

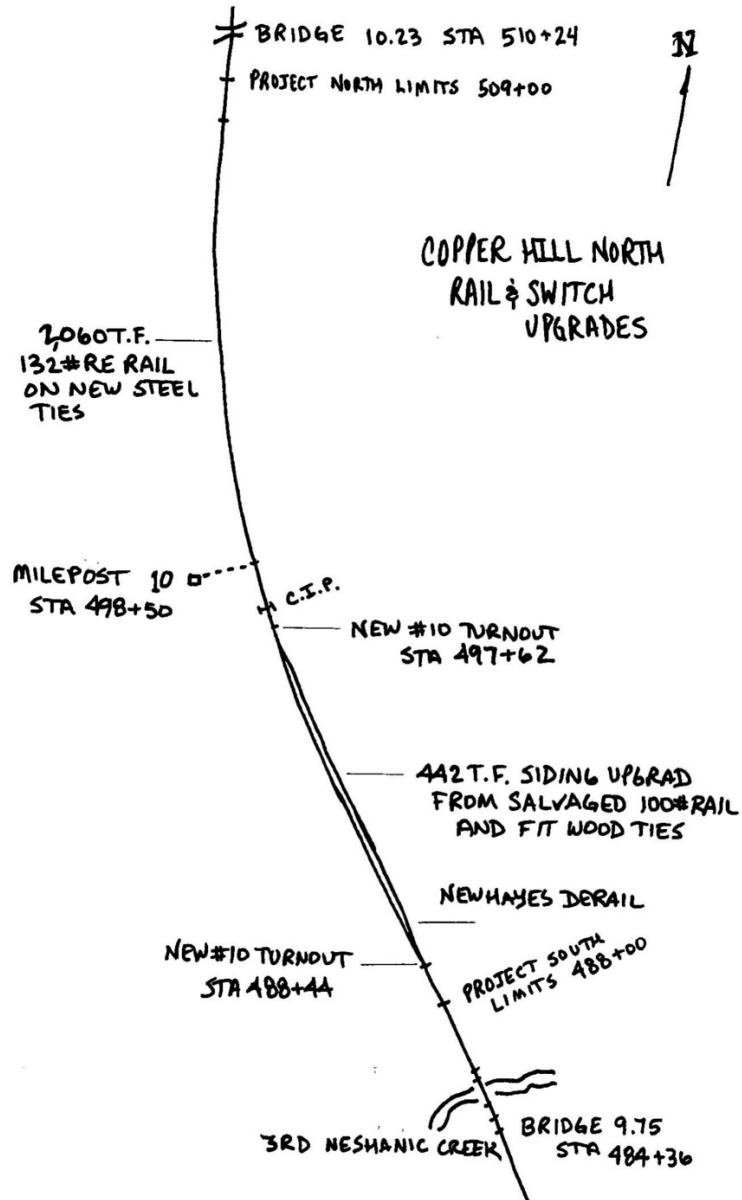
REQUEST FOR PROPOSALS No. 2102

Copper Hill Track Upgrade

March 22, 2021

INTRODUCTION

The Belvidere & Delaware River Railway seeks proposals from qualified railroad contractors to furnish labor, materials, equipment, supervision, engineering, financing, and administration for the upgrade of tracks and turnouts on the Black River & Western Railroad between Flemington and Ringoes, 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, as more fully detailed in **Schedule E**.
2. Replacement of approximately 2,060 track feet of predominantly 100#PS rail on wood ties with 132#RE rail on steel ties, as more fully detailed in **Schedule F**.
3. Replacement of approximately 442 track feet of old track with salvaged 100#PS rail on wood ties, as more fully detailed in **Schedule G**.
4. Raise, line, and surface two (2) turnouts and 2,502 track feet of track, as more fully detailed in **Schedule H**.

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 **RFP2102 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 ~ August 1, 2021

Schedule B ~ September 1, 2021

Schedule C ~ October 1, 2021

Schedule D ~ November 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 **December 15, 2021**.

TRACK TIME

Belvidere & Delaware River Railway freight trains operate two weekdays between Flemington and Ringoes. Black River & Western Railroad passenger trains run on Saturday and Sunday.

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 U.S. Highway 202 at Hampton's Corner Road using access easements over private property. Material shall be delivered, stockpiled, and mobilized to the worksite from the Railroad's Ringoes Yard. The nearest grade crossings for putting hirail equipment on track are Johanna's Farm Road approximately $\frac{3}{4}$ of a mile to the north, and Everett's Road $1\frac{1}{4}$ mile to the south. 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 **North (Flemington) to South (Ringoes)** 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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BELVIDERE & DELAWARE RIVER RWY

COPPER HIL TRACK UPGRADE

SCHEDULE 2102E

TURNOUTS



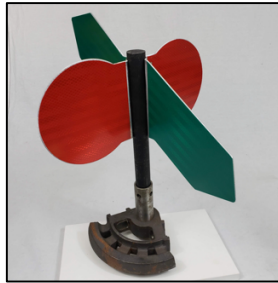
View of Black River & Western Railroad No. 8 turnout at south end of Copper Hill siding to be replaced with a No. 10 turnout at the same location.

1. The Schedule 2102E workscope includes the construction of two (2) No. 10 turnouts.
2. One right hand turnout shall be constructed in the main track at the south end of the Copper Hill siding at the same approximate location as the existing turnout, with the PF located at a point marked by the Railroad.
3. One curved left hand turnout shall be constructed in the main track at the north end of the Copper Hill siding approximately 70' north of the existing turnout, with the PF located at a point marked by the Railroad.
4. 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.
5. 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. The turnouts shall be built to **Norfolk Southern design for No. 10 132#/136# RBM turnout dated September 1996**. 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.

SCHEDULE 2102E

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6. One full 39-foot rail shall be installed on each side at the point end of the south turnout.
7. New Century 51B (intermediate) adjustable switch stands with bow handles shall be installed to operate the switches. The switch stand for the south switch shall be on the west side of the main track and tie retaining wall shall be built at the south switch stand to facilitate safe operation of same. The switch stand for the north switch shall be on the east side of the main track. Switch stands shall be equipped with highly-reflective red/green targets.



9. Existing rail in the main track at the south turnout is 100#PS and 100#PRR. Four (4) pair of NEW 100#PS/132#RE compromise bars shall be provided and installed at the point end and straight route of the new south switch.
10. The existing north turnout is 130#PS and connecting main track rail is 100#PRR. Two (2) pair of NEW 100#PS/132#RE compromise bars shall be provided and installed at the point end and two (2) pair of NEW 130#PS/132#RE compromise bars shall be provided and installed at the straight end of the new north switch.
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.
11. The turnouts shall have an elevation matching and following the profile of the existing main track with a maximum deviation from zero cross level of 1/2" at any point. Final surfacing of the the turnouts shall be part of the **Schedule H** work.
12. 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.
13. All defective ties/timbers 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.
14. 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: materials which shall be salvaged for use in **Schedule C** and turnout components and joint bars, which shall be retained by the Railroad and stockpiled at Ringoes.

SCHEDULE 2102E

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15. 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/Tuesday of two different weeks.

16. On-track equipment will be tied/up and cleared/up at Ringoes approximately three (3) miles south of Copper Hill or at Flemington approximately two (2) miles north of Copper Hill.

17. 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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BELVIDERE & DELAWARE RIVER RWY

COPPER HIL TRACK UPGRADE

SCHEDULE 2102F

TRACK REPLACEMENT



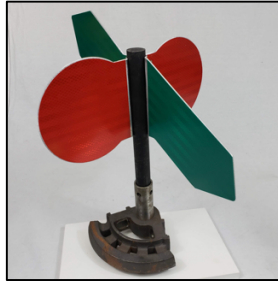
View of Black River & Western main track facing north at Milepost 10. Existing track shall be removed and replaced with 132#RE rail on steel ties., west.

1. The Schedule 2102F workscope includes the removal of approximately 2,040 track feet of existing predominantly 100#PS and 100#PRR rail on wood ties, knocking down the cribs and preparing a new subgrade and constructing approximately 2,040 track feet of new track using 132#RE rail and steel ties. The work also includes a Hayes style bi-directional derail at the south end of the siding.
2. The work includes four sections: approximately 617 track feet between the turnouts constructed in Schedule E, approximately 1,243 track feet north of the north turnout; and 100 track feet off the diverging routes of both turnouts. Replacement of the long section shall be accomplished in two phases to accommodate rail traffic
3. 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.
4. 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.*

SCHEDULE 2101F

~ Page 2 ~

5. The bi-directional derail shall be located at the clearance point of the south end of the siding approximately 85' north of the frog of the south turnout, at a point marked by the Railroad. The derail shall be on the east rail and oriented to derail unwanted movements away from the main track. A Bethlehem 51A low switch stand with bow handle shall be installed on the east side the siding on wooden timbers at least 13' long. The switch stand shall be equipped with highly-reflective red/green targets.



6. The existing track shall be dismantled and removed or stockpiled according to reuse.

7. The existing roadbed shall be prepared by knocking down existing cribs and compacting subroadbed with a track machine, without disturbing the cinder subgrade. Care shall be taken not to disturb the culver located 109' south of Milepost 10.

8. Upon award of the work and before construction begins, the Contractor shall provide to the Railroad for review and approval, design plans showing the proposed line of the new track which shall be on a uniform curve beginning at the straight end of the south turnout and continuing through the north turnout and a point of tangency approximately 224' south of Bridge 10.23. The new line shall take into consideration the dock on the east side of the siding and proposed track centers between the siding and the main track.

The proposed elevation of the new track shall be on a uniform upgrade from the south turnout to a summit near Milepost 10, with a smooth vertical curve transitioning into a uniform downgrade to the existing track at Bridge 10.23. The design shall include transitions and spirals between curves and tangents and turnouts.

The new track shall be built to the approved design which shall include the method of achieving same.

9. 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.

10. The new track shall have 2" of superelevation in the curve and with a maximum deviation from zero cross level of 1/2" at any point in tangent track and the south turnout. Final surfacing of the new track shall be part of the **Schedule H** work.

11. All relay quality ties shall be stockpiled on site for use in the siding construction detailed in **Schedule G**. All defective ties removed from the dismantled track shall be disposed of off-site and documentation of same shall be provided to the Railroad before final payment is made.

SCHEDULE 2101F

~ Page 3 ~

12. The 100#PS rail and bars and tie plates removed from the dismantled track shall be stockpiled on site for use in the siding construction detailed in **Schedule G**. All other rail and OTM 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 for compromise bars, which shall be retained by the Railroad and stockpiled at Ringoes.

13. The Railroad will provide three (3) days of uninterrupted and continuous track time for this work on Monday/Tuesday/Wednesday.

14. On-track equipment will be tied/up and cleared/up at Ringoes approximately three (3) miles south of Copper Hill or at Flemington approximately two (2) miles north of Copper Hill, until there is enough siding track constructed to accommodate same.

15. 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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BELVIDERE & DELAWARE RIVER RWY

COPPER HIL TRACK UPGRADE

SCHEDULE 2102G

SIDING UPGRADE



View of Black River & Western main track facing north with the existing siding on the east (right) side. Existing siding shall be removed and replaced with 100#PS rail and wood ties salvaged from Schedule F work.

1. The Schedule 2102G workscope includes the removal of the existing Copper Hill siding, knocking down the cribs and preparing a new subgrade and constructing approximately 442 track feet of new track using 100#PS rail and OTM and relay wood ties salvaged from Schedule F work.
2. The best, full length 33 foot sections of 100#PS rail salvaged from the north end of the Schedule F work shall be used to construct the siding. Bent, broken, and short rails shall not be reused. Single shoulder universal tie plates shall be used in preference over other styles. Bent or broken joint bars or tie plates shall not be reused. All rail joints shall be fully bolted with new hardware.
3. Four (4) pair of compromise bars 100#PS/132#RE provided and installed as part of **Schedule E** work and salvaged from **Schedule F** work shall be used at each end of the siding construction.
4. The best relay ties salvaged from the Schedule G work shall be plugged and used to construct the siding.
5. Ties shall be spaced on 23-1/4 spacing, with seventeen ties per 33 foot rail.
6. Ties shall be inserted perpendicular to line side rail.

SCHEDULE 2101G

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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. **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.

10. 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.

11. The new track shall have a maximum deviation from zero cross level of 1/2" at any point. Final surfacing of the new track shall be part of the **Schedule H** work.

12. All fit 100#PS rail and bars and universal tie plates remaining after siding construction shall be stockpiled in Ringoes.

13. All other rail and OTM 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.

14. On-track equipment will be tied/up and cleared/up at Ringoes approximately three (3) miles south of Copper Hill or at Flemington approximately two (2) miles north of Copper Hill, until there is enough siding track constructed to accommodate same.

15. 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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BELVIDERE & DELAWARE RIVER RWY
COPPER HIL TRACK UPGRADE
SCHEDULE 2102H
RAISE, LINE, AND SURFACE

1. The Schedule 2102H workscope includes the final raise, line, and surface of main track, turnouts, and sidetrack constructed in **Schedules E, F & G**, using an automatic lining and leveling torsion beam tamper.
2. 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.
3. Tracks shall be raised to a final elevation, and in a final line, with transition curves, spirals, superelevation and transitions into connecting tracks according to the design approved by the Railroad as part of **Schedule F** work.
4. Special attention shall be afforded clearances at the dock on the east side of the siding and track centers between the main track and the siding.
5. Any temporary stone crossings constructed for access during project construction shall be regulated out of the railroad.
6. Any disturbed grade between the Railroad right-of-way and neighboring properties shall be leveled out.
7. Ditches throughout the project limits shall be cleared of any debris and smoothed of any material which impedes the proper flow of water.
8. 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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