

1.0 CONTINUATION OF SF 1449

The National Aeronautics and Space Administration (NASA) Kennedy Space Center (KSC) has a requirement for rail system operations as described in the attached Statement of Work (SOW).

The period of performance is from December 01, 2015 through March 31, 2016.

The Offeror shall submit the following elements in their quote to be considered responsive and is limited to five (5) pages:

1. A technical approach for performing the requirements of the SOW, including:
 - a. The resources, personnel and equipment required; and,
 - b. The specific processes and procedures required to perform each section of the SOW.
2. Relevant experience in the past five (5) years performing rail system operations at other comparable sites of a similar scope and complexity. The Offeror shall provide three (3) separate examples with references.
3. The Offeror shall complete the chart below, providing fully burdened prices required for all work required to perform the SOW. If the Government determines that, due to unrealistically low or significantly understated rates, there is an unreasonably high risk of default, such determination could serve as a basis for non-selection.

One award will be made to the offeror with the lowest price, technically acceptable, quote. For evaluation purposes only, the total price will consist of the sum of the price of Weeks 1 & 2 (which consists of 10 days, Monday – Friday, 8:00AM – 5:00PM) and 5 additional days, Technical acceptability will be based on the offeror’s technical approach and relevant experience (numbers 1 and 2 above).

Line Item	Proposed Price	* Quantity	* Total Price
Weeks 1 & 2		1	
Each Additional Day		5	
Total Price			

* This column is for evaluation purposes only.

The Government intends to evaluate the lowest priced quote first and, if it is determined to be technically acceptable, make an award to that offeror. In the event that the lowest priced quote is not technically acceptable, the second lowest priced quote will be evaluated and, if it is determined to be technically acceptable, an award will be made to that offeror. This process will continue until the lowest priced technically acceptable quote is identified.

2.0 ATTACHMENTS

Attachment 1: Statement of Work

ending the last sound on the crossing, prolonging it if necessary. The duration of the complete signal must not be less than 10 seconds.

A minimum of two (2) weeks prior to actual operations the contractor shall provide the KSC Railroad Manager all required information to obtain a "Rail Bridge Crossing Permit". Required information includes the proposed car order, car weights and axle spacing of all cars in the train, including the switcher locomotive or equivalent. The proposed car order or may be altered by the permitting office and/or KSC Railroad Manager to account for safe bridge loading. The approved bridge permit will designate acceptable train configurations and will be explained to the contractor, by the KSC Railroad Manager, prior to any bridge crossing. This is required for all bridge crossings inbound and outbound.

6.0 NASA KSC AVAILABLE RAIL ELEMENTS (MAINTAINED BY NASA)

- 32.5 miles of track that are considered active and will be used for this requirement.
- Thirty-six (quantity: 36) manual-type track switches between Schwartz Road and the Jay Jay Bridge. Operators must use caution to ensure the switches are in the correct position for intended routes.
- Ten (quantity: 10) individual crossing signals between Schwartz Road and the Jay Jay Bridge. NOTE: *none* of the crossing signals are equipped with barricades.

The picture below depicts six Booster Segment railcars with spacer cars and one of the NASA locomotives traversing the Jay Jay Bridge.



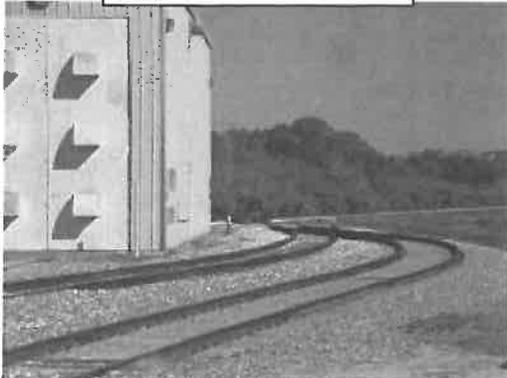
The pictures below depict some sections of the active rail system and railcar staging/storage sites on KSC. The maintenance and repair of the tracks and other items associated with the rail system will be maintained and repaired in compliance with the Unified Facilities Criteria (UFC) 4-860-3, Railroad Track Maintenance and Safety Standards requirements.



General Section of KSC Track



Main and Side Track Staging at West Wilson Yard Site



Track section leaving the north side of the Locomotive Maintenance Facility Area



Manual Track Switch Operations