SUMMARY STATEMENT

ITEM NO.  SUBJECT:  Contract No. 35-A(R)  
                  PATCO Interlocking and 
                  Roadbed Rehabilitation

COMMITTEE:  Operations and Maintenance

COMMITTEE MEETING DATE:  December 8, 2004

BOARD ACTION DATE:  January 19, 2005

PROPOSAL:  That the Board authorizes staff to negotiate a construction contract with 
the firm of Railroad Construction Company, Inc. and Railroad 
Construction of South Jersey Inc., A Joint Venture, to rehabilitate the 
PATCO interlockings and track roadbed.

Amount:  $18,592,464.00

Contractor:  Railroad Construction Company, Inc.  
              Railroad Construction of South Jersey, Inc.  
              A Joint Venture 
              75-77 Grove Street 
              Paterson, NJ 07503

Other Bidders:  Railworks Track Systems  $18,814,833.64

               Metroplex Corporation  $12,999,363.00  
               (Non-Responsive)

Engineer’s Estimate:  $17,117,000.00

PURPOSE:  To remove and replace five interlockings, rehabilitate six interlockings, 
and improve the main line track structure through ballast cleaning and 
rail grinding.

BACKGROUND:  The PATCO facility consists of two operating tracks (each 14.7 miles in 
length), with thirteen operational stations and fourteen interlockings. 
Each interlocking is comprised of an arrangement of switches, signals, 
turnouts, ties, ballast, and electrical components. All fourteen 
interlocking controls are interconnected to prevent conflicting 
movements through track junctions, crossings, and crossovers. Proper 
functionality of the interlockings is necessary to ensure overall system 
safety, reliability and minimal service disruptions. During normal 
operation, the interlockings approaching Lindenwold and 12-13th &
Locust Street stations are used to change trains from Track 2 to Track 1 in the westbound direction and from Track 1 to Track 2 in the eastbound direction. The other interlockings are primarily used to route trains around construction, equipment, or a disabled train. Most of the interlocking components are original and have deteriorated to the point where routine PATCO maintenance is no longer efficient. Repairs and replacement of interlocking components is necessary in order for PATCO to safely operate its passenger service.

In 2003, a consulting engineering firm performed a condition assessment of all fourteen interlockings on the PATCO system. The assessment identified recommended repair/rehabilitation measures, including the replacement of five interlockings, the rehabilitation of six interlockings, rail grinding, rail and tie installation, track surfacing and ballast installation, drainage improvements, and electrical and signal modifications.

The project was publicly advertised and bid documents were offered to the public beginning on September 29, 2004 with a bid opening date of November 5, 2004. Fourteen (14) sets of documents were sold. A total of three (3) bids were received. The low bid was submitted by the Joint Venture of Railroad Construction, Inc. and Railroad Construction of South Jersey, Inc. in the amount of $18,592,464.00.

Staff has completed the evaluation of bids and recommends that the contract be awarded to the Joint Venture of Railroad Construction Inc. and Railroad Construction of South Jersey, Inc. in the amount of $18,592,464.00 as the lowest responsive bidder to perform the contract work.

**SUMMARY:**

- **Amount:** $18,592,464.00
- **Source of Funding:** 1999 Revenue Bonds 20% ($3,718,492.80)
- **Operating Budget:** N/A
- **Capital Project #:** PF0301
- **Master Plan Status:** 2000 Master Plan Update
- **Other Fund Sources:** Federal Transit Administration 80% ($14,873,971.20)
- **Duration of Contract:** 32 Months
- **Other Parties Involved:** Federal Transit Administration
RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority accepts the bid of $18,592,464.00 to rehabilitate the PATCO interlockings and roadbed, and that the proper officers of the Authority be and hereby are authorized to negotiate a contract with the Joint Venture of Railroad Construction Company, Inc. and Railroad Construction of South Jersey, Inc. for the required work in an amount not to exceed $18,592,464.00, per the attached Summary Statement; and be it further

RESOLVED: The Chair, Vice Chair 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 Chair, Vice Chair and Chief Executive Officer, and if thereafter, either the Chair or Vice Chair 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 Chair and Vice Chair 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 document(s) on behalf of DRPA.

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DGF:MPH
Engineering