

BELVIDERE & DELAWARE RIVER RAILWAY

POST OFFICE BOX 22
RINGOES, NEW JERSEY 08551

REQUEST FOR PROPOSALS 1002 Ringoies Track A Turnout Replacement March 8, 2010

INTRODUCTION

The Belvidere & Delaware River Railway seeks proposals from qualified railroad contractors to furnish labor, materials, equipment, supervision, engineering, financing, and administration for the Replacement of the Track A Turnout in the Black River & Western Railroad Yard at Ringoes, NJ.



This views toward the north shows the existing Track A Turnout. The new turnout will be located approximately 15' to the south with the bent rail bolted to the 130# rail at the lower right joint and the points being approximately 5' north of the joint. The derail and blue flag shall be located near the blue flag in the photo.

SCOPE OF PROJECT(S)

The existing Track A Turnout is a right hand #8 turnout of 100# PRR rail and components. Steel and timbers are in poor condition.

The scope of this project is to replace this turnout, locating the new turnout approximately 15' south of the existing turnout, with respect to point-of-switch.

This project also includes the construction of approximately 15' of new track beyond the last timber on the main track and siding.

This project also includes the installation of a derail on the east rail of the siding, within the aforementioned new track.

The project also includes the installation of a fixed, fold down, blue signal at the same location as the derail.

This project also includes the excavation and repair of the culvert under the Main track and Mill track at the approximate location of existing point of switch.

The turnout and connecting tracks shall be 130# PS, no substitutions. The turnout shall have 18' points and be constructed according to PRR/PC plans.

The turnout shall be in the line and grade of the main track, relative to a correct centerline and profile from the recently installed Mill Track turnout to the south, and the Railroad's Bridge 6.95 over County 579, to the north.

The main track and siding north of the new turnout shall be run off into the new turnout, and with the proper compromise bars and transition rails, as required.

The switch stands for the turnout and derail shall be installed on the east side of the track.

See Black River Railroad System Track Standards and Specification (01/01/2010) for more details.

PROPOSAL FORMAT

Interested parties shall submit separate, best price, lump sum proposals, for completing all of the above listed work, no later than 5:00 PM on Thursday March 18, 2010, to the undersigned, by express carrier, email, or fax.

For express delivery: K.Burenga
System Home Office
20 Toad Lane
Ringoos, NJ 08551

Proposals shall include unit quantities for all materials, equipment, and labor, however, per unit pricing is *not* required.

Proposals shall include a work schedule for completing the project with respect to the schedules and track times contained herein.

Alternates and deviations from the project scope will be considered, but exceptions shall be clearly noted in the proposal.

Proposals shall specifically reference this Request for Proposal, all revisions and/or addendums and acceptance of the terms and conditions contained therein.

In addition to the Qualifications contained in section 9. of TERMS & CONDITIONS, proposals shall include specific credentials for the Railroad Bridge Engineering aspect of this project and shall identify sub-contractors if the design work is not done “in-house.”

The Railroad reserves the right to postpone or delay any of the individual projects, reject any and all proposals for any reason, and shall have the right to modify this Request for Proposals with appropriate notice.

TIMETABLE DIRECTION

All directions contained in this Request for Proposal are relative to the Main Track of the Railroad which runs from South (Lambertville) to North (Three Bridges) and might not correlate with true cardinal directions.

TRACK STANDARDS & SPECIFICATIONS

Except as otherwise noted herein, all work and construction shall be in accordance with the Black River Railroad System Track Standards and Specification (01/01/2010), attached hereto and made a part hereof.

SALVAGE & DISPOSAL

Old ties and timbers shall be properly disposed of off site, except that old ties and/or timbers may be used in retaining walls to reinforce embankments.

Old rail and OTM shall be removed from the project site and shall become the property of the Contractor for scrap or salvage disposition.

Notwithstanding other references to salvage and removal of materials, all compromise and insulated joint bars removed from track as part of the project(s) contained in this Request for Proposal, shall remain the property of the Railroad and shall be stockpiled on site.

TERMS & CONDITIONS

Since this project is being funded in large part by the New Jersey Department of Transportation, special Terms and Conditions apply:

1. Bid Opening

The bid opening will not be public. The Railroad will review the proposals, prioritize its choices, and send the proposals to the New Jersey Department of Transportation for approval. Contractors will only be notified of the results, after NJDOT review.

2. Project Calendar

It is anticipated that these projects will be ready to start on or about **September 1, 2010**. All construction work associated with these projects shall be completed before **December 31, 2010**.

3. Track Time

The Belvidere & Delaware River Railway operates one train in each direction between Ringoes and Three Bridges on Wednesday and Sunday. The Black River & Western Railroad operates eight (8) to ten (10) tourist passenger trains daily between Ringoes and Flemington on Saturday and Sunday.

The Railroad shall provided uninterrupted track time for construction for two weeks, Monday through Friday, but the Main track must be in service during weekends.

4. Worksite Access

Access to the work area is from County Route 579 through the KBS terminal on the west side of the tracks. On-track equipment may be secured on one of the sidings in the Ringoes Yard for the project duration.

5. RWP/MW Safety

All onsite employees of the Contractor shall complete the Railroad's online Roadway Worker Protection/MW Safety Program before they will be permitted on the work site.

6. Flagman

The Railroad will provide a Flagman for On-Track-Protection, as required, at its cost and expense.

7. Public Grade Crossings

Contractor shall provide qualified flagmen for moving on-track equipment across public grade crossings.

8. Email Requirement

Project Supervisors shall have the ability to communicate with the Railroad General Manager by email at the beginning or end of each work day.

9. Qualified Contractors

Contractors shall be qualified to submit proposals for this project by providing a resume of recent projects which are similar in scope and nature, along with references from at least three recent customers, preferably railroads.

Any contractor that has performed work for the Railroad in the past three (3) years shall be deemed as pre-qualified.

10. Performance Bond

The Contractor shall provide a performance and payment bond upon award of the contract in favor of the Railroad in the amount of 110% of the work awarded.

11. Insurance

Contractors shall provide evidence of General Liability Insurance, from a rated insurance company, with limits of \$5,000,000 or more, along with the proposal. Upon award of the contract and before construction begins, the Railroad and the State of New Jersey shall be named as additional insured certificate holder, with a minimum ten (10) day cancellation notice.

12. Other Approvals

Contractor shall be responsible for identifying and obtaining any permits or approvals required by governing bodies or regulatory agencies, but shall verify the requirement with the Railroad before obtaining same.

13. State Requirements

Contractors shall be required to comply with State Requirements and the provisions contained in Appendix A, Nondiscrimination; Appendix B, Affirmative Action; Appendix C, New Jersey Department of Transportation Code of Ethics for Vendors; and Appendix D, Americans with Disabilities Act, attached hereto.

Prevailing wage rates, as determined by the New Jersey Department of Labor, will apply to this project.

14. Billing Requirements & Payment

Invoice(s) to the Railroad shall include the details required by the New Jersey Department of Transportation, as outlined in the attached memo to the Railroad dated February 28, 2008.

The Contractor shall maintain all financial records and receipts associated with this contract, for a period of three (3) years after final inspection, and shall make these records available to State Inspectors for audit, upon request.

All work shall be subject to final inspection by the Railroad and a representative of New Jersey Department of Transportation.

The Railroad shall pay the Contractor for the project work, in full, within five (5) business days of receiving reimbursement for same from the State of New Jersey.

Please note that the State of New Jersey processed and paid invoices associated with FY 2009 projects in ten (10) weeks but that FY2008 projects were paid in twenty-nine (29) weeks.

15. NJ Sales Tax

Please note that this project is exempt from New Jersey Sales Tax. The Railroad will provide a tax exempt certificate upon request.

16. Pre-Proposal Inspections

Inspection of the project limits can be arranged by contacting the undersigned in advance.

17. Prohibited Interests

No member, officer, or employee of the Railroad during his tenure with the Railroad or for one year thereafter, shall have any interest, direct or indirect, in this contract or the proceeds thereof. (This wording shall be included in all Proposals and subsequent Contracts or Agreements.)

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