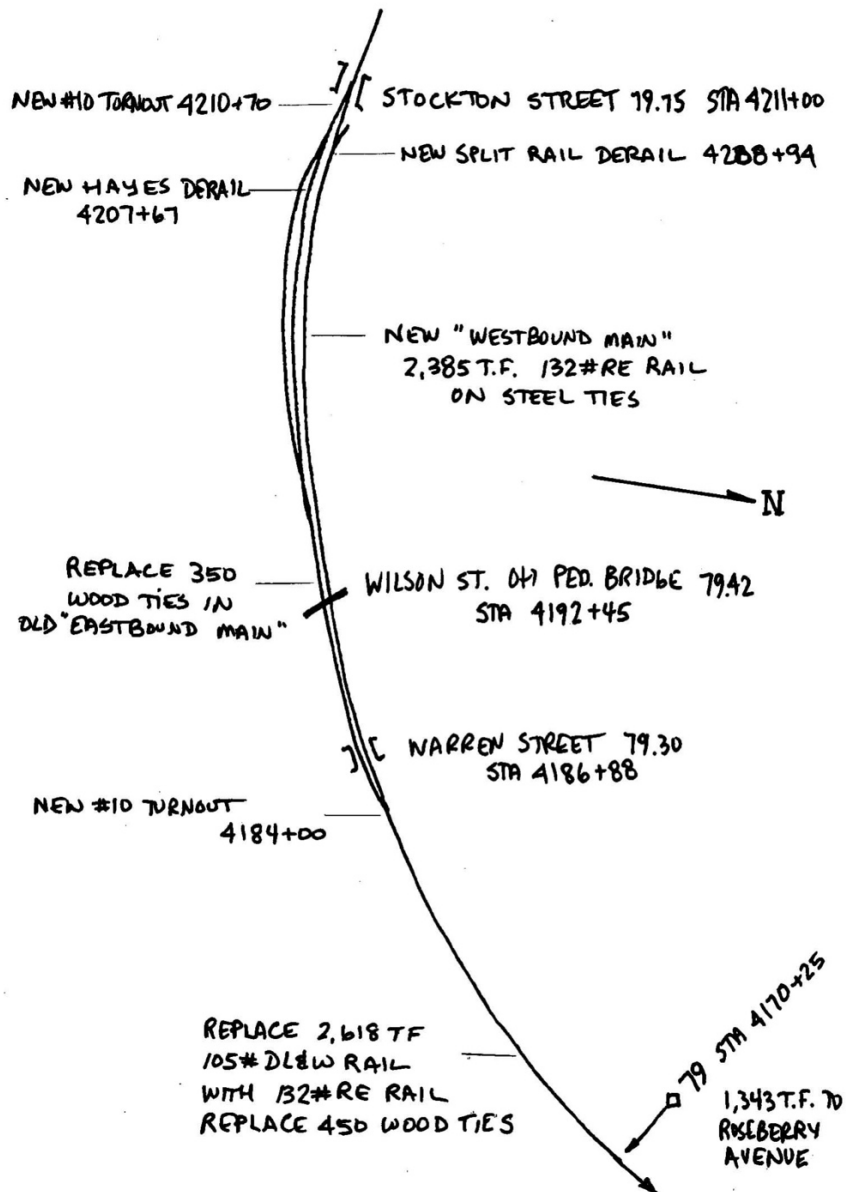


REQUEST FOR PROPOSALS No. 2101
Stockton Street Curve & Interchange Improvements
March 22, 2021

INTRODUCTION

The Dover and Delaware River Railroad seeks proposals from qualified railroad contractors to furnish labor, materials, equipment, supervision, engineering, financing, and administration for the construction of new track and turnouts along with upgrade of existing tracks between Stockton and Roseberry Streets in Phillipsburg, New Jersey.



SCOPE OF PROJECT

The Project includes four (4) scopes of work which shall be scheduled separately and should include separate mobilizations. The referenced schedules and attachments are a part of this RFP.

1. Construction of two (2) No. 10 132#RE turnouts and a split rail derail, as more fully detailed in **Schedule A**.
2. Construction of approximately 2,382 track feet of new track using 132#RE rail on steel ties, as more fully detailed in **Schedule B**.
3. Replacement of approximately 2,618 track feet of predominantly 105#DLW rail with 132#RE rail on existing wood ties, as more fully detailed in **Schedule C**.
4. Replacement of 800 wood ties throughout project limits and raise, line, and surface approximately 5,000 track feet throughout project limits, as more fully detailed in **Schedule D**.

PRE-PROPOSAL INSPECTIONS

Inspection of the project limits **are encouraged** and can be arranged by contacting the undersigned in advance.

Due to the Covid-19 virus, site inspections will be scheduled between **March 29 and April 9, 2021 ONLY**, with one representative from each prospective Contractor at a time. Social distancing shall be maintained from Railroad representative.

PROPOSAL FORMAT

Interested parties shall submit separate, best price, for completing each of the above listed work, to the law offices of Dyer & Peterson, by express delivery and email, no later than **5:00 PM on Thursday April 15, 2021**.

For express delivery:

CAD RFP
c/o John Fiorilla
Dyer & Peterson, P.C.
605 Main Street, Suite 104
Riverton, New Jersey 08077

For email delivery, please send to all:

JFiorilla@DyerPeterson.com
KBurenga@ChesapeakeAndDelaware.com

All proposal shall include unit pricing. Lump sum proposals will NOT be considered.

Proposals shall be in the form of the **RFP2101 Proposal Worksheet**, attached.

Respondents shall include a cover letter with proposal(s) containing:

- A statement that the Respondent has an approved Drug & Alcohol Control Program on file with the FRA.
- Minimum/maximum lead time for procuring materials for each Schedule of Work.
- Earliest/latest availability to start each Schedule of Work.
- Any deviation from Project specifications.
- Any significant alternates that would lower the cost of the project.
- Any mobilization/demobilization savings which would accrue from performing multiple Schedule of Work contiguously.
- The Prohibited Interest language contain in the last item of this RFP.
- Reference to this Request for Proposal, all revisions and/or addendums and acceptance of the terms and conditions contained herein.

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

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.

The Railroad reserves the right to change project Scope by 90% to 150% and Respondents shall consider this when submitting unit pricing.

It is anticipated (but not guaranteed) that each RFP will be awarded to a single Contractor.

There is no Bid Bond required.

PROJECT CALENDAR

The Railroad will endeavor to award this work by **May 1, 2021**.

It is anticipated that these projects will be ready to start on or about:

Schedule A ~ June 1, 2021

Schedule B ~ July 1, 2021

Schedule C ~ August 1, 2021

Schedule D ~ September 1, 2021

subject to State approvals, the availability of matching funds, material availability, weather, and ground conditions. All construction work associated with these projects shall be completed before **November 15, 2021**.

TRACK TIME

Dover and Delaware River Railroad trains are scheduled to interchange with Norfolk Southern Railway trains mid-afternoon on Sunday, Tuesday, and Thursday. On these days trains from both railroads can be expected to work within the project limits from Noon to 600PM.

Notwithstanding the above, the Railroad will endeavor to provide Contractors with uninterrupted and continuous track time whenever possible and will guarantee specific outages as contain in each Schedule of work.

Except during periods of uninterrupted and continuous track time, track shall be maintained in safe condition for the passage of trains.

FLAGMAN/WATCHMAN

Where a Flagman/Watchman is required for On-Track Protection, the Railroad will provide one at its sole cost and expense.

WORKSITE ACCESS

Worksite access shall be from the Stockton Street Yard Entrance at 200 Stockton Street and at the Roseberry Street public grade crossing. The Railroad will coordinate the location or locations where on-track equipment may be secured during the project duration and where materials may be stockpiled.

TIMETABLE DIRECTION

All directions contained in this Request for Proposal are relative to the Main track of the Railroad which runs from **West (Phillipsburg) to East (Hackettstown)** 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 2020 (Revised 03/31/2020)**, attached hereto and made a part hereof.

ENGINEERING

All benchmarks, distances, offsets, quantities, estimates, and existing conditions are good faith approximations based on historic Railroad information. Interested parties are responsible for confirming any and all information provided herein with field data.

UTILITIES

Contractor shall be responsible for obtaining markout and locating underground utilities before any below grade excavation except for tie replacement.

Contractor shall make note of overhead utilities before construction begins and take any necessary precaution to stay a safe distance from same.

SALVAGE & DISPOSAL

Old ties and timbers shall be properly disposed off site and documentation shall be required when submitting invoices for same.

Unless otherwise specified, 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.

STANDARD TERMS & CONDITIONS

1. Project Supervisor/Employee-In-Charge

The Contractor shall designate a single Project Supervisor/Employee-in-Charge (Supervisor) to oversee the entire scope of work contained in each Schedule of Work. This individual shall be responsible for On-track Protection, and ensure that work is done safely and according to specifications and plans.

Before work commences for any Schedule of Work, the Supervisor shall meet with a representative of the Railroad for an on-site job briefing to review On-track Protection and the scope of work.

Supervisors must have the ability to communicate with the Railroad by email at the beginning or end of each work day.

In the event that the Supervisor shall change during any Schedule of Work, work shall stop until the replacement Supervisor has met with a representative of the Railroad for an on-site job briefing to review On-track Protection and the scope of work.

The Railroad shall deduct **\$2,000** from final payment for each change of Supervisor within any Schedule of Work.

2. RWP/MW Safety

All onsite employees of the Contractor shall complete a Roadway Worker Protection training program approved by the Railroad before they will be permitted on the work site.

3. Random Drug & Alcohol Control Policy

As part of the Proposal, Contractors shall provide a letter from the Federal Railroad Administration stating that the Contractor has an approved Control of Drug and Alcohol Program on file with the FRA.

4. Grade Crossings

Contractor shall provide qualified flagmen for moving on-track equipment across or at public and private grade crossings and when unloading/loading equipment at these locations.

5. Monthly email invoicing

Effective April 1, 2020 Chesapeake and Delaware LLC and Black River Railroad System will only process for payment detailed invoices which are sent via email. Invoices for these projects shall be emailed to the President.

Invoices shall be submitted on a monthly basis, not later than the fifth (5th) business day of the month, for all materials provided/construction performed in the prior calendar month.

Invoices shall be in the same form as the Proposal Worksheet.

6. Materials

Except as specifically noted, the Railroad is not furnishing any materials as part of this RFP.

SPECIAL 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. 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 (3) recent customers, preferably railroads.

Any contractor that has performed work for the Railroad in the past five (5) years shall be deemed as pre-qualified.

In addition, proposals shall include specific credentials for any Railroad Bridge Engineering aspect of this project and shall identify sub-contractors if the design work is not done “in-house.”

3. 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 100% of the work awarded.

4. Insurance

The Contractor shall obtain and maintain during the duration of the project General Liability insurance from a rated insurance company, with coverage of not less than \$5,000,000 per occurrence/\$10,000,000 aggregate. The Contractor shall also obtain and maintain Comprehensive Automobile insurance with coverage not less than \$1,000,000. Worker's Compensation Insurance shall be maintained at statutory requirements.

Upon award of the work and before construction begins, the Contractor shall provide certificate proof of insurance, with: 1) a minimum ten (10) day notice of cancellation clause, 2) naming the Railroad and the State of New Jersey as additional insured certificate holder, and 3) containing a statement of *No Railroad Exclusions*. Otherwise Grantee shall obtain supplemental or Railroad Protective Liability Insurance in favor of the Railroad.

5. 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.

6. State Labor 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.

7. Buy American

All materials used in this project must meet the pertinent requirements of the Buy American Act (41 U.S.C 83.) Contractor shall provide material certification with each invoice.

8. 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 typically processes and pays invoices in sixty to seventy-five days.

9. Guidelines for Invoicing

For the purpose of billing/payment, No. 10 turnouts shall include all of the materials and elements of construction from a point five (5) feet ahead of the Point of Switch (PS) to a point thirty-eight (38) feet beyond the 1/2" Point of Frog (PF) on both the straight and diverging routes, regardless of rail staggers, joints, or surfacing.

For the purpose of billing/payment, where track construction is quoted in Track Feet (TF), total footage shall be calculated by actual measurement from the centerline of the first tie to the centerline of the last tie, plus 1x the specified tie spacing, and rounded down to the nearest foot, regardless of rail staggers, joints, or surfacing.

For the purpose of billing/payment, where rail is quoted in Track Feet (TF), total footage shall be the actual overall measurement on the shortest string of rail, rounded down to the nearest foot, regardless of rail staggers, joints, or surfacing.

For the purpose of billing/payment, where rail is quoted in Linear Feet (LF), total footage shall be the total of actual overall measurement of each string of rail, rounded down to the nearest foot, regardless of rail staggers, joints, or surfacing.

Billing/payment for Ties and OTM will be based on actual as-built count.

Billing/payment for aggregate will be based on scale tickets.

Billing/payment for a R.L.S.R will be paid on actual track feet surfaced, one-time, regardless of passes.

Billing/payment for R.L.S.R of turnouts will be paid for each turnout, one-time, regardless of passes.

Billing/payment for Lump Sum (LS) Items will be based on LS estimate and paid upon completion of project or schedule of work.

10. Change Orders /Purchase Orders

Please note that the Railroad is undertaking these projects with strict budget guidelines and Change Orders are *extremely* unlikely after project Purchase Orders are issued.

11. 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.

12. 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.)

K.BURENGA

President

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DOVER & DELAWARE RIVER RAILROAD

STOCTON CURVE AND INTERCHANGE IMPROVEMENTS

SCHEDULE 2101A

TURNOUTS & DERAILS



View of Dover & Delaware Eastbound main track, facing east at Stockton Street, at the location of new left hand turnout and corresponding left hand split rail derail.

1. The Schedule 2101A workscope includes the construction of two (2) No. 10 left hand turnouts, a split rail derail, and the installation of a Hayes-style bi-directional derail.
2. One left hand turnout shall be located in the Eastbound main track with PF approximately 110' from the easterly abutment of the Stockton Street undergrade bridge at a location marked by the Railroad. A corresponding left hand split rail derail shall be on the diverging route and in the configuration of a crossover with respect to the turnout. The PS for the split rail derail shall be approximately 205' from the PS of the turnout.
3. The bi-directional derail shall be located in the Eastbound main track approximately 85' east of the existing west end runaround turnout, on the south rail, at a point marked by the Railroad and oriented to derail unwanted movements to the south side of the tracks. A Bethlehem 51A low switch stand with bow handle shall be installed on the south side of the Eastbound main track to operate derail. Derail timbers shall be at least 13' long.
4. The other left hand turnout shall be located east of Warren Street undergrade bridge in the Westbound main track, with the diverging route transitioning over to the Eastbound main track and the PF located at a point marked by the Railroad.
5. Approximately 200 track feet of the existing Eastbound main shall be lined to match the frog angle of the new turnout and the washout on the east side of Warren Street Bridge shall be filled in and stabilized as part of this work.

SCHEDULE 2101A

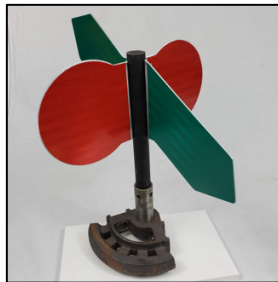
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6. Rail section for track and turnouts shall be 132#RE, No.1 relay/reconditioned, with 6-hole joint bars punched 6-6-7-1/8" for 1-1/8" diameter track bolts. Rail and turnout components shall be rolled or cast in the U.S.A and *not* be of Industrial grade. Rails shall be uniformly 39 feet long and the Railroad **will not** accept short sections except for tying into turnouts and crossings or adjusting for staggers in curves. All rail joints and turnout components shall be fully bolted, and cotter pinned where holes are provided with new hardware.

7. The turnouts shall be #10 with RBM frog and guardrails and 16'-6" points, new or #1 relay/reconditioned on new 7"x9" creosoted grade wood timbers. All fasteners shall be Pandrol throughout the turnout, including braceplate, No. 1 and 1A switch plates, and No. 2-12 plates beyond healblock. Frog and guardrail plates shall be Pandrol, and standard double shoulder Pandrol plates shall be used between and beyond.

8. Turnouts and split rail derail shall be built to **Norfolk Southern design for No. 10 132#/136# RBM turnout dated September 1996**. Split rail derail shall consist of two points and shall be built as if a crossover, up and through the last 11' timber. Split rail derail shall be built on new 7"x9" creosoted grade wood timbers with Pandrol fasteners used throughout. The straight side of the split rail derail shall have a track center 14' distant from the centerline of the Eastbound main track.

9. New Century 51B (intermediate) adjustable switch stands with bow handles shall be installed to operate the switches and a 51A (low) adjustable switch stand shall with a bow handle shall be installed to operate the split rail derail. The switch stands at Stockton Street shall be on the North side of the tracks. The switch stand at Warren Street shall be on the south side of the track. Switch stands shall be equipped with highly-reflective red/green targets.



10. Existing rail on the Stockton Street undergrade bridge is 130#RE and two (2) pair of NEW 130#RE/132#RE compromise bars shall be provided and installed at point end of the new turnout. The existing west end runaround switch has a rail section of 115#RE and two (2) pair of NEW 115#RE/132#RE compromise bars shall be provided and installed at straight route of the new turnout. Existing rail at Warren Street is 105#DLW and four (4) pair of NEW 105#DLW/132#RE compromise bars shall be provided and installed at the point end and diverging route of the new turnout.

11. Clean 1-1/2" hard rock ballast shall be provided, tamped, regulated, and broomed, to provide a uniform line and surface, and to fill all cribs, and provide uniform shoulders, through the project limits, with run offs as required to connecting tracks. Stone shall be tamped into the steel ties according to manufacturer's specifications and until the telltale holes are full.

SCHEDULE 2101A

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12. The turnouts and split rail derail shall have an elevation matching and following the profile of the existing main track (except at low joints or deviations) with a maximum deviation from zero cross level of 1/2" at any point. Final surfacing of the Warren Street turnout shall be part of the **Schedule D** work.
13. Walking stone (3/4" clean) shall be placed along turnouts from the point of switch to the clearance point, and around switch stands and derails.
14. All defective ties removed from the Main track where turnouts are installed shall be disposed of off-site and documentation of same shall be provided to the Railroad before final payment is made. Relay ties shall be reinstalled on sidetracks, as marked by Railroad.
15. Two (2) unused telephone poles and overhead wires shall be removed from the location of the split rail derail and stockpiled rail at the location of the split rail derail shall be relocated on site.
16. The switch stand on the existing west end runaround switch shall be moved from the north side of the track to the south side of the track to accommodate the split rail derail. Timbers and hardware shall be reused.
17. All rail and OTM removed from the main track where turnouts are installed shall become the property of the Contractor (a dollar credit for this material should be noted in the proposal) and shall be removed from site upon completion of project, except tie plates and joint bars, which shall be retained by the Railroad and stockpiled on site for reuse in other work scopes.
18. The Railroad will provide two (2) consecutive days of continuous track time for the construction of each of the Main track turnouts. This will be on Monday and Tuesday of two different weeks.
19. On-track equipment will be tied/up and cleared/up at Berry Plastics on Stryker Road approximately one (1) mile east of Roseberry Street.
20. Except where otherwise noted, all work shall be in accordance with **Black River Railroad System Track Standards and Specification 2020, (revised 03/31/2020)**.

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DOVER & DELAWARE RIVER RAILROAD

STOCTON CURVE AND INTERCHANGE IMPROVEMENTS

SCHEDULE 2101B

NEW TRACK CONSTRUCTION



View of Dover & Delaware Eastbound main track, facing west. New Westbound main shall be constructed between Eastbound main and embankment on existing subgrade.

1. The Schedule 2101B workscope includes the construction of a new Westbound main track approximately 2,382 track feet in length, along the north side of the existing Eastbound main, on existing subgrade, between the split rail derail at Stockton Street and the No. 10 turnout at Warren Street, constructed as part of **Schedule A** work.
2. Rail section for track and turnouts shall be 132#RE, No.1 relay/reconditioned, with 6-hole joint bars punched 6-6-7-1/8" for 1-1/8" diameter track bolts. Rail and turnout components shall be rolled or cast in the U.S.A and *not* be of Industrial grade. Rails shall be uniformly 39 feet long and the Railroad **will not** accept short sections except for tying into turnouts and crossings or adjusting for staggers in curves. All rail joints and turnout components shall be fully bolted, and cotter pinned where holes are provided with new hardware.
3. The new track shall be built using Nartsco Steel M10 steel ties, or equivalent, on 24" centers. Steel ties must be manufactured in the U.S.A. *Please note: Six-inch base rail on Narstco steel ties gauges to 56-1/4" by design and consideration must be made when transitioning from wood ties and timbers.*
4. The new Westbound main track shall be 14' distant and parallel from the existing Eastbound main.

SCHEDULE 2101B

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5. The existing subgrade shall be prepared by removing brush, debris, and other obstructions 17' distant from the ends of ties in the existing Eastbound main track and leveling (but not disturbing) existing subgrade. Stockpiled rail shall be relocated on site, at least 16' from the nearest rail of the new Eastbound main.
6. Clean 1-1/2" hard rock ballast shall be provided, tamped, regulated, and broomed, to provide a uniform line and surface, and to fill all cribs, and provide uniform shoulders, through the project limits, with run offs as required to connecting tracks. Stone shall be tamped into the steel ties according to manufacturer's specifications and until the telltale holes are full.
7. The new track shall have an elevation 2" higher than the existing Eastbound main track (except at low joints or deviations) with 1" of superelevation. Final surfacing of the new track shall be part of the **Schedule D** work.
8. The Railroad will provide uninterrupted track time for the construction of the new Westbound main track on Monday, Wednesday, and Friday. The Railroad will provide a flagman/watchman on Tuesday and Thursday while DD and NS trains are working at Stockton Street, so work can continue when trains are not moving on adjacent track.
9. On-track equipment will be tied/up and cleared/up at Berry Plastics on Stryker Road approximately one (1) mile east of Roseberry Street until enough new track is constructed to accommodate same at Stockton Street Yard.
10. Except where otherwise noted, all work shall be in accordance with **Black River Railroad System Track Standards and Specification 2020, (revised 03/31/2020)**.

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DOVER & DELAWARE RIVER RAILROAD

STOCTON CURVE AND INTERCHANGE IMPROVEMENTS

SCHEDULE 2101C

RAIL REPLACEMENT

1. The Schedule 2101C workscope includes the replacement of approximately 2,618 track feet of predominantly 105#DLW rail with 132#RE rail, between the No. 10 turnout at Warren Street and Roseberry Street, on existing wood ties.
2. Rail section for track and turnouts shall be 132#RE, No.1 relay/reconditioned, with 6-hole joint bars punched 6-6-7-1/8" for 1-1/8" diameter track bolts. Rail and turnout components shall be rolled or cast in the U.S.A and *not* be of Industrial grade. Rails shall be uniformly 39 feet long and the Railroad **will not** accept short sections except for tying into turnouts and crossings or adjusting for staggers in curves. All rail joints and turnout components shall be fully bolted, and cotter pinned where holes are provided with new hardware.
3. Rail may be pre-bolted in lengths not to exceed 195 feet long (5 rail lengths) to facilitate installation during track times provided.
4. Double shoulder ties plates shall be provided and installed throughout, as part of the rail replacement. Wood ties that are not being replaced shall be plugged. **No more than two (2) spikes shall be used per plate.** New spikes shall be installed in a diagonal pattern. Under no circumstances shall spikes be installed in notches in joint bars.
5. Track shall be gauged to 56-1/2" using a track gauge. Where steel ties are used, gauge shall be fixed by the pre-gauged steel ties, typically 56-1/4". Where wood ties/timbers transition to, or are comingled with steel ties, track shall be gauged to match steel ties.
6. Two (2) pair of encapsulated 132#RE insulated bars, Alleghany or equivalent, shall be provided and installed at the Eastbound approach to Roseberry Street, in existing staggers, not less than, but as close as possible to 366' feet from the edge of roadway, in accordance with **Railroad Drawing GX2.**
7. Two (2) pair of encapsulated 132#RE insulated bars, Alleghany or equivalent, shall be provided and installed at the west end of the island circuit for Roseberry Street, in accordance with **Railroad Drawing GX1.**
8. Clean 1-1/2" hard rock ballast shall be provided, tamped, regulated, and broomed, to provide a uniform line and surface, and to fill all cribs, and provide uniform shoulders, through the project limits, with run offs as required to connecting tracks. Stone shall be tamped into the steel ties according to manufacturer's specifications and until the telltale holes are full. Final surfacing of this track shall be part of the **Schedule D** work.
9. All rail and OTM removed from the main track where turnouts are installed shall become the property of the Contractor (a dollar credit for this material should be noted in the proposal) and shall be removed from site upon completion of project except compromise bars, which shall be retained by the Railroad and stockpiled on site for reuse in other work scopes.

SCHEDULE 2101C.

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10. The Railroad will provide uninterrupted track time for the rail replacement on Monday/Tuesday and Thursday/Friday. The Railroad will provide a flagman/watchman on Wednesday while DD and NS trains are working at Stockton Street, so work can continue when trains are not moving within the work limits.

11. The Railroad will provide a track at Stockton Street Yard to tie/up and clear/up On-track equipment.

12. Except where otherwise noted, all work shall be in accordance with **Black River Railroad System Track Standards and Specification 2020, (revised 03/31/2020)**.

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DOVER & DELAWARE RIVER RAILROAD

STOCTON CURVE AND INTERCHANGE IMPROVEMENTS

SCHEDULE 2101D

TIES & SURFACING

1. The Schedule 2101D workscope includes the replacement of 800 wood ties and final raise, line, and surface of approximately 5,000 track feet of Westbound main track through project limits.
2. Wood crossties shall be new 5' 7" x 9" x 8' 6" Grade 5 hardwoods and be treated according to the specifications found in **Black River Railroad System Track Standards and Specification 2020, (revised 03/31/2020)**.
3. Approximately 450 ties shall be replaced in the Westbound main track between the No. 10 turnout at Warren Street and Roseberry Street, as marked by the Railroad. Approximately 350 ties shall be replaced in the Eastbound main track between the No. 10 turnout at Warren Street and Stockton Street, as marked by the Railroad.
4. New wood ties installed under 6" base rail shall be box anchored.
5. Replacement ties shall be evenly spaced between remaining ties.
6. Ties shall be inserted perpendicular to line side rail.
7. Wood ties shall be centered under running rails, by marking ties before installation to line up with outside base of rail on line side. For 8'6" long ties, use these measurements:

Rail base	Tie should extend beyond base of rail
5"	18-3/4"
5-1/2"	18-1/2"
6"	18-1/4"
6-3/4"	18"

Formula is 21-1/4" less 1/2 base of rail.

8. Track shall be gauged to 56-1/2" using a track gauge. Where steel ties are used, gauge shall be fixed by the pre-gauged steel ties, typically 56-1/4". Where wood ties/timbers transition to, or are comingled with steel ties, track shall be gauged to match steel ties.
9. Gauge rods immediately adjacent to installed ties shall be removed to facilitate surfacing
10. **No more than two (2) spikes shall be used per plate.** New spikes shall be installed in a diagonal pattern. Under no circumstances shall spikes be installed in notches in joint bars.
11. All defective ties removed from this project shall be disposed of off-site and documentation of same shall be provided to the Railroad before final payment is made.
12. Clean 1-1/2" hard rock ballast shall be provided, tamped, regulated, and broomed, to provide a uniform line and surface, and to fill all cribs, and provide uniform shoulders, through the project limits, with run offs as required to connecting tracks. Stone shall be tamped into the steel ties according to manufacturer's specifications and until the telltale holes are full.

SCHEDULE 2101D

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13. After all other work is complete, final lining surfacing of Westbound main track and No. 10 turnout at Warren Street shall be made using an automatic lining and leveling torsion beam tamper.
14. Between Roseberry Street and though the No. 10 turnout at Warren Street the track shall be raised nominally 2" in the existing line, with 1" of superelevation.
15. Between the No. 10 turnout at Warren Street and the split rail derail at Stockton Street the track shall be raised nominally 2" higher than, and in a line 14' distant from and parallel to, the adjacent Eastbound main, with 1" of superelevation.
16. The No. 10 turnout at Warren Street shall have a maximum deviation from zero cross level of 1/2" at any point.
17. Smooth transitions shall be made to existing track at Roseberry Street, to the Eastbound main at Warren Street, and to the split rail derail at Stockton Street.
18. Ditches throughout the project limits shall be cleared of any debris and smoothed of any material which impedes the proper flow of water.
19. Except where otherwise noted, all work shall be in accordance with **Black River Railroad System Track Standards and Specification 2020, (revised 03/31/2020)**.
20. See also **Kean's Field 2020 Guide for Installing Crossties**.

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