SUMMARY STATEMENT

ITEM NO.   SUBJECT:   Contract No. 35-C, PATCO Lindenwold Yard Diamond Interlocking Rehabilitation

COMMITTEE:   Operations & Maintenance

COMMITTEE MEETING DATE:  February 17, 2010

BOARD ACTION DATE:  March 17, 2010

PROPOSAL:  That the Board authorizes staff to negotiate a construction contract with the firm of Railroad Construction Co. of South Jersey, Inc. to rehabilitate PATCO’s Lindenwold Yard Diamond Interlocking.

Amount:  $1,641,067.50

Contractor:  Railroad Construction Co. of South Jersey Inc.
705 Mantua Avenue
Paulsboro, NJ 08066

Other Bidders:
Railroad Construction Company Inc.  $2,261,148.00
Delta Railroad Construction, Inc.     $2,940,726.00
Railworks Track Systems, Inc.        $2,883,745.00
J-Track, LLC                        $2,890,277.00
A.P. Construction, Inc.             $3,636,920.00

Engineer’s Estimate:  $2,368,250.00

PURPOSE:  To remove and replace four turnouts, one crossing diamond, and approach rail and select ties within the Lindenwold Yard Diamond Interlocking.

BACKGROUND:  The PATCO yard facility consists of two “loop” tracks leading from the main line to seventeen tracks used for transit car storage and shop maintenance. The Yard Diamond controls movements of trains between the yard and the “loop” tracks. The interlocking is comprised of an arrangement of switches, turnouts, ties, ballast, and electrical components. The interlocking controls are interconnected to prevent conflicting movements through track junctions, crossings, and crossovers. Proper functionality of the interlocking is necessary to ensure overall system safety, reliability and minimal service disruptions. During normal service, the diamond interlocking is used for train movements within the yard and out to the mainline for revenue service. The interlocking originally consisting of a single crossover was installed
in 1969. In 1974, the interlocking was modified to the current arrangement. Since the 1974 improvements, the interlocking components have deteriorated to the point where routine PATCO maintenance is no longer efficient. Repairs and replacement of interlocking components are necessary in order for PATCO to properly maintain and operate its passenger service.

The project was publicly advertised and bid documents were offered to the public beginning on November 10, 2009 with a bid opening date of January 22, 2010. Eleven (11) sets of documents were sold. A total of Six (6) bids were received. The lowest responsive bid was submitted by Railroad Construction Company of South Jersey, Inc. in the amount of $1,641,067.50.

Staff has completed the evaluation of bids and recommends that the contract be awarded to Railroad Construction Company of South Jersey, Inc., in the amount of $1,641,067.50 as the lowest responsive bidder to perform the contract work.

**SUMMARY:**

- **Amount:** $1,641,067.50
- **Source of Funds:** General Fund/Subject to Reimbursement from Future Bond Proceeds 20% ($328,213.00)
- **Capital Project #:** PF0909
- **Operating Budget:** N/A
- **Master Plan Status:** N/A
- **Other Fund Sources:** Federal Transit Administration 80% ($1,312,854.50)
- **Duration of Contract:** 490 Calendar Days
- **Other Parties Involved:** Federal Transit Administration
- **Estimated No. of Jobs Supported:** 49
RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority accepts the bid of $1,641,067.50 to perform the work for Contract No. 35-C, PATCO Lindenwold Yard Diamond Interlocking Rehabilitation, and that the proper officers of the Authority be and hereby are authorized to negotiate a contract with Railroad Construction Company of South Jersey, Inc. for the required work in an amount not to exceed $1,641,067.50, as per the attached Summary Statement; and be it further

RESOLVED: The Chairman, Vice Chairman and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of the DRPA. If such agreements, contracts, or other documents have been approved by the Chairman, Vice Chairman and Chief Executive Officer and if thereafter either the Chairman or Vice Chairman is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of DRPA along with the Chief Executive Officer. If both the Chairman and Vice Chairman are absent or unavailable, and if it is necessary to execute the said document(s) while they are absent or unavailable, then the Chief Executive Officer shall execute such documents on behalf of DRPA.

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