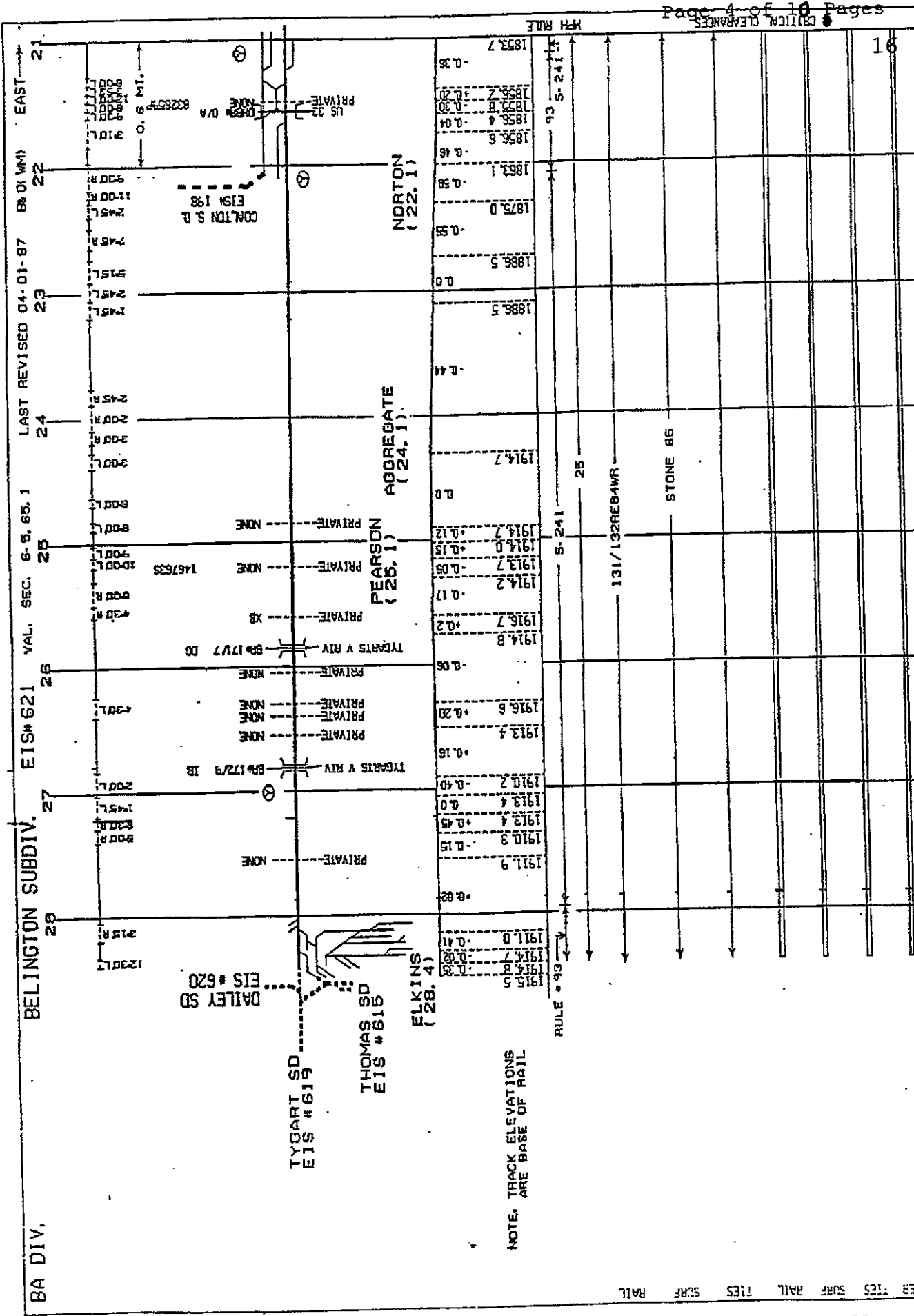
MPH RULE

BA DIV. BELINGTON SUBDIV. EISH 328 VAL. SEC. 57.1 LAST REVISED 04-01-87 B&O RR EAST



BAI20

REL. BA

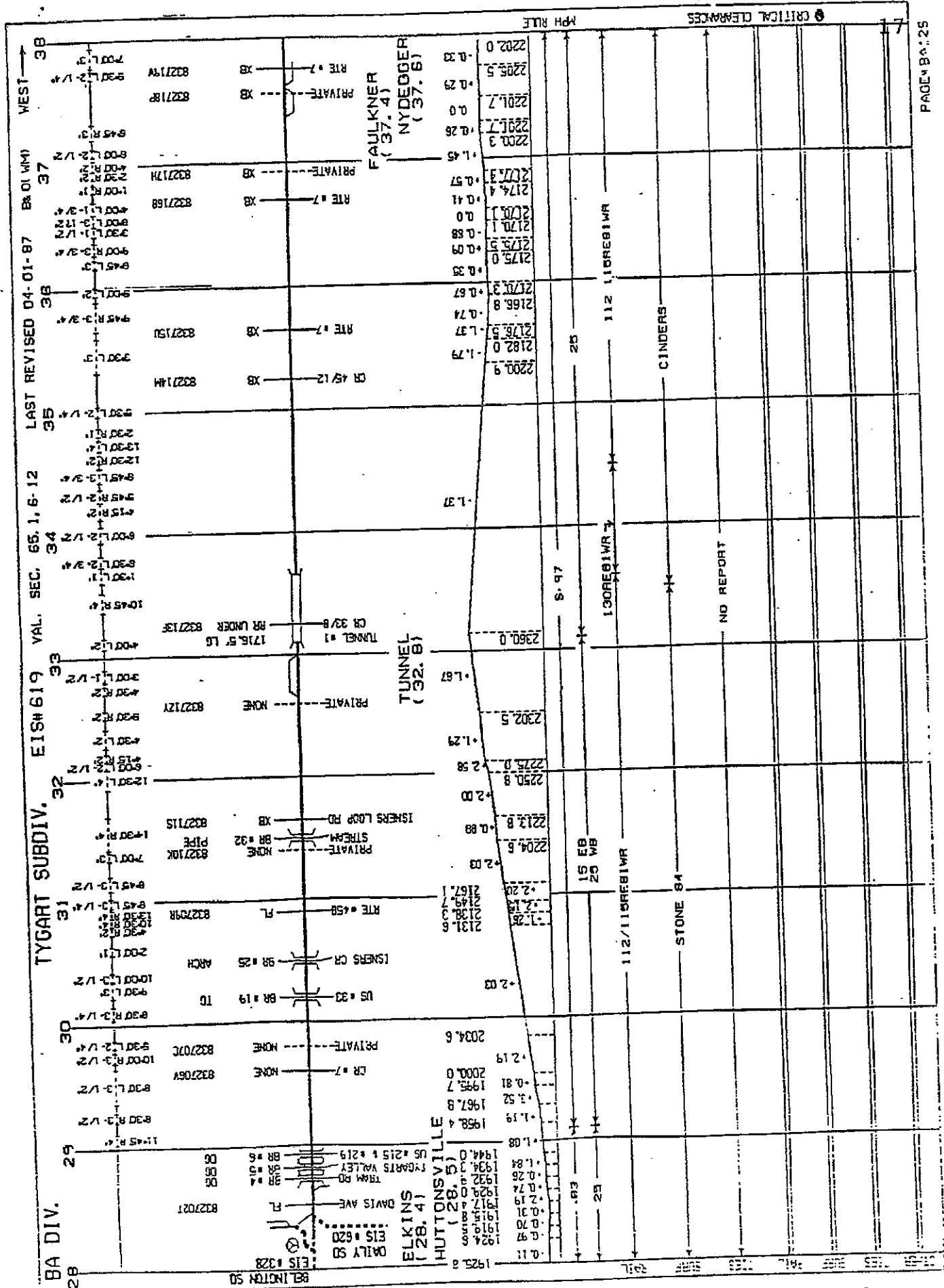


PAGE BAIL 19

OTHER TIES SURF RAIL TIES SURF RAIL

PROGRAM

1915.5



VD

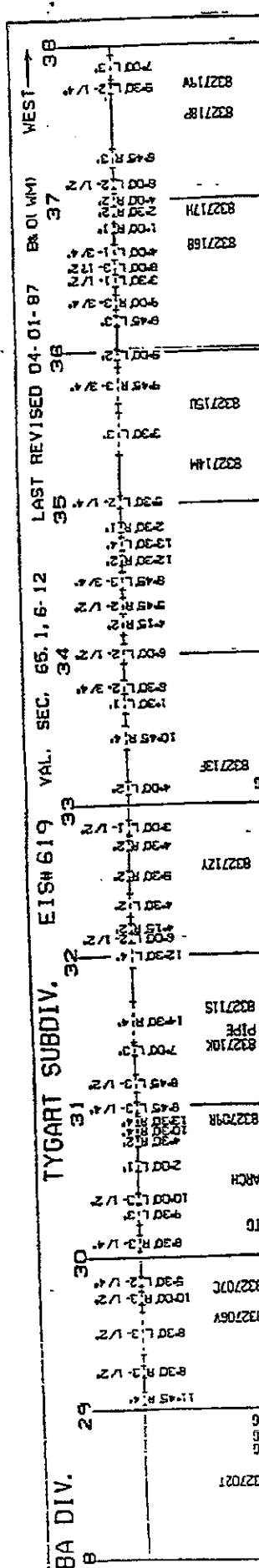
CRITICAL CLEARANCES

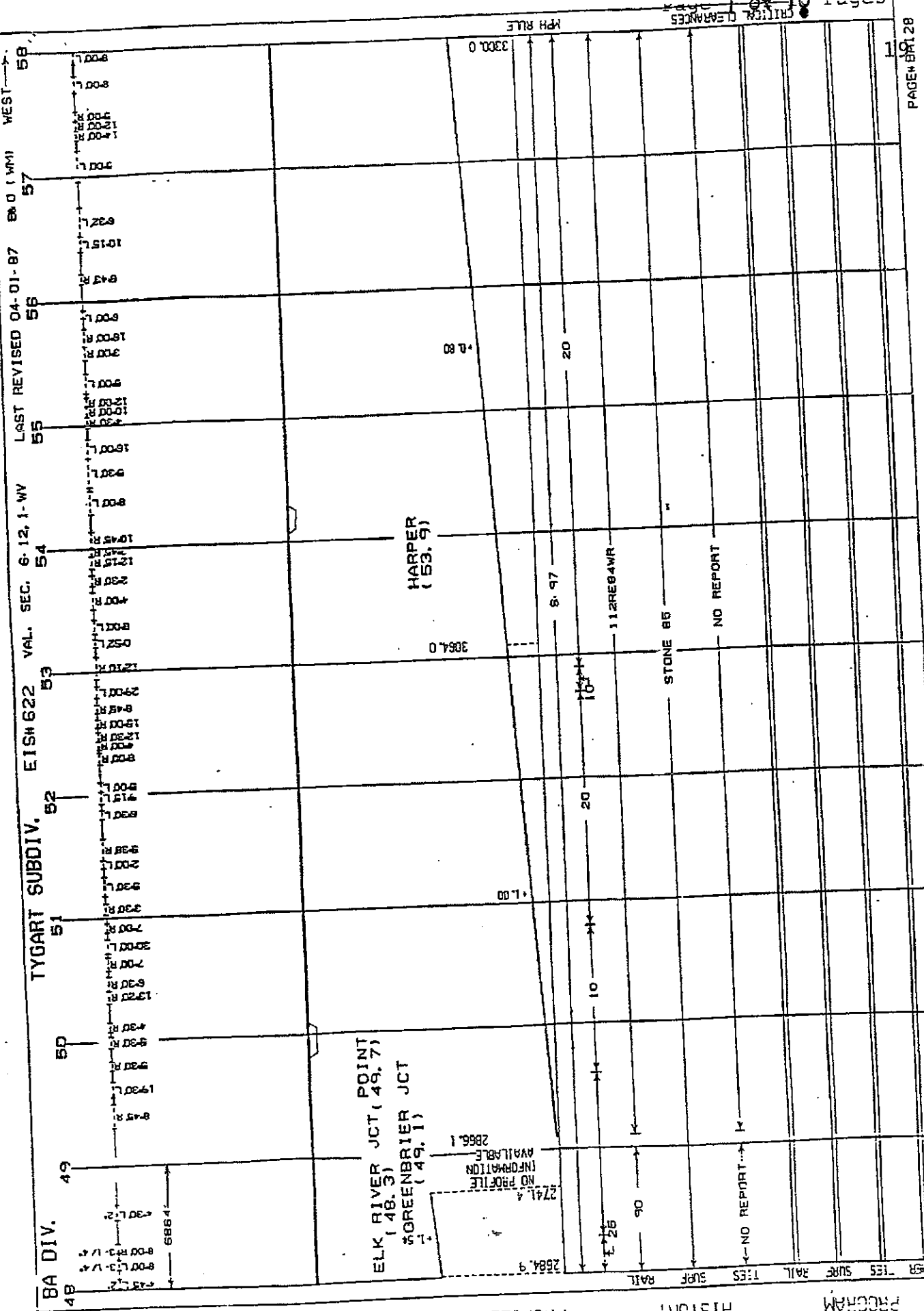
CRITICAL CLEARANCE	ELEVATION	STATION
112/110REB1WR	2174.4	37.4
15 EB 20 WB	2204.5	31.5
112/110REB1WR	2174.4	37.4
STONE 84	2174.4	37.4
CINDERS	2174.4	37.4
NO REPORT		

MPH RILE

MPH RILE	ELEVATION	STATION
25	2174.4	37.4
25	2174.4	37.4
25	2174.4	37.4
25	2174.4	37.4

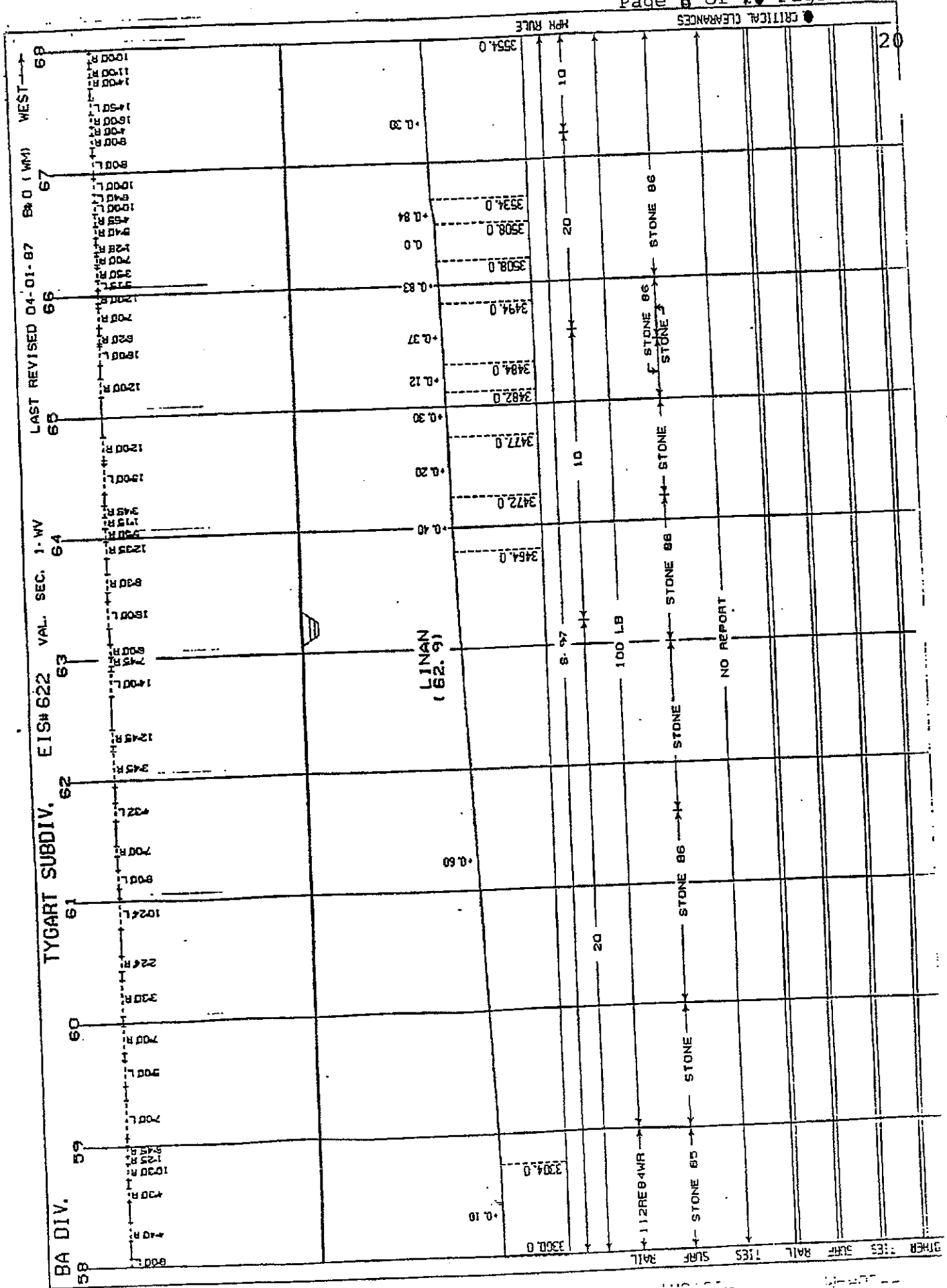
POINT	ELEVATION	STATION
ELKINS (28.4) <td>1924.0</td> <td>28.4</td>	1924.0	28.4
HUTTONSVILLE (28.5) <td>1944.0</td> <td>28.5</td>	1944.0	28.5
VAL. SEC. 65.1, 6-12 <td>2034.6</td> <td>30.6</td>	2034.6	30.6
TYGART VALLEY <td>2000.0</td> <td>30.0</td>	2000.0	30.0
TEAM RD <td>1998.4</td> <td>30.4</td>	1998.4	30.4
DAVIS AVE <td>1978.7</td> <td>30.7</td>	1978.7	30.7
US # 33 <td>1967.8</td> <td>30.8</td>	1967.8	30.8
ISNERS CR <td>1958.4</td> <td>30.4</td>	1958.4	30.4
ISNERS LOOP RD <td>1944.0</td> <td>30.4</td>	1944.0	30.4
PRIVATE <td>1924.0</td> <td>30.4</td>	1924.0	30.4
STONE 84 <td>2174.4</td> <td>37.4</td>	2174.4	37.4
112/110REB1WR <td>2174.4</td> <td>37.4</td>	2174.4	37.4
15 EB 20 WB <td>2204.5</td> <td>31.5</td>	2204.5	31.5
112/110REB1WR <td>2174.4</td> <td>37.4</td>	2174.4	37.4
CINDERS <td>2174.4</td> <td>37.4</td>	2174.4	37.4
NO REPORT <td></td> <td></td>		





PROGRAM HISTORY PROFILE

CRITICAL CLEARANCES
MPH RULE



20

BA DIV. TYGART SUBDIV. EIS# 622 VAL. SEC. 1-WV LAST REVISED 04-01-87 B&O (WM) WEST

OTHER RAIL TIES SURF RAIL

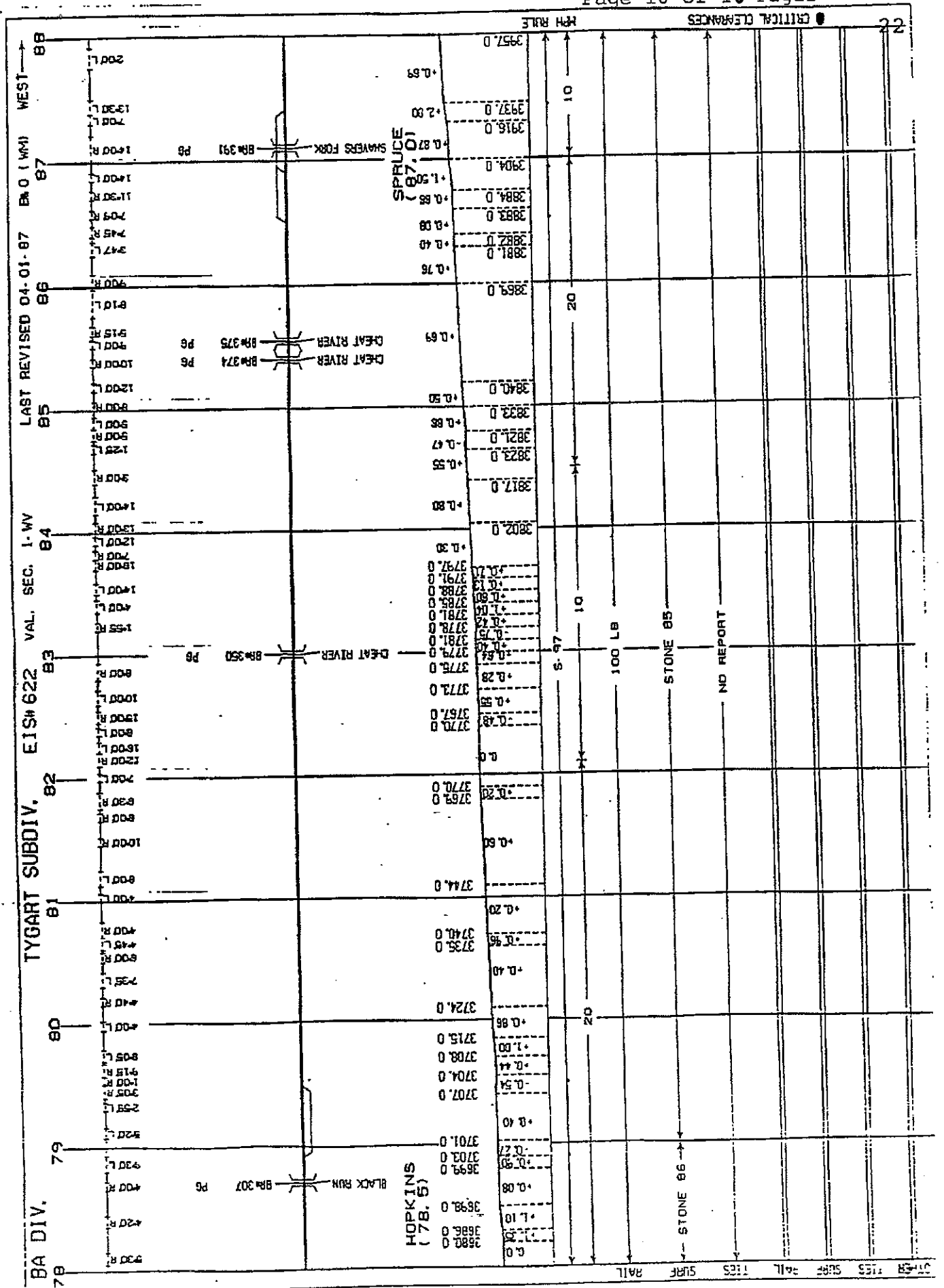
STATION	ELEVATION	DESCRIPTION	CRITICAL CLEARANCES		MPH RILE
			MIN	MAX	
68	1800 L		0.15	3564.0	
69	1000 R		0.36	3556.0	
70	1000 L		0.32	3570.0	10
70	1000 R		0.40	3579.0	
71	230 R	STREAM BR 231	0.0	3587.0	
71	730 R		0.16	3592.0	
72	100 R	RT 2/250	0.42	3595.0	
72	730 R	RT 4/250A	0.25	3600.0	
73	200 R	PRIVATE NONE	0.26	3602.0	
73	400 R	PRIVATE NONE	1.27	3615.0	9.97
73	100 L	FISH HANDERY BR 24	0.14	3617.0	
74	100 R		0.40	3622.0	
74	1500 L		0.13	3628.0	
75	800 R		0.27	3629.0	20
75	800 R		0.30	3633.0	
75	800 R		1.05	3639.0	
75	400 L		0.40	3642.0	
75	400 L		0.70	3649.0	
75	400 L		0.71	3654.0	
76	1000 R		0.15	3648.0	
76	800 L		0.84	3663.0	
76	800 L		0.87	3668.0	
76	800 L		0.80	3672.0	
76	800 L		0.83	3677.0	
76	800 L		0.79	3684.0	
77	400 L	CHEAT RIVER BR 289	0.92	3571.0	
77	400 L		0.50	3577.0	
77	400 L		0.40	3580.0	
78	1000 R		0.15	3648.0	
78	800 L		0.84	3663.0	
78	800 L		0.87	3668.0	
78	800 L		0.80	3672.0	
78	800 L		0.83	3677.0	
78	800 L		0.79	3684.0	

CRITICAL CLEARANCES MPH RILE

CHEAT RIVER RAIL TRES SURF RAIL

BA DIV. TYGART SUBDIV. 72 EISH 622 VAL. SEC. 1-WV 74 LAST REVISED 04-01-87 BR 0 (WN) WEST 78

STONE STONE NO REPORT 100 LB 20



Attachment C

Page 1 of 2

Pre-Bid Conference

SIGN IN SHEET

[Please Print]

Request for Proposal No.: RMA100030 Date: 6-15-10

<u>Firm & Representative Name</u>	<u>Mailing Address</u>	<u>Telephone & FAX Numbers</u>
1. <u>GW Peoples Cont. Co</u> <u>Johnny Wharton</u>	<u>600 N. Bell Ave</u> <u>Bld. 1 Suite 210 Carnegie PA</u>	T: <u>412-276-2342</u> F: <u>412-276-2325</u>
2. <u>Atlas Railroad Const.</u> <u>Dave Snyder</u>	<u>P.O. Box 8</u> <u>Eighty Four, PA 15330</u>	T: <u>724-228-4500</u> F: <u>724-228-3183</u>
3. <u>Railroad Constructors Inc</u> <u>Deve Luvary</u>	<u>705 Mantua Ave.</u> <u>Paulsboro, NJ 08066</u>	T: <u>856-423-9385</u> F: <u>" " 9386</u>
4. <u>Balfour Beatty Rail</u> <u>LEE WILLIAMS</u>	<u>1600 Rte 136</u> <u>WASHINGTON, PA 15301</u>	T: <u>724-228-7636</u> F: <u>724-228-0025</u>
5. <u>Bob Matthews</u> <u>AMTRAK RAILROAD CONTRACTORS</u>	<u>9436 EARLEY DRIVE</u> <u>HAGERSTOWN, MD 21740</u>	T: <u>301-797-3730</u> F: <u>301-797-3740</u>
6. <u>JEM MOORE</u> <u>RAIL WORKS</u>	<u>985 UNION HILL RD</u> <u>ALPHARETTA GA 30004</u>	T: <u>770 740 0284</u> F: <u>770 740 0384</u>
7. <u>William Russell</u> <u>Russell cont INC</u>	<u>5672 Chestnut Grove Hwy</u> <u>Champion PA 16838</u>	T: <u>814-583-7875</u> F: <u>814-583-7875</u>
8. <u>Balfour Beatty Rail</u> <u>Tommy Carrett</u>	<u>8630 Brookville Rd</u> <u>Indianapolis, IN 46234</u>	T: <u>317-375-1088</u> F: <u>317-375-7098</u>
9. <u>Acme Construction</u> <u>DAVID M. HORTON</u>	<u>7695 BOND STREET</u> <u>CLEVELAND, OH 44139</u>	T: <u>440-232-7474</u> F: <u>440-232-7477</u>
10. <u>TRAKSPEC RR CORP</u> <u>ROGER LIPSCOMB</u>	<u>PO BOX 782</u> <u>HURRICANE, WV 25526</u>	T: <u>(304) 562-2473</u> F: <u>(304) 562-0111</u>

Please print or write legibly. The fax number is essential to contact the attendees in a timely manner.

Pre-Bid Conference
SIGN IN SHEET

[Please Print]

Request for Proposal No.: RMA100030 Date: 6-15-10

<u>Firm & Representative Name</u>	<u>Mailing Address</u>	<u>Telephone & FAX Numbers</u>
1. <u>American Railroad</u> <u>Richard Hall</u>	<u>2870 Normandy Dr.</u> <u>Atlanta, GA 30305</u>	T: <u>404-915-3124</u> F: <u>770-393-0110</u>
2. <u>Jeff Jolly</u> <u>Hinkle CONTRACTING</u>	<u>605 Blue Sky Parkway</u> <u>Lexington KY 40509</u>	T: <u>859-243-7888</u> F: <u>859-264-9234</u>
3. <u>JV Brown, JR</u> <u>Hinkle Contracting</u>	<u>1930 N. Teby St</u> <u>Florence, SC 29501</u>	T: <u>843-569-5107</u> F: <u>843-569-5108</u>
4. _____ _____	_____ _____	T: _____ F: _____
5. _____ _____	_____ _____	T: _____ F: _____
6. _____ _____	_____ _____	T: _____ F: _____
7. _____ _____	_____ _____	T: _____ F: _____
8. _____ _____	_____ _____	T: _____ F: _____
9. _____ _____	_____ _____	T: _____ F: _____
10. _____ _____	_____ _____	T: _____ F: _____

Please print or write legibly. The fax number is essential to contact the attendees in a timely manner.

BID BOND

KNOW ALL MEN BY THESE PRESENTS, That we, the undersigned, Amtrac Railroad Contractors of Maryland, Inc. of 9436 Earley Dr, Hagerstown, MD 21740, as Principal, and Ohio Farmers Insurance Company of Westfield Center, Ohio, a corporation organized and existing under the laws of the State of OHIO with its principal office in the City of Westfield Center, as Surety, are held and firmly bound unto the State of West Virginia, as Obligee, in the penal sum of Five Percent of Total Bid (\$ --5%-----) for the payment of which, well and truly to be made, we jointly and severally bind ourselves, our heirs, administrators, executors, successors and assigns.

The Condition of the above obligation is such that whereas the Principal has submitted to the Purchasing Section of the Department of Administration a certain bid or proposal, attached hereto and made a part hereof, to enter into a contract in writing for RMA10030

Cross Tie Replacement, Surfacing, Regulating, Welding of Rail, Culvert Replacement & Highway Railroad Grade Crossing Replacement;

NOW THEREFORE,

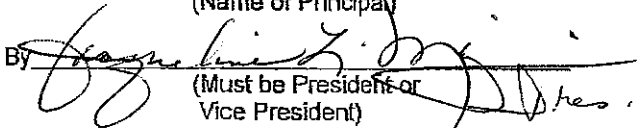
- (a) If said bid shall be rejected, or
- (b) If said bid shall be accepted and the Principal shall enter into a contract in accordance with the bid or proposal attached hereto and shall furnish any other bonds and insurance required by the bid or proposal, and shall in all other respects perform the agreement created by the acceptance of said bid, then this obligation shall be null and void, otherwise this obligation shall remain in full force and effect. It is 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 Surety, for the value received, hereby stipulates and agrees that the obligations of said Surety and its bond shall be in no way impaired or affected by any extension of the time within which the Obligee may accept such bid, and said Surety does hereby waive notice of any such extension.

IN WITNESS WHEREOF, Principal and Surety have hereunto set their hands and seals, and such of them as are corporations have caused their corporate seals to be affixed hereunto and these presents to be signed by their proper officers, this 8th day of JULY, 2010.

Principal Corporate Seal

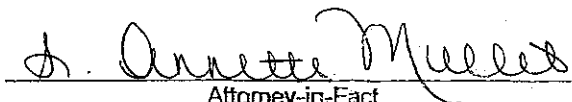
Amtrac Railroad Contractors of Maryland, Inc.
(Name of Principal)

By 
(Must be President or Vice President)

Jacqueline L. Manzini, President
(Title)

Surety Corporate Seal

Ohio Farmers Insurance Company
(Name of Surety)


Attorney-in-Fact

S. Annette Mullet, Attorney-in-Fact

IMPORTANT – Surety executing bonds must be licensed in West Virginia to transact surety insurance. Raised corporate seals must be affixed, a power of attorney must be attached.

General Power of Attorney

Westfield Insurance Co. Westfield National Insurance Co. Ohio Farmers Insurance Co. Westfield Center, Ohio

CERTIFIED COPY

Know All Men by These Presents, That WESTFIELD INSURANCE COMPANY, WESTFIELD NATIONAL INSURANCE COMPANY and OHIO FARMERS INSURANCE COMPANY, corporations, hereinafter referred to individually as a "Company" and collectively as "Companies," duly organized and existing under the laws of the State of Ohio, and having its principal office in Westfield Center, Medina County, Ohio, do by these presents make, constitute and appoint S. ANNETTE MULLET, STEVEN M. GARRETT, JOINTLY OR SEVERALLY

of INDIANAPOLIS and State of IN its true and lawful Attorney(s)-in-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, acknowledge and deliver any and all bonds, recognizances, undertakings, or other instruments or contracts of suretyship.

LIMITATION: THIS POWER OF ATTORNEY CANNOT BE USED TO EXECUTE NOTE GUARANTEE, MORTGAGE DEFICIENCY, MORTGAGE GUARANTEE, OR BANK DEPOSITORY BONDS.

and to bind any of the Companies thereby as fully and to the same extent as if such bonds were signed by the President, sealed with the corporate seal of the applicable Company and duly attested by its Secretary, hereby ratifying and confirming all that the said Attorney(s)-in-Fact may do in the premises. Said appointment is made under and by authority of the following resolution adopted by the Board of Directors of each of the WESTFIELD INSURANCE COMPANY, WESTFIELD NATIONAL INSURANCE COMPANY and OHIO FARMERS INSURANCE COMPANY:

"Be it Resolved, that the President, any Senior Executive, any Secretary or any Fidelity & Surety Operations Executive or other Executive shall be and is hereby vested with full power and authority to appoint any one or more suitable persons as Attorney(s)-in-Fact to represent and act for and on behalf of the Company subject to the following provisions:

The Attorney-in-Fact may be given full power and authority for and in the name of and on behalf of the Company, to execute, acknowledge and deliver, any and all bonds, recognizances, contracts, agreements of indemnity and other conditional or obligatory undertakings and any and all notices and documents canceling or terminating the Company's liability thereunder, and any such instruments so executed by any such Attorney-in-Fact shall be as binding upon the Company as if signed by the President and sealed and attested by the Corporate Secretary."

"Be it Further Resolved, that the signature of any such designated person and the seal of the Company heretofore or hereafter affixed to any power of attorney or any certificate relating thereto by facsimile, and any power of attorney or certificate bearing facsimile signatures or facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached." (Each adopted at a meeting held on February 8, 2000).

In Witness Whereof, WESTFIELD INSURANCE COMPANY, WESTFIELD NATIONAL INSURANCE COMPANY and OHIO FARMERS INSURANCE COMPANY have caused these presents to be signed by their Senior Executive and their corporate seals to be hereto affixed this 13th day of AUGUST A.D., 2007.

Corporate Seals Affixed



WESTFIELD INSURANCE COMPANY WESTFIELD NATIONAL INSURANCE COMPANY OHIO FARMERS INSURANCE COMPANY

Signature of Richard L. Kinnaird, Jr.

By: Richard L. Kinnaird, Jr., Senior Executive

State of Ohio County of Medina ss.:

On this 13th day of AUGUST A.D., 2007, before me personally came Richard L. Kinnaird, Jr. to me known, who, being by me duly sworn, did depose and say, that he resides in Medina, Ohio; that he is Senior Executive of WESTFIELD INSURANCE COMPANY, WESTFIELD NATIONAL INSURANCE COMPANY and OHIO FARMERS INSURANCE COMPANY, the companies described in and which executed the above instrument; that he knows the seals of said Companies; that the seals affixed to said instrument are such corporate seals; that they were so affixed by order of the Boards of Directors of said Companies; and that he signed his name thereto by like order.

Notarial Seal Affixed



Signature of William J. Kahelin

William J. Kahelin, Attorney at Law, Notary Public My Commission Does Not Expire (Sec. 147.03 Ohio Revised Code)

State of Ohio County of Medina ss.:

I, Frank A. Carrino, Secretary of WESTFIELD INSURANCE COMPANY, WESTFIELD NATIONAL INSURANCE COMPANY and OHIO FARMERS INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Companies, which is still in full force and effect; and furthermore, the resolutions of the Boards of Directors, set out in the Power of Attorney are in full force and effect.

In Witness Whereof, I have hereunto set my hand and affixed the seals of said Companies at Westfield Center, Ohio, this 8th day of

JULY A.D., 2010



Signature of Frank A. Carrino Secretary



State of West Virginia
DRUG FREE WORKPLACE CONFORMANCE AFFIDAVIT
West Virginia Code §21-1D-5

STATE OF Maryland

COUNTY OF Washington, TO-WIT:

I, Carey A. Chaney, after being first duly sworn, depose and state as follows:

- 1. I am an employee of Amtrac Railroad Contractors of Maryland, Inc.; and,
(Company Name)
- 2. I do hereby attest that Amtrac Railroad Contractors of Maryland, Inc.
(Company Name)

maintains a valid written drug free workplace policy and that such policy is in compliance with **West Virginia Code §21-1D-5**.

The above statements are sworn to under the penalty of perjury.

Amtrac Railroad Contractors of Maryland, Inc.
(Company Name)

By: Carey A. Chaney
Carey A. Chaney
Title: Vice President
Date: July 21, 2010

Taken, subscribed and sworn to before me this 21st day of July, 2010.

By Commission expires November 22, 2010

(Seal)

Sheila Rowe
(Notary Public) Sheila Rowe

THIS AFFIDAVIT MUST BE SUBMITTED WITH THE BID IN ORDER TO COMPLY WITH WV CODE PROVISIONS. FAILURE TO INCLUDE THE AFFIDAVIT WITH THE BID SHALL RESULT IN DISQUALIFICATION OF THE BID.

RFQ No. RMA10030STATE OF WEST VIRGINIA
Purchasing Division**PURCHASING AFFIDAVIT**

West Virginia Code §5A-3-10a states: No contract or renewal of any contract may be awarded by the state or any of its political subdivisions to any vendor or prospective vendor when the vendor or prospective vendor or a related party to the vendor or prospective vendor is a debtor and the debt owed is an amount greater than one thousand dollars in the aggregate.

DEFINITIONS:

"Debt" means any assessment, premium, penalty, fine, tax or other amount of money owed to the state or any of its political subdivisions because of a judgment, fine, permit violation, license assessment, defaulted workers' compensation premium, penalty or other assessment presently delinquent or due and required to be paid to the state or any of its political subdivisions, including any interest or additional penalties accrued thereon.

"Debtor" means any individual, corporation, partnership, association, limited liability company or any other form or business association owing a debt to the state or any of its political subdivisions. "Political subdivision" means any county commission; municipality; county board of education; any instrumentality established by a county or municipality; any separate corporation or instrumentality established by one or more counties or municipalities, as permitted by law; or any public body charged by law with the performance of a government function or whose jurisdiction is coextensive with one or more counties or municipalities. "Related party" means a party, whether an individual, corporation, partnership, association, limited liability company or any other form or business association or other entity whatsoever, related to any vendor by blood, marriage, ownership or contract through which the party has a relationship of ownership or other interest with the vendor so that the party will actually or by effect receive or control a portion of the benefit, profit or other consideration from performance of a vendor contract with the party receiving an amount that meets or exceeds five percent of the total contract amount.

EXCEPTION: The prohibition of this section does not apply where a vendor has contested any tax administered pursuant to chapter eleven of this code, workers' compensation premium, permit fee or environmental fee or assessment and the matter has not become final or where the vendor has entered into a payment plan or agreement and the vendor is not in default of any of the provisions of such plan or agreement.

Under penalty of law for false swearing (*West Virginia Code §61-5-3*), it is hereby certified that the vendor affirms and acknowledges the information in this affidavit and is in compliance with the requirements as stated.

WITNESS THE FOLLOWING SIGNATUREVendor's Name: Amtrac Railroad Contractors of Maryland, Inc.

Authorized Signature: _____

Date: July 21, 2010State of MarylandCounty of Washington, to-wit:Taken, subscribed, and sworn to before me this 21 day of July, 2010.My Commission expires November 22, 2011.

AFFIX SEAL HERE

NOTARY PUBLIC _____

Sheila Rowe
Sheila Rowe