



North Carolina Railroad Company

REQUEST FOR PROPOSAL

**CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY
IMPROVEMENTS (CRISI) OF NORTH CAROLINA
RAILROAD COMPANY'S CAROLINIAN AND PIEDMONT
PASSENGER AND FREIGHT IMPROVEMENTS
PROGRAM (CAPPFI)
BRIDGE REPAIR OR REPLACEMENT STUDY AT
MILEPOST 27.6-NC, 39.5-NC AND 41.0-NC**

April 30, 2026

REQUEST FOR PROPOSAL (RFP) FOR BRIDGE REPAIR OR REPLACEMENT STUDY OF CAROLINIAN AND PIEDMONT PASSENGER AND FREIGHT IMPROVEMENTS PROGRAM

1. INTRODUCTION

The North Carolina Railroad Company (NCR) is requesting proposals from qualified firms to provide engineering services for a Bridge Repair or Replacement Study at Milepost 27.5-NC, 39.5-NC and 41.0-NC for NCR's FY2023-2024 CRISI Grant-funded Carolinian and Piedmont Passenger and Freight Improvements (CAPPFI) Program.

- a. NCR owns the lines and properties in a corridor between Charlotte and Morehead City, NC. NCR granted to Norfolk Southern Railway ("NSR"), under the terms set forth in a Master Agreement and Trackage Rights Agreement, exclusive freight trackage rights over certain lines and properties of NCR (the "NCR corridor"). NCR also granted to NSR such operating rights as permit continuation of certain passenger operations of the National Railroad Passenger Corporation ("Amtrak") over the lines of NCR. Track charts are available for reference in Appendix A.
- b. This procurement is supported by federal assistance through the Federal Railroad Administration (FRA)'s Consolidated Rail Infrastructure and Safety Improvements (CRISI) program and is subject to all applicable federal requirements, including the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards at 2 CFR Part 200, along with FRA award terms and conditions and any applicable U.S. Department of Transportation requirements. To this end, any final executed contract will include, at a minimum, terms outlined in Appendix B.
- c. NCR intends to seek reimbursement from FRA for eligible costs for services described in this RFP. NCR does not guarantee award funding beyond the scope described herein and may cancel this RFP at any time prior to execution of a contract.
- d. NCR has made and continues to make improvements to the NCR corridor to strengthen rail service. NCR funds projects from its capital resources and funds other projects in partnership (jointly) with other parties such as NSR, the North Carolina Department of Transportation (NCDOT), and FRA. The projects included in the entirety of the CAPPFI Program are referenced in Appendix C.
- e. NCR reserves the right to amend, withdraw, and cancel this RFP, and reserves the right to reject all responses to this RFP before contract execution. NCR reserves the right to request or obtain additional information about any proposals.

2. SCHEDULE OF RFP EVENTS

The following is a tentative schedule of RFP events:

- Release/Public Notice of RFP – April 30, 2026
- Formal Question(s) Submission Deadline – May 14, 2026
- NCRR Issues Addendum Responses (anticipated): May 20, 2026
- Proposal Due Date/Time: June 4, 2026 by 12:00pm Eastern
- Notice of Intent to Award (anticipated): : July 6, 2026
- Contract Negotiation and Execution (anticipated): – July 31, 2026
- Anticipated Notice to Proceed (NTP) – August 2026 – September 2026

Prospective firms are encouraged to promptly notify NCRR of any apparent inconsistencies in the RFP. All formal inquiries to this RFP must be submitted in writing via email to Zachary Barham, Project Manager (zbarham@ncrr.com) by May 14, 2026. NCRR will issue responses via written addendum(s) to all proposers. No verbal responses will be given.

3. PROPOSAL SUBMISSION INSTRUCTIONS

Proposals will be submitted via the Responsive portal. Proposers will receive an invitation email from Responsive.io with a link to access the project workspace.

- Accept the invitation (or sign in) and open the RFP project in Responsive.
- Review all sections and requirements shown in the portal, including any addenda.
- Upload proposal files in the locations indicated (e.g., technical proposal, price proposal, and required forms), ensuring all files are complete and legible.
- Confirm the submission is finalized in Responsive (i.e., submitted) prior to the Proposal Due Date/Time stated in Section 2.
- Retain the Responsive confirmation/receipt for your records.

If uploading your proposal via Responsive causes any concerns or complications, please contact Zachary Barham, Project Manager (zbarham@ncrr.com) to discuss alternative options.

Proposals will not be reviewed by NCRR until the submission deadline has passed. NCRR will document receipt of proposals and maintain procurement records in accordance with 2 CFR 200.318(i).

4. COST OF RFP PREPARATION

NCRR shall not be liable for any pre-contractual expenses incurred by any proposer or by any selected firm in connection with the preparation of a response to this RFP. Each proposer shall protect, defend, indemnify, and hold harmless the NCRR from any and all liability, claims, or expenses incurred by, or on behalf of, the entity

participating in the preparation of its response to this RFP. Pre-contractual expenses include, but are not limited to, the following: preparation of this proposal, negotiations prior to the notice to proceed, and costs associated with travel and/or meetings.

5. KEY PERSONNEL

Proposals must include the proposed project team members and their experience. It is imperative that key personnel providing the services have appropriate background experience and qualifications. The Project Manager must have railroad engineering experience. Include a summary of qualifications, certifications, and technical capabilities for each proposed staff member, as well as their proposed role on the project.

6. PROOF OF INSURANCE AND LICENSING

Proposals must include evidence of insurance and professional licensing appropriate to the scope. NCRR will specify minimum insurance requirements during contract negotiations; proposers may include their standard coverages and limits in their proposals.

The selected firm and any subconsultants shall hold, or obtain prior to contract execution, all professional licenses required under North Carolina law for the services to be performed. Any deliverables requiring professional certification or seal must be prepared and sealed by an individual duly licensed in the State of North Carolina, as applicable.

7. SUBCONSULTANT PARTICIPATION

The proposer shall list any and all subconsultants they propose to use and specify the function to be performed by the subconsultant. The relevant information (i.e. name, task, etc.) of key personnel of the subconsultant must be listed, and each must be licensed as appropriate in their particular field of expertise, such as engineering, surveying, etc. All flow-down provisions in Appendix B must apply to subcontracts, as applicable.

8. CONTRACT TYPE

In accordance with 2 CFR 200.320(b)(2), the contract to be negotiated with the successful proposer will be a cost-reimbursement contract with a not-to-exceed threshold.

The awarded contract will incorporate:

- Applicable cost principles under 2 CFR 200, Subpart E
- Allowable cost requirements and documentation standards
- Invoicing requirements, supporting documentation, and audit rights

- Non-Disclosure Agreement between successful bidder and NCRR

NCRR will perform a cost or price analysis prior to the award in accordance with 2 CFR 200.324.

The successful proposer will not be precluded from bidding on any other components of CAPPFI.

9. CONFLICT OF INTEREST

Proposers must disclose any actual or potential conflicts of interest or organizational conflicts of interest, including but not limited to:

- Relationships with NCRR, NSR, NCDOT, Amtrak, FRA, or other stakeholders that may affect objectivity
- Unequal access to information or prior involvement in developing the scope/specifications
- Impaired objectivity risks (e.g., evaluating work the proposer performed)

NCRR may disqualify a proposer or require mitigation where a conflict cannot be adequately addressed.

10. ELIGIBILITY, RESPONSIBILITY, AND SAM VERIFICATION

Prior to award, NCRR will determine that the apparent successful proposer is a responsible contractor under 2 CFR 200.318(h), considering integrity, compliance history, technical capability, financial resources, and past performance.

The apparent successful proposer (and key subcontractors) must not be suspended or debarred and must be eligible for federal contracting. NCRR will verify eligibility through SAM.gov and may require certifications.

11. SCOPE OF SERVICES

The proposed study will evaluate the repair or replacement options of the three (3) NCRR rail bridges in the Raleigh to Greensboro corridor at Milepost 27.6-NC, 39.5-NC, and 41.0-NC. Descriptions of the three (3) rail bridges are shown below:

- 27.6-NC bridge: approximately 112' long open deck truss; (36.090718, -79.332657)
- 39.5-NC bridge: approximately 129' long open deck trust; (36.073155, -79.133993)
- 41.0-NC bridge: approximately 108' long open deck plate girder; (36.071579, -79.108267)

The proposed study should include, but not be limited to, the following components:

- Conduct site investigations (survey, existing conditions documentation, structure assessment)
- Develop base mapping and corridor/track geometry constraints
- Identify horizontal/vertical clearance needs and rail operating requirements
- Analyze bridge replacement alternatives (superstructure and substructure concepts)
- Prepare preliminary cost estimates for each alternative
- Conduct a geotechnical desktop review and identify required borings
- Develop hydraulic/hydrology analysis for waterway/culvert bridges (if applicable)
- Evaluate constructability and potential railroad service impacts
- Develop preliminary plan sheets (up to 10% design level) for each alternative

12. FORMAT FOR PROPOSAL AND REQUIRED CONTENT

All proposals must include the following to be considered:

- a. Cover Letter: Signed by an authorized representative, acknowledging any addenda, and stating the primary point of contact.
- b. Firm Experience and Past Performance: Describe three (3) similar studies/projects completed in the past five years. Each project should include the client contact, scope, funding context (federal/state/private), and funding amount, if applicable.
- c. Key Personnel: Include qualifications, certifications, and technical capabilities for each proposed staff member, as well as their proposed role. Identify the Project Manager, their availability, and the percent allocation of their time.
- d. Technical Approach and Work Plan: Describe your understanding of the project and constraints, stakeholder coordination, agency engagement, deliverables list with schedule, quality control/quality assurance approach. Include a work plan detailing how the proposal will meet the Scope of Services outlined in Section 11.
- e. Schedule: Detail major milestones, assumptions, and dependencies
- f. Price Proposal: Include a fee and schedule proposal, including labor categories, hourly rates, hours by tasks, direct costs by tasks and indirect costs, if any.
- g. Certifications and Disclosures
- h. Conflict of Interest Disclosure Statement
- i. Debarment/Suspension Certification
- j. Telcom/video Surveillance Prohibition Attestation (2 CFR 200.216)

13. EVALUATION

Proposals will be evaluated using a documented technical evaluation process in accordance with 2 CFR 200.320(b)(2)(i). Key evaluation criteria are outlined in the table below:

Criteria	Scoring
Firm Experience	10
Key Personnel and Staffing Plan	15
Technical Approach, Work Plan, and Deliverables	25
Price	50
Total:	100

If scores are tied, NCRR will select the proposal with the higher technical score (sum of the first three criteria). If still tied, NCRR may request best and final offers.

NCRR will complete a cost or price analysis prior to award under 2 CFR 200.324. NCRR may request additional cost details, supporting documentation, or rate substantiation.

14. RESERVATION OF RIGHTS

NCRR reserves the right to amend, clarify, withdraw, or cancel this RFP at any time prior to contract execution. NCRR may reject any or all proposals received in response to this solicitation, waive minor informalities or irregularities that do not affect the substantive evaluation of proposals, and request additional information or clarification from any proposer as necessary to support its evaluation process. NCRR further reserves the right to conduct discussions or interviews, request revised proposals or best and final offers, and negotiate scope, schedule, and price with the highest-ranked proposer, consistent with 2 CFR 200.320(b)(2).

Issuance of this RFP does not obligate NCRR to award a contract, nor does it commit NCRR to pay any costs incurred in the preparation or submission of a proposal. Any contract award will be subject to the availability of federal funding and compliance with all applicable federal, state, and local requirements. NCRR retains the right to award in whole or in part, if determined to be in its best interest and consistent with federal procurement standards.

15. PUBLIC NOTICE AND ADVERTISEMENT

NCRR, in accordance with 2 CFR 200.320(b)(2)(i), will provide public notice of the RFP to facilitate adequate competition and awareness of the opportunity.

16. SMALL BUSINESSES, MINORITY BUSINESSES, WOMEN'S BUSINESS ENTERPRISES, VETERAN-OWNED BUSINESSES, AND LABOR SURPLUS AREA FIRMS.

NCRR, in accordance with 2 CFR 200.321, will, when possible, ensure that small businesses, minority businesses, women's business enterprises, veteran-owned businesses, and labor surplus area firms are considered for this RFP.

17. NUMBER OF BIDS

NCR, in accordance with 2 CFR 200.320(B)(2)(i), will obtain proposals from an adequate number of qualified sources.

18. OFFICE LOCATION

NCR will not furnish office or working facilities for consultant staff. NCR will not reimburse consultant personnel for any relocation expenses other than normal travel outside their home office.

19. QUESTIONS AND CLARIFICATIONS

All questions and requests for clarification concerning this RFP should be directed in writing to: zbarham@ncr.com. Written responses to proposers' questions will be provided via an addendum for public notice. No verbal responses will be given. No other communication with NCR about this RFP is allowed. Questions must be submitted by May 14, 2026.

APPENDIX A
TRACK CHARTS

APPENDIX B

FEDERALLY REQUIRED CONTRACT PROVISIONS

For all contracts funded with federal assistance, the following provisions must be included in accordance with 2 CFR 200.327:

1. **Administrative, Contractual or Legal Remedies** are required in all contracts in excess of the simplified acquisition threshold amount, and remedies must address any contract violations or disputes.
2. **Termination Provision** requires all contracts in excess of \$10,000 to contain a provision for termination of the contract for both cause and convenience.
3. For all contracts that meet the definition of “federally assisted construction contract” in 41 CFR Part 60-1.3, **Equal Employment Opportunity**, including Executive Order 11246 as amended, which was further amended by Executive Order 11375, which requires equal opportunity for all persons, without regard to race, color, religion, sex or national origin, employed or seeking employment with government contractors or with contractors performing under federally assisted construction contracts.
4. **Davis-Bacon Act**, as amended ([40 U.S.C. 3141-3148](#)). When required by Federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act ([40 U.S.C. 3141-3144](#), and [3146-3148](#)) as supplemented by Department of Labor regulations ([29 CFR Part 5](#), “Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction”). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-Federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency. The contracts must also include a provision for compliance with the Copeland “Anti-Kickback” Act ([40 U.S.C. 3145](#)), as supplemented by Department of Labor regulations ([29 CFR Part 3](#), “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.

5. For all applicable contracts in excess of \$100,000 that involve the employment of mechanics or laborers, **Contract Work Hours and Safety Standards Act** which prohibits certain unsanitary, hazardous or dangerous working conditions and requires that wages of every mechanic and laborer to be on the basis of a standard work week of forty hours with any work in excess of forty hours per week to be compensated at a rate of not less than one and one-half times the basic rate of pay.
6. For all contracts that meet the definition of “funding agreement” under 37 CFR Part 401.2(a) and involve a contract with a small business firm or nonprofit organization regarding the assignment or performance of experimental, developmental or research work must comply with the **Rights to Inventions Made Under a Contract or Agreement** contained in 37 CFR Part 401.
7. All contracts, subcontracts and sub-grants in excess of \$150,000 must contain a provision which requires compliance with all applicable standards, orders or regulations issued pursuant to the **Clean Air Act** and the **Federal Water Pollution Control Act**.
8. **Debarment and Suspension (Executive Orders 12549 and 12689 and 2 CFR Part 180)** which prohibit the contracting with any party listed on the “System for Award Management” (SAM.gov), which identifies all parties that have active exclusions (i.e. suspensions, debarments) imposed by a federal agency.
9. **Byrd Anti-Lobbying Prohibition (31 U.S.C. 1352)** prohibits the use of federal funds to pay any person or organization for influencing or attempting to influence anyone with any federal contract, grant or other award covered by 31 U.S.C. 1352 and also requires that Contractors that apply or bid for an award exceeding \$100,000 where federal funds are used must file the required certification stating that the parties will not and have not used federal funds to pay any person or organization for influencing or attempting to influence anyone with any federal contract, grant, or other award covered by 31 U.S.C. 1352.
10. **Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment** wherein 2 CFR Part 200.216 prohibits use of federal grant or loan funds to enter into, renew or extend any agreement to procure or obtain equipment, services, or systems that use telecommunications equipment or services produced by Huawei Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities) as a substantial or essential component of that system.
11. **Domestic Preferences for Procurements** for when federal funds are utilized, and where appropriate and to the extent consistent with other laws and regulations, 2 CFR Part 200.322 allows a federal award to provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products), and

12. **Procurement of Recovered Materials** as required by 2 CFR Part 200.323 which requires procurements in excess of \$10,000 to contain the highest percentage of recovered materials practicable while consistent with maintaining a satisfactory level of competition.

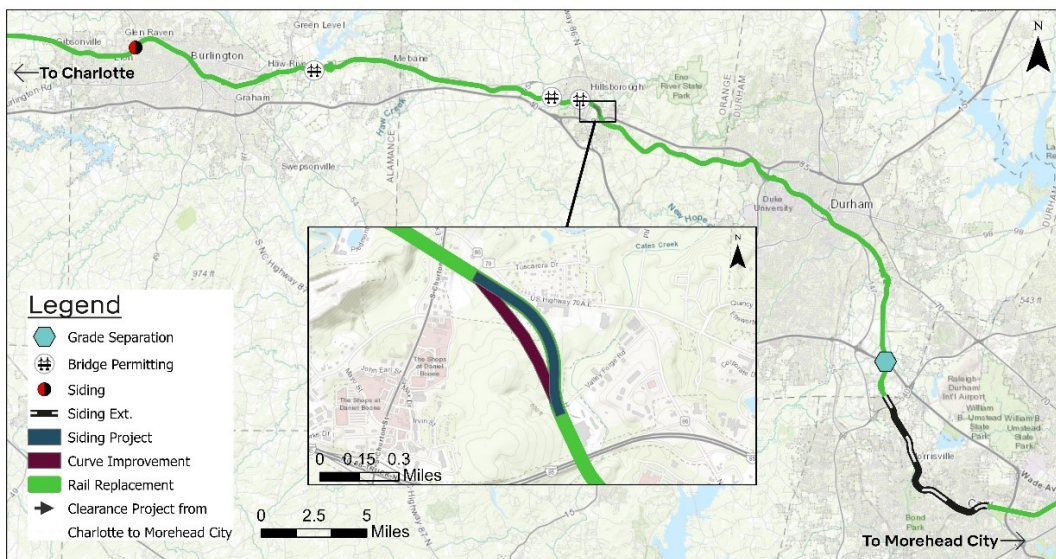
APPENDIX C
PROGRAM OVERVIEW

Carolinian and Piedmont Passenger and Freight Improvements (CAPPFI) - FY23-24 CRISI - NCRR

Federal Funding Requested: \$105,595,000 Total Project Cost: \$170,445,000

Project Summary:

The North Carolina Railroad Company (NCRR) has been awarded \$105.6 million in federal funding from the FY 2023-2024 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Carolinian and Piedmont Passenger and Freight Improvements Project. This project addresses significant delays affecting Amtrak passenger and Norfolk Southern (NS) freight trains in the most congested corridor segment in North Carolina. The aim is to safely support a sixth daily passenger rail frequency and accommodate future freight growth.



Project Components:

- 01 **Clegg to Cary Siding Extension:** A 4.5-mile siding extension to reduce conflicts in the single-track corridor. This will allow passenger trains to pass 2-mile-long freight trains.
- 02 **Hillsborough Curve Realignment and Improvements:** Realignment to increase passenger train speed from 40 to 65 mph and freight from 40 to 60 mph, reducing travel time and enhancing safety.
- 03 **Cornwallis Road Grade Separation and Curve Realignment (P-5717):** Eliminate the at-grade crossing and realign the curve to increase passenger train speeds from 60 to 79 mph.

- 04 **Elon Passenger and Local Freight Siding:** Construct a 2,600-foot siding to reduce conflicts, allowing trains to pass without an 8-mile diversion.
- 05 **Hillsborough Passenger and Local Freight Siding:** A 3,500-foot siding to facilitate train passing and reduce delays.
- 06 **Rail Replacement (Raleigh-Greensboro):** Replace up to 69 miles of rail to improve condition and reduce maintenance disruptions, enhancing overall corridor efficiency.
- 07 **Bridge Replacement and Clearance Improvements Planning:** Study and plan future bridge replacements and clearance needs to accommodate over-dimensional loads such as transformers and/or wind turbines.

Project Implementation and Management:

NCRR will administer the project and Norfolk Southern is responsible for track and railroad signal construction. The project will undergo various design and environmental permitting stages, with construction scheduled from 2027 to 2030.

Location:

Raleigh, Cary, Morrisville, Hillsborough, Burlington, and Greensboro, NC, primarily in urban areas.

The project is designed to meet the growing demand for both passenger and freight rail services in one of the fastest-growing regions in the United States, ensuring efficient and reliable transportation options. This project will improve network efficiency, support economic development, and enhance overall transportation safety and sustainability.