



State of West Virginia
Department of Administration
Purchasing Division
2019 Washington Street East
Post Office Box 50130
Charleston, WV 25305-0130

Request for Quotation

RFQ NUMBER

RMA10003

PAGE

1

ADDRESS CORRESPONDENCE TO ATTENTION OF:

FRANK WHITTAKER
304-558-2316

*709022935 440-992-2997
DELTA RAILROAD CONST INC
PO BOX 1398

ASHTABULA OH 44005-1398

WV STATE RAIL AUTHORITY
(DBA) SOUTH BRANCH VALLEY
RAILROAD
120 WATER PLANT DRIVE
MOOREFIELD, WV
26836 304-538-2305

VENDOR

SHIP TO

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B.	FREIGHT TERMS		
08/27/2009						
BID OPENING DATE: 10/06/2009		BID OPENING TIME 01:30PM				
LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
0001	1	EA		160-52		SEE Addendum #2 Unit Prices
TRACK CONSTRUCTION, CROSSITE AND SWITCH TIE						
THE WEST VIRGINIA PURCHASING DIVISION, FOR THE AGENCY, THE WEST VIRGINIA STATE RAIL AUTHORITY, IS SOLICITING BIDS FOR TRACK CONSTRUCTION, CROSSTIE AND SWITCH TIE REPLACEMENT AND SURFACING PER THE ATTACHED SPECIFICATIONS.						
ALL WORK IS LOCATED ON THE WEST VIRGINIA CENTRAL RAILROAD (WVCR).						
MANDATORY PRE-BID						
A MANDATORY PRE-BID WILL BE HELD ON 09/15/2009 AT 10:00 AM AT THE ELKINS DEPOT IN ELKINS, WV. ALL INTERESTED PARTIES ARE REQUIRED TO ATTEND THIS MEETING. FAILURE TO ATTEND THE MANDATORY PRE-BID SHALL RESULT IN DISQUALIFICATION OF THE BID. NO ONE PERSON MAY REPRESENT MORE THAN ONE BIDDER.						
AN ATTENDANCE SHEET WILL BE MADE AVAILABLE FOR ALL POTENTIAL BIDDERS TO COMPLETE. THIS WILL SERVE AS THE OFFICIAL DOCUMENT VERIFYING ATTENDANCE AT THE MANDATORY PRE-BID. FAILURE TO PROVIDE YOUR COMPANY AND REPRESENTATIVE NAME ON THE ATTENDANCE SHEET WILL RESULT IN DISQUALIFICATION OF THE BID. THE STATE WILL NOT ACCEPT ANY OTHER DOCUMENTATION TO VERIFY ATTENDANCE. THE BIDDER IS RESPONSIBLE FOR ENSURING THEY HAVE COMPLETED THE INFORMATION REQUIRED ON THE ATTENDANCE SHEET. THE PURCHASING DIVISION AND THE STATE AGENCY WILL NOT ASSUME ANY RESPONSIBILITY FOR A BIDDER-S						
SEE REVERSE SIDE FOR TERMS AND CONDITIONS						
SIGNATURE	TELEPHONE			DATE		
<i>Puck Puckel</i>	440-992-2997			10/27/09		
TITLE	FEIN			ADDRESS CHANGES TO BE NOTED ABOVE		
VP	34-1049741					

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

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PURCHASING DIVISION
STATE OF WV



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<p>FAILURE TO COMPLETE THE PRE-BID ATTENDANCE SHEET. IN ADDITION, WE REQUEST THAT ALL POTENTIAL BIDDERS INCLUDE THEIR E-MAIL ADDRESS AND FAX NUMBER.</p> <p>ALL POTENTIAL BIDDERS ARE REQUESTED TO ARRIVE PRIOR TO THE STARTING TIME FOR THE PRE-BID. BIDDERS WHO ARRIVE LATE, BUT PRIOR TO THE DISMISSAL OF THE TECHNICAL PORTION OF THE PRE-BID WILL BE PERMITTED TO SIGN IN. BIDDERS WHO ARRIVE AFTER CONCLUSION OF THE TECHNICAL PORTION OF THE PRE-BID, BUT DURING ANY SUBSEQUENT PART OF THE PRE-BID WILL NOT BE PERMITTED TO SIGN THE ATTENDANCE SHEET.</p> <p>EXHIBIT 5</p> <p>WEST VIRGINIA CODE 21-1D-5 PROVIDES THAT: ANY SOLICITATION FOR A PUBLIC IMPROVEMENT CONSTRUCTION CONTRACT REQUIRES EACH VENDOR THAT SUBMITS A BID FOR THE WORK TO SUBMIT AT THE SAME TIME AN AFFIDAVIT OF COMPLIANCE WITH THE BID. THE ENCLOSED DRUG-FREE WORKPLACE AFFIDAVIT MUST BE SIGNED AND SUBMITTED WITH THE BID AS EVIDENCE OF THE VENDOR'S COMPLIANCE WITH THE PROVISIONS OF ARTICLE 1D, CHAPTER 21 OF THE WEST VIRGINIA CODE. FAILURE TO SUBMIT THE SIGNED DRUG-FREE WORKPLACE AFFIDAVIT WITH THE BID SHALL RESULT IN DISQUALIFICATION OF SUCH BID.</p> <p>NOTICE TO PROCEED: THIS CONTRACT IS TO BE COMPLETED BY 06/30/2010 THE AGENCY WILL ISSUE A WRITTEN NOTICE TO PROCEED NOTICE TO PROCEED.</p> <p>CANCELLATION: THE DIRECTOR OF PURCHASING RESERVES THE RIGHT TO CANCEL THIS CONTRACT IMMEDIATELY UPON WRITTEN NOTICE TO THE VENDOR IF THE MATERIALS OR WORKMANSHIP SUPPLIED ARE OF AN INFERIOR QUALITY OR DO NOT CONFORM WITH THE SPECIFICATIONS OF THE BID AND CONTRACT</p>						
SEE REVERSE SIDE FOR TERMS AND CONDITIONS						
SIGNATURE <i>Rick Hall</i>		TELEPHONE 440-992-2997		DATE 10/27/09		
TITLE VP		FEIN 34-1049741		ADDRESS CHANGES TO BE NOTED ABOVE		

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<p>HERE IN.</p> <p>WAGE RATES: THE CONTRACTOR OR SUBCONTRACTOR SHALL PAY THE HIGHER OF THE U.S. DEPARTMENT OF LABOR MINIMUM WAGE RATES AS ESTABLISHED FOR BARBOUR, RANDOLPH & PUCAHONTAS COUNTIES PURSUANT TO WEST VIRGINIA CODE 21-5A, ET, SEQ. (PREVAILING WAGE RATES APPLY TO THIS PROJECT)</p> <p>ARBITRATION: ANY REFERENCES MADE TO ARBITRATION OR INTEREST FOR PAYMENTS DUE (EXCEPT FOR ANY INTEREST REQUIRED BY STATE LAW) CONTAINED IN THIS CONTRACT OR IN ANY AMERICAN INSTITUTE OF ARCHITECTS DOCUMENTS PERTAINING TO THIS CONTRACT ARE HEREBY DELETED.</p> <p>WORKERS' COMPENSATION: VENDOR IS REQUIRED TO PROVIDE A CERTIFICATE FROM WORKERS' COMPENSATION IF SUCCESSFUL.</p> <p>ALL OF THE ITEMS CHECKED BELOW WILL BE A REQUIREMENT OF THIS CONTRACT:</p> <p>(XX) INSURANCE: SUCCESSFUL VENDOR SHALL FURNISH PROOF OF COMMERCIAL GENERAL LIABILITY INSURANCE PRIOR TO ISSUANCE OF CONTRACT. UNLESS OTHERWISE SPECIFIED IN THE BID DOCUMENTS, THE MINIMUM AMOUNT OF INSURANCE COVERAGE REQUIRED IS \$250,000.</p> <p>() BUILDERS RISK INSURANCE: SUCCESSFUL VENDOR SHALL FURNISH PROOF OF BUILDERS RISK - ALL RISK INSURANCE IN AN AMOUNT EQUAL TO 100% OF THE AMOUNT OF THE CONTRACT.</p> <p>(XX) BONDS: FIVE PERCENT (5%) OF THE TOTAL AMOUNT OF THE BID PAYABLE TO THE STATE OF WEST VIRGINIA, SHALL BE SUBMITTED WITH EACH BID AS A BID BOND. THE SUCCESSFUL BIDDER SHALL ALSO FURNISH A PERFORMANCE BOND AND LABOR/MATERIAL BOND FOR 100% OF THE AMOUNT OF THE CONTRACT. BONDS MAY BE PROVIDED IN THE FORM OF A CERTIFIED CHECK</p>						
SEE REVERSE SIDE FOR TERMS AND CONDITIONS						
SIGNATURE <i>Robt. K. ...</i>		TELEPHONE 440-992-2997		DATE 10/27/09		
TITLE VP		FEIN 34-1049741		ADDRESS CHANGES TO BE NOTED ABOVE		

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	<p>IRREVOCABLE LETTER OF CREDIT, OR BOND FURNISHED BY A SOLVENT SURETY COMPANY AUTHORIZED TO DO BUSINESS IN THE STATE OF WEST VIRGINIA. A LETTER OF CREDIT SUBMITTED IN LIEU OF A BOND WILL ONLY BE ALLOWED FOR PROJECTS UNDER \$100,000. PERSONAL OR BUSINESS CHECKS ARE NOT ACCEPCTABLE IN LIEU OF THE 5% BID BOND, PERFORMANCE BOND, OR LABOR AND MATERIAL BOND.</p> <p>() MAINTENANCE BOND: A TWO (2) YEAR MAINTENANCE BOND COVERING THE ROOFING SYSTEM WILL BE A REQUIREMENT OF THE SUCCESSFUL VENDOR.</p> <p>REV. 11/00</p> <p>EXHIBIT 7</p> <p>DOMESTIC ALUMINUM, GLASS & STEEL IN PUBLIC WORKS PROJECTS</p> <p>IN ACCORDANCE WITH WEST VIRGINIA CODE 5-19-1 ET., SEQ., EVERY CONTRACT FOR CONSTRUCTION, RECONSTRUCTION, ALTERATION, REPAIR, IMPROVEMENT OR MAINTENANCE OF PUBLIC WORKS, WHERE THE COST IS MORE THAN \$50,000 AND, IN THE CASE OF STEEL ONLY, WHERE THE COST OF STEEL IS MORE THAN \$50,000 OR WHERE MORE THAN 10,000 POUNDS OF STEEL ARE REQUIRED, THE STATE WILL ACCEPT ONLY ALUMINUM GLASS, OR STEEL PRODUCTS PRODUCED IN THE UNITED STATES. IN ADDITION, ITEMS OF MACHINERY OR EQUIPMENT PURCHASED FOR USE AT THE SITE OF PUBLIC WORKS SHALL BE MADE OF DOMESTIC ALUMINUM, GLASS OR STEEL, UNLESS THE COST OF THE PRODUCT IS LESS THAN \$50,000 OR LESS THAN 10,000 POUNDS OF STEEL ARE USED IN PUBLIC WORKS PROJECTS.</p> <p>FOREIGN MADE ALUMINUM, GLASS OR STEEL PRODUCTS MAY BE ACCEPTED ONLY IF THE COST OF DOMESTIC PRODUCTS IS FOUR</p>					
SEE REVERSE SIDE FOR TERMS AND CONDITIONS						
SIGNATURE <i>Robb</i>		TELEPHONE 440-992-2997		DATE 10/27/09		
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<p>TO BE UNREASONABLE. SUCH COST IS UNREASONABLE IF IT IS 20% OR MORE HIGHER THAN THE BID PRICE FOR FOREIGN MADE PRODUCTS. IF THE DOMESTIC ALUMINUM, GLASS OR STEEL PRODUCTS TO BE SUPPLIED OR PRODUCED IN A "SUBSTANTIAL LABOR SURPLUS AREA", AS DEFINED BY THE UNITED STATES DEPARTMENT OF LABOR, FOREIGN PRODUCTS MAY BE SUPPLIED ONLY IF DOMESTIC PRODUCTS ARE 30% OR MORE HIGHER IN PRICE THAN THE FOREIGN MADE PRODUCTS.</p> <p>IF, PRIOR TO THE AWARD OF A CONTRACT UNDER THE ABOVE PROVISIONS, THE SPENDING OFFICER OF THE SPENDING UNIT DETERMINES THAT THERE EXISTS A BID FOR LIKE FOREIGN ALUMINUM, GLASS OR STEEL THAT IS REASONABLE AND LOWER THAN THE LOWEST BID DOMESTIC PRODUCTS, THE SPENDING OFFICE MAY REQUEST, IN WRITING, A REEVALUATION AND REDUCTION IN THE LOWEST BID FOR SUCH DOMESTIC PRODUCTS. ALL VENDORS MUST INDICATE IN THEIR BID IF THEY ARE SUPPLYING FOREIGN ALUMINUM, GLASS OR STEEL.</p> <p>REV. 3/88</p> <p>EXHIBIT 9</p> <p>NOTICE FOR ISSUANCE & ACKNOWLEDGEMENT OF CONSTRUCTION PROJECT ADDENDA</p> <p>THE ARCHITECT/ENGINEER AND/OR AGENCY SHALL BE REQUIRED TO ABIDE BY THE FOLLOWING SCHEDULE IN ISSUING CONSTRUCTION PROJECT ADDENDA FOR STATE AGENCIES:</p> <p>(1) THE ARCHITECT/ENGINEER SHALL PREPARE THE ADDENDUM AND A LIST OF ALL PARTIES THAT HAVE PROCURED DRAWINGS AND SPECIFICATIONS FOR THE PROJECT. THE ADDENDUM AND LIST SHALL BE FORWARDED TO THE BUYER IN THE STATE PURCHASING DIVISION. THE ARCHITECT/ENGINEER SHALL ALS</p>						

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
<i>Rich Ryel</i>	440-992-2997	10/27/09
TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE
VP	34-1049741	

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<p>SEND A COPY OF THE ADDENDUM TO THE STATE AGENCY FOR WHICH THE CONTRACT IS ISSUED.</p> <p>(2) THE BUYER SHALL SEND THE ADDENDUM TO ALL INTERESTED PARTIES AND, IF NECESSARY, EXTEND THE BID OPENING DATE. ANY ADDENDUM SHOULD BE RECEIVED BY THE BUYER WITHIN FOURTEEN (14) DAYS PRIOR TO THE BID OPENING DATE.</p> <p>(3) ALL ADDENDA SHOULD BE FORMALLY ACKNOWLEDGED BY ALL BIDDERS AND SUBMITTED TO THE STATE PURCHASING DIVISION. THE SAME RULES AND REGULATIONS THAT APPLY TO THE ORIGINAL BIDDING DOCUMENT SHALL ALSO APPLY TO AN ADDENDUM DOCUMENT. THE ONLY EXCEPTION MAY BE FOR AN ADDENDUM THAT IS ISSUED FOR THE SOLE PURPOSE OF CHANGING A BID OPENING TIME AND/OR DATE.</p> <p>REV. 11/96</p> <p>EXHIBIT 10</p> <p>ADDENDUM ACKNOWLEDGEMENT</p> <p>I HEREBY ACKNOWLEDGE RECEIPT OF THE FOLLOWING CHECKED ADDENDUM(S) AND HAVE MADE THE NECESSARY REVISIONS TO MY PROPOSAL, PLANS AND/OR SPECIFICATION, ETC.</p> <p>ADDENDUM NOS.:</p> <p>NO. 1 9/28/09</p> <p>NO. 2 10/13/09</p> <p>NO. 3 10/21/09</p>						
SEE REVERSE SIDE FOR TERMS AND CONDITIONS						
SIGNATURE <i>Rochelle</i>		TELEPHONE 440-992-2997		DATE 10/27/09		
TITLE VP		FEIN 34-1049741		ADDRESS CHANGES TO BE NOTED ABOVE		

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NO. 4					
NO. 5					
<p>I UNDERSTAND THAT FAILURE TO CONFIRM THE RECEIPT OF TH ADDENDUM(S) MAY BE CAUSE FOR REJECTION OF THE BIDS.</p> <p>VENDOR MUST CLEARLY UNDERSTAND THAT ANY VERBAL REPRESENTATION MADE OR ASSUMED TO BE MADE DURING ANY ORAL DISCUSSION HELD BETWEEN VENDOR'S REPRESENTATIVES AND ANY STATE PERSONNEL IS NOT BINDING. ONLY THE INFORMATION ISSUED IN WRITING AND ADDED TO THE SPECIFICATIONS BY AN OFFICIAL ADDENDUM IS BINDING.</p> <p>.....<i>Rock Ryel</i>.....SIGNATURE'Delta Railroad Construction, Inc.....COMPANY10/27/09.....DATE</p> <p>REV. 11/96</p> <p>CONTRACTORS LICENSE</p> <p>WEST VIRGINIA STATE CODE 21-11-2 REQUIRES THAT ALL PERSONS DESIRING TO PERFORM CONTRACTING WORK IN THIS STATE MUST BE LICENSED. THE WEST VIRGINIA CONTRACTORS LICENSING BOARD IS EMPOWERED TO ISSUE THE CONTRACTORS LICENSE. APPLICATIONS FOR A CONTRACTORS LICENSE MAY BE MADE BY CONTACTING THE WEST VIRGINIA DIVISION OF LABOR CAPITOL COMPLEX, BUILDING 3, ROOM 319, CHARLESTON, WV 25305. TELEPHONE: (304) 558-7890.</p>						
SEE REVERSE SIDE FOR TERMS AND CONDITIONS						
SIGNATURE <i>Rock Ryel</i>		TELEPHONE 440-992-2997		DATE 10/27/09		
TITLE VP		FEIN 34-1049741		ADDRESS CHANGES TO BE NOTED ABOVE		

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<p>WEST VIRGINIA STATE CODE 21-11-11 REQUIRES ANY PROSPECTIVE BIDDER TO INCLUDE THE CONTRACTORS LICENSE NUMBER ON THEIR BID.</p> <p>BIDDER TO COMPLETE:</p> <p>CONTRACTORS NAME: <i>Delta Railroad Construction, Inc</i></p> <p>CONTRACTORS LICENSE NO.: <i>WV 013048</i></p> <p>THE SUCCESSFUL BIDDER WILL BE REQUIRED TO FURNISH A COPY OF THEIR CONTRACTORS LICENSE PRIOR TO ISSUANCE OF A PURCHASE ORDER/CONTRACT</p> <p>APPLICABLE LAW</p> <p>THE WEST VIRGINIA STATE CODE, PURCHASING DIVISION RULES AND REGULATIONS, AND THE INFORMATION PROVIDED IN THE "REQUEST FOR QUOTATION" ISSUED BY THE PURCHASING DIVISION IS THE SOLE AUTHORITY GOVERNING THIS PROCUREMENT.</p> <p>ANY INFORMATION PROVIDED IN SPECIFICATION MANUALS, OR ANY OTHER SOURCE, VERBAL OR WRITTEN, WHICH CONTRADICTS OR ALTERS THE INFORMATION PROVIDED FROM THE SOURCES AS DESCRIBED IN THE ABOVE PARAGRAPH IS VOID AND OF NO EFFECT.</p> <p>BANKRUPTCY: IN THE EVENT THE VENDOR/CONTRACTOR FILES FOR BANKRUPTCY PROTECTION, THE STATE MAY DEEM THE CONTRACT NULL AND VOID, AND TERMINATE SUCH CONTRACT WITHOUT FURTHER ORDER.</p> <p>REV. 5/2009</p>						
SEE REVERSE SIDE FOR TERMS AND CONDITIONS						
SIGNATURE <i>Rick Reed</i>		TELEPHONE 440-992-2997		DATE 10/27/09		
TITLE VP		FEIN 34-1049741		ADDRESS CHANGES TO BE NOTED ABOVE		

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LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
NOTICE						
A SIGNED BID MUST BE SUBMITTED TO:						
DEPARTMENT OF ADMINISTRATION PURCHASING DIVISION BUILDING 15 2019 WASHINGTON STREET, EAST CHARLESTON, WV 25305-0130						
THE BID SHOULD CONTAIN THIS INFORMATION ON THE FACE OF THE ENVELOPE OR THE BID MAY NOT BE CONSIDERED:						
SEALED BID						
BUYER: 44						
REQ. NO.: RMA10003						
BID OPENING DATE: 10/6/09						
BID OPENING TIME: 1:30 PM						
PLEASE PROVIDE A FAX NUMBER IN CASE IT IS NECESSARY TO CONTACT YOU REGARDING YOUR BID:						
440-992-1311						
PLEASE PRINT OR TYPE NAME OF PERSON TO CONTACT CONCERNING THIS QUOTE:						
Larry F. Laviello						

SEE REVERSE SIDE FOR TERMS AND CONDITIONS			
SIGNATURE	TELEPHONE	DATE	
<i>Rick [Signature]</i>	440-992-2997	10/27/09	
TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE	
VP	34-104974		

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REQUEST FOR QUOTATION

The West Virginia Purchasing Division for the agency, The West Virginia State Rail Authority is soliciting bids for track construction, crosstie and switch tie replacement and surfacing. All work is located on the West Virginia Central Railroad (WVCR).

DESCRIPTION OF WORK

4000 TIES and 7 SWITCH TIES FOR REPLACEMENT: MP 18.8 to MP 28.4 – 1500 ties; MP 40.0 to MP 53.1 – 2000 ties and MP 84.0 to MP 89.0 – 500 ties. (75% of the 4000 ties are in curves)

Switch Ties at Norton (21.2) – 2- 14' switch ties

Switch Ties at 0.5 on Dailey Branch – 3 – 14' and 4 – 15' switch ties

Switch Ties at Spruce – 3- 14' switch ties and 4 – 15' switch ties at MP 87.2

1. Tie Replacement

- a. Ties will be handled carefully to avoid damage in accordance with AREMA specifications.
- b. The contractor will replace only those ties marked for replacement by WVCR.
- c. The contractor will remove and properly dispose of old ties. Ties must be stacked clear of tracks and must not be stacked on property other than WVCR right-of-way.
- d. New and old ties can be stored at Belington, Elkins, Bowden and Cheat Bridge until removed.

2. Spiking of Ties

- a. New ties will be spiked to a gage of 56 ½ inches, plus or minus ¼ inch. Additional ties will be plugged and respiked to correct gage to ensure there is no abrupt change in gage where ties are replaced.
- b. All ties replaced or respiked will have new spikes. Old spikes will not be reused. Spikes shall be started and driven vertically and square with the rail. They shall have full bearing against the side of the rail base. Spikes shall not be overdriven. Ties on tangents will get four spikes per tie. Ties on curves will get six spikes per tie. The correct spiking pattern will be used on all new ties and any adjacent ties that are respiked to correct gage.

3. Rail Anchors

- a. All rail anchors will be reapplied in their existing location and properly fitted against ties.

4. Tamping

- a. Tie gang will tamp all newly inserted ties as they are placed in the track and ballast will be replaced at ends of ties. Final tamping for tie replacement will be done as described in section 5 of these specifications.

5. Final Surfacing, Alinement and Ballast Regulating

- a. Contractor will use a Jackson 6700, Mark IV or equivalent tamper to give the track within the designated area a "skin lift" and establish best fit for curves including appropriate spirals. Surfacing will taper into bridges and grade crossings.
- b. Track needs to be restored to proper surface with a minimum of two insertions for each tie.
- c. WVCR will provide information on superelevation of curves.
- d. When surfacing a turnout, tamping will continue for a distance of at least 100 feet onto the side track to ensure uniform surface through the turnout.
- e. A ballast regulator will follow the tamper to regulate ballast and reshape shoulders. Contractor will place any additional ballast where it may be needed after surfacing. All curves with welded rail will have a ballast shoulder of at least 12 inches on the outside of the curve.

INSTALL one #8 115 RE turnout and 500 feet of 115# rail at the north leg of the Elkins wye

Install a #8 115 RE turnout in north leg of wye to create a crossover. Extend industrial park siding to connect with new turnout. North leg of the wye will be moved to create a 14' track center with main track. The 14' track center will be maintained through entire siding. Contractor will install 500 track feet of 115 RE rail to connect to existing siding.

Crossties will not be spaced in excess of 24" centers. Ties will be handled carefully to avoid damage in accordance with AREMA specifications. Contractor will be responsible to replace all ties on existing siding as well as the ties installed in the new extension.

Rail will be spiked to a gage of 56 ½ inches, plus or minus ¼ inch. Spikes shall be started and driven vertically and square with rail. They shall have full bearing against the side of the rail base. Spikes shall not be overdriven. Spiking pattern shall be as shown in Attachment B.

Rail anchors will be properly fitted against the ties and will not be moved by driving them along the rail. Anchors shall be applied as shown in Attachment A. Turnouts will have all ties box anchored.

There will be six inches of ballast beneath the ties and between the ends of the ties and the slope of the ballast shoulder. Cribs will be filled but no ballast will be left on top of the ties. Ballast will be supplied and placed by contractor.

All trackage will be lined and surfaced. At least two insertions will be made per tie. Ballast will be regulated for proper shoulders.

PLACE BALLAST:

MP 58 – MP 83 = 400 tons

MP 83.4 = 100 tons

MP 84.5 = 100 tons

SURFACING & BALLAST REGULATION:

In addition to areas where ties and ballast are installed, additional regulating will be needed from MP 46.8 to MP 48.2 and 38.5 to 39.1. There is adequate ballast at these locations just needs to be dressed with the regulator.

In addition to areas where ties and ballast are installed, an additional 13 miles of track will be surfaced between MP 59 – MP 72

CHEAT BRIDGE – Install 2 #8 115 RE switches to create a new crossover.

A new crossover will be created by installing 2 #8 115 RE switches comping into 90° AS at each end of each turnout.

BOLT TIGHTENING and RAISE LOW JOINTS

Bolts need tightened on 250 rail joints between MP 59.0 and 62.3. (Joints will be marked prior to contract award) Low joints will need raised at same locations that bolts need tightened. There are 6 bolts per joint.

CULVERT INSTALLATION:

Dailey Branch MP 3.2 – Replace 24" x 20' culvert

Dailey Branch MP 4.5 – Replace 24" x 20' culvert

MP 84.5 – Replace 12" culvert with 24" x 20' culvert

MP 86.9 – Replace 12" culvert with 24" x 40' culvert

MP 87.8 – Lower existing 36" culvert by 18" and add an additional 20' section that is located at Spruce and repair shoulder

MP 88.3 - Replace 12" concrete culvert with 24" x 20' culvert

MP 88.4 – Replace 12" concrete culvert with 24" x 20' culvert

CONDUCT OF WORK

Train Traffic: Freight trains run from MP 0 to 29. During late winter and spring, freight trains typically operate five days a week. Excursion trains run weekends thru Memorial Day, and Thursday, Friday, Saturday and Sunday during June. Additional excursions may be scheduled during weekdays or weekends on an as needed basis. Updated schedules will be provided to the contractor by DGVR. The track must be made safe for train traffic on those days. Contractor will need to coordinate work with the Durbin & Greenbrier Valley Railroad, the operator of the WVCR. Contact for track access is Mark Smith, 304-642-3050 or marksmith@dvgr.com

Contractor will be responsible to provide a radio or radios capable of communicating with the DGVR. The radio must be a minimum of 40 watts. The contractor can get a radio from Hammicks Radios, 304-636-6210 and have it programmed with the same frequency as the DGVR. Each work crew must be equipped with a radio stationed to road channel 160.455. Cell service is limited so a radio is required for all crews.

All work will be subject to inspection by the SRA and WVCR.

The contractor will comply with all safety rules and regulations as required by the Federal Railroad Administration, WVCR and other parties as applicable.

The successful bidder will be required to have ALL employees that will be working on this project attend a ½ day class on track safety and track access. Also a mandatory preconstruction meeting will be held with all employees working on the project, the WVCR operator and their employees and a representative from the SRA. This meeting will assure that everyone understands the entire scope of work as outlined in the awarded purchase order. Also, it will be mandatory that a weekly status report be submitted to the SRA. This report will be signed by the contractor and railroad representative and will list the work completed for the week. A final inspection of all completed work will be conducted by the contractor, the DGVR and an SRA representative to assure all work is completed as stated in the specifications. Final payment will be withheld until this inspection is complete.

Contractor will use Heavy and Highway Construction Rates as established for Barbour, Randolph and Pocahontas Counties. These rates are pursuant to WV Code 21-5A, et. Seq. and are available at www.wvsos.com/adlaw/wagerates. Contractor will be responsible for submitting certified payrolls to the SRA.

There are sidings at Belington, Elkins, Bowden, Bemis and Cheat Bridge that can be used to tie-up equipment.

Contractor will be responsible for clean up of the work site. All debris and refuse will be removed from WVCR property and disposed of properly. This includes old crossties, switch ties and spikes removed during this project.

MATERIALS

Culverts are located at Spruce for culvert replacement project.

Contractor will be responsible for all materials for the other projects meeting the specs below:

Ties will be new 7" x 9" x 8'6" industrial grade ties. Specifications in AREMA Chapter 3 will govern. Ties will be mixed hardwoods and oak, 100% end plated and creosote treated to 7# retention or refusal. Contractor will provide treated tie plugs. Contractor will be responsible for all ties. This includes 4000 being replaced and the ties needed to install the 500 feet of track at the Wye in Elkins plus all ties in the 300 feet of existing siding at the industrial park. (4800 total ties)

In addition to the complete sets of switch ties for the 3 - #8 115 RE switches, contractor must supply 8 - 7" x 9" x 14' and 8 - 7" x 9" x 15' switches for installation at other locations. Switch ties must meet AREMA specifications. 100% end plated and creosote pressure treated to 7# retention or refusal.

Spikes must be new 5/8" x 6" and conform to AREMA specifications.

3- #8 115 RE complete switches will meet AREMA specifications. Turnout can be relay. Frog must be RBMI. Switch stand will be a century switch stand with bow handle.

8 - pair of 90-115 comp bars that conform to AREMA specifications.

115 RE rail for siding extension and additional pieces for Cheat Bridge Crossover for shall conform to the following:

1. Wear shall be no greater than 1/4" on both the top and gage side.
2. Rails shall be straight horizontally except not more than 10% of the order may have horizontal curves not greater than indicated by the mid-ordinate of 1/4" in thirty feet.
3. Rails shall be straight vertically with no upsweep or droop permissible.

4. Rails shall be clean in appearance and free of obvious defects. Bases shall be solid and free of visual defects. Slight indentations or spike notching with a maximum depth of 1/8" and maximum length of 3/4" is permissible. Slight pitting is also allowable. Webs must be free of visual defects. Slight pitting is permissible. Rails shall have gage wear on one side only. Metal flow on rail head shall not exceed 1/8" per side. Engine burns shall not be greater than 1/2" wide by 1 1/2" long by 1/16" deep, shall not exceed two per rail and shall affect no more than 10% of the entire order.

Joint bars must have drilling pattern to match bolt holes in above rail and conform to AREMA specifications.

Tie plates will be double shoulder with no more than 1:40 cant and conform to AREMA specifications.

Bolts and washers must be new and conform to AREMA specifications.

Anchors shall be the proper size for the rail to which they are applied. Anchors will be new or reformed and be compatible with industry rail anchor machines.

Ballast shall be crushed stone or slag and shall conform to the current AREMA "Specifications of Prepared Stone, Slag, and Gravel Ballast". Size of ballast shall be AREMA #3 as indicated below:

Size of Opening	Percent Passing by Weight
2 1/2"	100
2"	90 – 100
1 1/2"	35 – 70
1"	0 – 15
1/2"	0

The phone number of JF Allen Company is 304-636-6095. This quarry is located on the mainline track.

BIDDING REQUIREMENTS

The contractor MUST have previous experience in crosstie replacement, turnout installation, rail placement, joint welding and track surfacing. References may be required to prove past experience.

A mandatory pre-bid meeting will be held on September 15, 2009 at 10:00 am. Everyone will meet at the Elkins Depot in Elkins, WV. This meeting includes an inspection trip of the portion of railroad where the work will be completed. Bidders must provide their own hy-rail equipment or make arrangements with other potential vendors to ride with them if they are interested in seeing the site. Contractors wishing to attend should inform Frank Whittaker at 304-558-2316 by September 10, 2009. Questions prior to the prebid inspection must be submitted in writing and will be addressed at the meeting. Email - Frank.m.whittaker@wv.gov

RMA10003 Cost Sheet

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Line Item	Description	Unit Cost	Unit of Measure	Quantity	Extended Cost
	Tie Replacement <i>(including gaging of inserted tie)</i>				
1	Ties	\$	per tie	4,000	\$
	Additional Switch Ties				
2	14' Switch Tie	\$	per tie	8	\$
3	15' Switch Tie	\$	per tie	8	\$
	Gaging <i>(respiked crossties only)</i>				
4	Ties	\$	per tie	4,000	\$
	Additional Surfacing/Ballast Regulation				
5	Additional Surfacing	\$	per track foot	68,640	\$
				(13 miles)	
6	Additional Regulating	\$	per track foot	10,560	\$
				(2 miles)	
	Track Construction at Elkins Wye <i>(includes all labor and materials for p project)</i>				
7	Track	\$	per track foot	500	\$
	Tie Replacement at Industrial Park Siding				
8	Ties	\$	per tie	400	\$
	Turnout construction at Elkins Wye <i>(includes all labor and materials)</i>				
9	#8 115 RE turnout	\$	each	1	\$

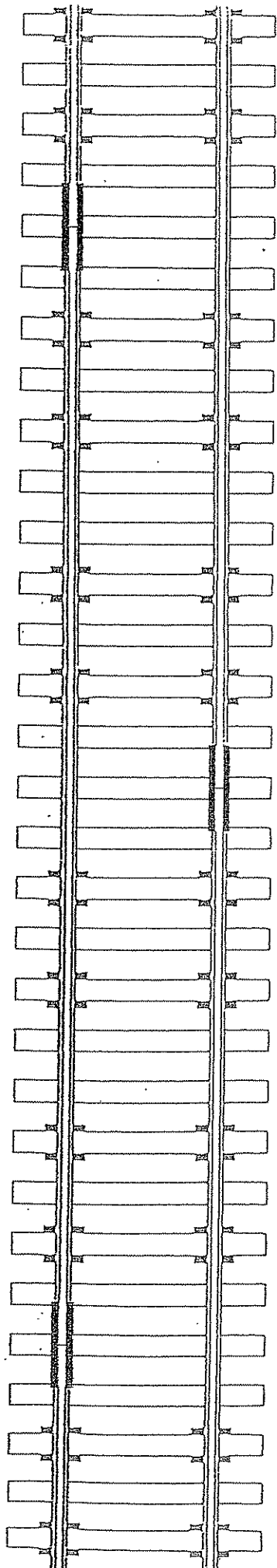
See Addendum #2

	Culvert Replacement				
10	Culvert (24 inch) x 20' Long	\$	per foot	5	\$
11	Culvert (24 inch) x 40' Long	\$	per foot	1	\$
12	Existing 36 inch culvert lowered by	\$	each	1	\$
	18" add 20' section and repair				
	shoulder damage				
	Tighten Bolts & Raise Joints				
13	Tighten Bolts	\$	per joint	250	\$
				(all bolts)	
14	Raise Joint	\$	per joint	250	\$
	Cheat Bridge Crossover				
15	Install two switches in the Cheat		Lump Sum	1	\$
	Bridge yard and create a crossover				
	Ballast Placement				
16	Ballast Placement	\$	per tons	600	\$
			Total Bid:		

Notes:

- 1.) The above quantities are the agency's best estimate for the amount of work to be completed. Any variation in the actual quantities will be determine based on the unit price shown above for the given work.
- 2.) Vendors should complete this form in its entirety in lieu of submitting other quote forms. Submitted form should be provided in a legible form. (Typewritten form preferred.)
- 3.) Vendors must submit unit prices for all line items. Failure to provide unit prices will result in the disqualification of the vendor's bid.

See Addendum #2

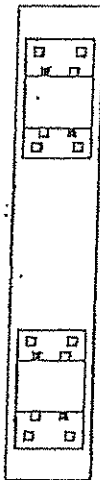


JOINTED RAIL - 16 ANCHORS PER 39 FOOT RAIL, BOX ANCHOR 8 TIES.

RAIL ANCHOR PATTERNS

Attachment A

SPIKING PATTERN "A"



SPIKING PATTERN "B"



SPIKING PATTERN "C"



SPIKING PATTERN "D"



2011

• TRACK SPIKE

MAIN TRACK - A TRACK, OTHER THAN AN AUXILIARY TRACK, EXTENDING THROUGH YARDS AND BETWEEN STATIONS, UPON WHICH TRAINS ARE OPERATED IN CONFORMANCE WITH RULES OR SPECIAL INSTRUCTIONS.

SIDING - AN AUXILIARY TRACK DESIGNATED IN SPECIAL INSTRUCTIONS FOR THE MEETING OR PASSING OF TRAINS.

SIDE TRACK - AN AUXILIARY TRACK FOR PURPOSES OTHER THAN MEETING OR PASSING TRAINS.

TRACK TYPE, TRACK ALIGNMENT, AND SPEED AUTHORIZED	SPIKES PER TIE PLATE	SPIKING PATTERN
MAIN TRACKS AND SIDINGS		
TANGENTS AND CURVES LESS THAN 2 DEGREE WITH SPEED UP TO 45 MPH	2	A
TANGENTS AND CURVES LESS THAN 2 DEGREE WITH SPEED GREATER THAN 45 MPH	3	B
CURVES 2 DEGREE AND OVER BUT LESS THAN 6 DEGREE	4	C
CURVES OVER 6 DEGREE	5	D
SIDE TRACKS - SPEEDS UP TO 25 MPH		
TANGENTS AND CURVES LESS THAN 6 DEGREE	2	A
CURVES 6 DEGREE AND OVER BUT LESS THAN 12 DEGREE	3	B
CURVES OVER 12 DEGREE	4	C

Attachment B



State of West Virginia
Department of Administration
Purchasing Division
2019 Washington Street East
Post Office Box 50130
Charleston, WV 25305-0130

Request for Quotation

RFQ NUMBER
RMA10003

PAGE
1

ADDRESS CORRESPONDENCE TO ATTENTION OF:
FRANK WHITTAKER 304-558-2316

*709022935 440-992-2997
DELTA RAILROAD CONST INC
PO BOX 1398

ASHTABULA OH 44005-1398

WV STATE RAIL AUTHORITY
(DBA) SOUTH BRANCH VALLEY
RAILROAD
120 WATER PLANT DRIVE
MOOREFIELD, WV
26836 304-538-2305

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B.	FREIGHT TERMS
09/28/2009				

BID OPENING DATE:

10/27/2009

BID OPENING TIME 01:30PM

LINE	QUANTITY	UOP	CAT. NO.	ITEM NUMBER	UNIT PRICE	AMOUNT
0001	1	EA		160-52		
***** THIS IS THE END OF RFQ RMA10003 ***** TOTAL:						

***** ADDENDUM NO. 1 *****
THIS ADDENDUM IS ISSUED TO PROVIDE THE MANDATORY
PRE-BID SIGN IN SHEET AND TO EXTEND THE BID OPENING.
THE BID OPENING DATE AND TIME IS CHANGED TO:
10/27/2009 AT 1:30 PM.

TRACK CONSTRUCTION, CROSSITE AND SWITCH TIE

See Addendum #2
Unit Prices

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
<i>Paul H. H.</i>	440-992-2997	10/27/09
TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE
VP	34-1049741	

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

Page 1 of 2

Pre-Bid Conference SIGN IN SHEET

[Please Print]

Request for Proposal No.: RMA 10003 Date: 9-15-09

<u>Firm & Representative Name</u>	<u>Mailing Address</u>	<u>Telephone & FAX Numbers</u>
1. <u>Balfour Beatty Rail</u> <u>Dave Snyder</u>	<u>1600 RT 136</u> <u>Washington PA 15031</u>	T: <u>724-228-7636</u> F: <u>724-884-0025</u>
2. <u>G.W. Peoples</u> <u>Mark Bowles</u>	<u>1024 RT 519 Suite 200</u> <u>Eighty-Four PA 15330</u>	T: <u>724-223-7807</u> F: <u>724-223-6961</u>
3. <u>Railroad Constructors Inc</u> <u>Dave L. Lukens</u>	<u>705 Mantua Ave</u> <u>Paulsboro, NJ 08066</u>	T: <u>856-423-9385</u> F: <u>" " 9389</u>
4. <u>RHINEHART RAILROAD CONST</u> <u>KARL ROGERS</u>	<u>1600 Angleside RD</u> <u>FALLSTON MD 21047</u>	T: <u>410-879-1322</u> F: <u>410-879-1344</u>
5. <u>Tartaglia</u> <u>John Fields</u>	<u>5867 E. Molloy Rd.</u> <u>Syr. N.Y. 13211</u>	T: <u>(315) 455-0100</u> F: <u>315-455-6008</u>
6. <u>Tartaglia</u> <u>Herb Storer</u>	<u>"</u>	T: <u>"</u> F: <u>"</u>
7. <u>Richard Hall</u> <u>American Railroad</u>	<u>2870 Normandy Dr.</u> <u>Atlanta, GA 30305</u>	T: <u>404-915-3124</u> F: <u>770-393-0110</u>
8. <u>R+D Rail Road</u> <u>Brian Beane</u>	<u>84 TRUCK CANE</u> <u>Grayson KY 40143</u>	T: <u>606-475-1866</u> F: <u>606-475-1917</u>
9. <u>TRANSPEC RAILROAD CORP.</u>	<u>PO Box 782</u> <u>HORRICAUX, WV 25526</u>	T: <u>304-562-2473</u> F: <u>304-562-0111</u>
10. <u>James Hilliard</u> <u>Wintrow Construction</u>	<u>673 Norton Ave</u> <u>Barberton OH 44203</u>	T: <u>330-753-2903</u> F: <u>330-612-1130</u>

Please print or write legibly. The fax number is essential to contact the attendees in a timely manner.

Page 2 of 2

Pre-Bid Conference
SIGN IN SHEET
 [Please Print]

Request for Proposal No.: RMA Date: 9-15-09

Firm & Representative Name	Mailing Address	Telephone & FAX Numbers
1. <u>Paul Johnson</u> <u>Atlas RR</u>	<u>1253 ST RT 519</u> <u>Eighty Four Pa 15336</u>	T: <u>724 228 4500</u> F: <u>724 228 3183</u> <u>K5RTL450 AOL.COM</u>
2. <u>Dave Geastner</u> <u>Railworks</u>	<u>985 Union Hill Rd.</u> <u>Alpharetta, GA 30004</u>	T: <u>770-740-0284</u> F: <u>770-740-0384</u>
3. <u>DAVE MAGA</u> <u>ARMOND CASILL RAILROAD CONST. INC.</u>	<u>6403 RINKE ST.</u> <u>WARREN, MI. 48091</u>	T: <u>586-754-4200</u> F: <u>586-754-4408</u>
4. <u>William Vallos</u> <u>DELTA Railroad Construction</u>	<u>2648 West Prospect Road</u> <u>Ashtabula, OH 44004</u>	T: <u>440-992-2997</u> F: <u>440-992-1311</u>
5. <u>Jackie Deehey</u> <u>R.S. Coe and Son</u>	<u>PO Box 708</u> <u>Nicholasville Ky 40340</u>	T: <u>859-537-78</u> F: <u>859-881-2015</u>
6. <u>MEL FITZPATRICK</u> <u>ACME CONST. CO., INC.</u>	<u>7635 BOND ST.</u> <u>CLEVELAND, OH 44139</u>	T: <u>(440) 232-7474</u> F: <u>(440) 232-7477</u>
7. <u>DOUG GAMM</u> <u>AMTRAC OF OHIO</u>	<u>11842 LINCOLN WAY EAST</u> <u>WOOSTER, OH 44691</u>	T: <u>330-683-7206</u> F: <u>330-683-3243</u>
8. <u>16 Bidders</u>		T: _____ F: _____
9. _____		T: _____ F: _____
10. _____		T: _____ F: _____



State of West Virginia
Department of Administration
Purchasing Division
2019 Washington Street East
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RAILROAD
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MOOREFIELD, WV
26836 304-538-2305

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B.	FREIGHT TERMS
10/13/2009				
BID OPENING DATE: 10/27/2009		BID OPENING TIME 01:30PM		

LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
***** ADDENDUM NO. 2 *****						
THIS ADDENDUM IS ISSUED TO COMPLETELY REPLACE THE ORIGINAL SPECIFICATIONS WITH THE ATTACHED REVISED SPECIFICATIONS.						
0001	1	EA		160-52		See Unit Prices
TRACK CONSTRUCTION, CROSSITE AND SWITCH TIE						
***** THIS IS THE END OF RFQ RMA10003 ***** TOTAL:						

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
<i>Robt Hail</i>	440-992-2997	10/27/09
TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE
VP	34-1049741	

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

Addendum #2

This addendum will completely replace the original RFQ for RMA10003. All changes from the original will be in italics. Removed sections will be shown as strikethroughs. PLEASE READ CAREFULLY AS SOME MATERIAL REQUIREMENTS HAVE CHANGED.

The West Virginia Purchasing Division for the agency, The West Virginia State Rail Authority is soliciting bids for track construction, crosstie and switch tie replacement and surfacing. All work is located on the West Virginia Central Railroad (WVCR).

DESCRIPTION OF WORK

4000 TIES and 7 SWITCH TIES FOR REPLACEMENT: MP 18.8 to MP 28.4 – ~~1500~~ 1400 ties; MP ~~40.0~~ MP 36 to MP 53.1 – 2000 ties; *MP 72.0 (Cheat Bridge)- 100 ties* and MP 84.0 to MP 89.0 – 500 ties. (75% of the 4000 ties are in curves)
Switch Ties at Norton MP 21.2 – 2- 14' switch ties
Switch Ties at MP 0.5 on Dailey Branch – 3 – 14' and 4 – 15' switch ties
Switch Ties at Spruce MP 87.2 – 3- 14' switch ties and 4 – 15' switch ties

1. Tie Replacement

- a. Ties will be handled carefully to avoid damage in accordance with AREMA specifications.
- b. The contractor will replace only those ties marked for replacement by WVCR.
- c. The contractor will remove and properly dispose of old ties. Ties must be stacked clear of tracks and must not be stacked on property other than WVCR right-of-way.
- d. New and old ties can be stored at Belington, Elkins, Bowden and Cheat Bridge until removed.

2. Spiking of Ties

- a. New ties will be spiked to a gage of 56 ½ inches, plus or minus ¼ inch. Additional ties will be plugged and respiked to correct gage to ensure there is no abrupt change in gage where ties are replaced.
- b. All ties replaced or respiked will have new spikes. Old spikes will not be reused. Spikes shall be started and driven vertically and square with the rail. They shall have full bearing against the side of the rail base. Spikes shall not be overdriven. Ties on tangents will get four spikes per tie. Ties on curves will get six spikes per tie. The correct spiking pattern will be used on all new ties and any adjacent ties that are respiked to correct gage.

3. Rail Anchors

- a. All rail anchors will be reapplied in their existing location and properly fitted against ties.

4. Tamping

- a. Tie gang will tamp all newly inserted ties as they are placed in the track and ballast will be replaced at ends of ties. Final tamping for tie replacement will be done as described in section 5 of these specifications.

5. Final Surfacing, Alinement and Ballast Regulating

- a. Contractor will use a Jackson 6700, Mark IV or equivalent tamper to give the track within the designated area a "skin lift" and establish best fit for curves including appropriate spirals. Surfacing will taper into bridges and grade crossings.
- b. Track needs to be restored to proper surface with a minimum of two insertions for each tie.
- c. WVCR will provide information on superelevation of curves.
- d. When surfacing a turnout, tamping will continue for a distance of at least 100 feet onto the side track to ensure uniform surface through the turnout.
- e. A ballast regulator will follow the tamper to regulate ballast and reshape shoulders. Contractor will place any additional ballast where it may be needed after surfacing. All curves with welded rail will have a ballast shoulder of at least 12 inches on the outside of the curve.

INSTALL one #8 115 132 RE turnout and 500 feet of 115# rail at the north leg of the Elkins wye

Install a #8 115 132 RE turnout in north leg of wye to create a crossover. Extend industrial park siding to connect with new turnout. North leg of the wye will be moved to create a 14' track center with main track. The 14' track center will be maintained through entire siding. Contractor will install 500 track feet of 115 RE rail to connect to existing siding. *Contractor will be responsible to lay out the points as required.*

Crossties will not be spaced in excess of 24" centers. Ties will be handled carefully to avoid damage in accordance with AREMA specifications. Contractor will be responsible to replace all *marked* ties on existing siding as well as the ties installed in the new extension. *A total of 400 ties will be installed at this location. This includes all the ties in the 500 ft. section and a few additional ties as marked. Contractor is responsible to properly dispose of all ties in this project. Old rail and other track material will remain the property of the State Rail Authority. All rail and OTM is to be gathered up and neatly stacked at the Belington Yard.*

Rail will be spiked to a gage of 56 ½ inches, plus or minus ¼ inch. Spikes shall be started and driven vertically and square with rail. They shall have full bearing against the side of the rail base. Spikes shall not be overdriven. Spiking pattern shall be as shown in Attachment B.

Rail anchors will be properly fitted against the ties and will not be moved by driving them along the rail. Anchors shall be applied as shown in Attachment A. Turnouts will have all ties box anchored.

There will be six inches of ballast beneath the ties and between the ends of the ties and the slope of the ballast shoulder. Cries will be filled but no ballast will be left on top of the ties. Ballast will be supplied and placed by contractor.

All trackage will be lined and surfaced. At least two insertions will be made per tie. Ballast will be regulated for proper shoulders.

Tie plates for the 500 ft rail section will be supplied by the contractor.

PLACE BALLAST:

~~MP 58 – MP 83 = 400 tons~~
~~MP 83.4 = 100 tons~~
~~MP 84.5 = 100 tons~~

SURFACING & BALLAST REGULATION:

In addition to areas where ties and ballast are installed, additional regulating will be needed from MP 46.8 to MP 48.2 and 38.5 to 39.1. There is adequate ballast at these locations just needs to be dressed with the regulator. *There are no ties in this area so this will be additional regulating.*

In addition to areas where ties and ballast are installed, an additional 13 miles of track will be surfaced between MP 59 – MP 72. *The West Virginia Central Railroad will be responsible for proper ballast at these locations. The contractor will have to regulate and surface this area. There are 3 turnouts in this section.*

CHEAT BRIDGE – Install 2 #8 115 RE switches to create a new crossover.

A new crossover will be created by installing 2 #8 115 RE switches comping into 90 AS at each end of each turnout. *The crossover will be located in the straightway within 200 feet beyond the shelter. The contractor will be responsible to properly raise the track and install the turnout as required. Contractor will be responsible for the ballast needed at this location.*

BOLT TIGHTENING and RAISE LOW JOINTS

Bolts need tightened on 250 rail joints between MP 59.0 and 62.3. (Joints will be marked prior to contract award) ~~Low joints will need raised at same locations that bolts need tightened.~~ There are 6 bolts per joint. *This section will be surfaced as part of the additional surfacing listed above. This portion is bolt tightening only.*

CULVERT INSTALLATION: (Depth of each culvert is listed below)

Dailey Branch MP 3.2 – Replace 24" x 20' culvert – 2 feet deep
 Dailey Branch MP 4.5 – Replace 24" x 20' culvert – 2 feet deep
 MP 84.5 – Replace 12" culvert with 24" x 20' culvert – 2 feet deep
 MP 86.9 – Replace 12" culvert with 24" x 40' culvert – 2 feet deep
 MP 87.8 – Lower existing 36" culvert by 18" and add an additional 20' section that is located at Spruce and repair shoulder - *Contractor is responsible for ballast needed for shoulder repair. – 2 feet deep*
 MP 88.3 - Replace 12" concrete culvert with 24" x 20' culvert – 3 feet deep
 MP 88.4 – Replace 12" concrete culvert with 24" x 20' culvert – 5 feet deep

The additional section of 36" culvert for MP 87.8 is located at Spruce. All other pipe is located on the West Virginia Central Railroad at Cheat Bridge. The contractor will only be responsible for the transporting of the pipe to the site and installation.

CONDUCT OF WORK

Train Traffic: Freight trains run from MP 0 to 29. During late winter and spring, freight trains typically operate five days a week. Excursion trains run weekends thru Memorial Day, and Thursday, Friday, Saturday and Sunday during June. Additional excursions may be scheduled during weekdays or weekends on an as needed basis. Updated schedules will be provided to the contractor by DGVR. The track must be made safe for train traffic on those days. Contractor will need to coordinate work with the Durbin & Greenbrier Valley Railroad, the operator of the WVCRR. Contact for track access is Mark Smith, 304-642-3050 or marksmith@dvgr.com

Contractor will be responsible to provide a radio or radios capable of communicating with the DGVR. The radio must be a minimum of 40 watts. The contractor can get a radio from Hammicks Radios, 304-636-6210 and have it programmed with the same frequency as the DGVR. Each work crew must be equipped with a radio stationed to road channel 160.455. Cell service is limited so a radio is required for all crews.

All work will be subject to inspection by the SRA and WVCRR.

The contractor will comply with all safety rules and regulations as required by the Federal Railroad Administration, WVCRR and other parties as applicable.

The successful bidder will be required to have ALL employees that will be working on this project attend a ½ day class on track safety and track access. Also a mandatory preconstruction meeting will be held with all employees working on the project, the WVCR operator and their employees and a representative from the SRA. This meeting will assure that everyone understands the entire scope of work as outlined in the awarded purchase order. Also, it will be mandatory that a weekly status report be submitted to the SRA. This report will be signed by the contractor and railroad representative and will list the work completed for the week. A final inspection of all completed work will be conducted by the contractor, the DGVR and an SRA representative to assure all work is completed as stated in the specifications. Final payment will be withheld until this inspection is complete.

Contractor will use Heavy and Highway Construction Rates as established for Barbour, Randolph and Pocahontas Counties. These rates are pursuant to WV Code 21-5A, et. Seq. and are available at www.wvsos.com/adlaw/wagerates. Contractor will be responsible for submitting certified payrolls to the SRA.

There are sidings at Belington, Elkins, Bowden, Bemis and Cheat Bridge that can be used to tie-up equipment. *These locations can also be used to stack old ties until removal.*

Contractor will be responsible for clean-up of the work site. All debris and refuse will be removed from WVCR property and disposed of properly. This includes old crossties, switch ties and spikes removed during this project. *Old rail and OTM removed for this project will remain the property of the WVCR. Contractor is to gather all rail and OTM from the Elkins Industrial Park siding and neatly stack at the Belington Yard. The OTM from the Cheat Bridge crossover project is to be gathered and placed at the Durbin railyard.*

Additional access to Spruce may be available through Snowshoe property. Contact number is 304-572-5928. Also, landowner, Keith Mace, has a driveway and road crossing at approximately MP 91. His number is 304-572-3081. It is solely the responsibility of the contractor to request access for these locations.

Sign-in sheet from pre-bid is attached.

MATERIALS

All pipe for the culvert replacement is located on the West Virginia Central Railroad.

Contractor will be responsible for all materials for the other projects meeting the specs below:

Ties will be new 7" x 9" x 8'6" industrial grade ties. Specifications in AREMA Chapter 3 will govern. Ties will be mixed hardwoods and oak, 100% end plated and creosote treated to 7# retention or refusal. Contractor will provide treated tie plugs. Contractor will be responsible for all ties. This includes 4000 being replaced and the ties needed to install the 500 feet of track at the Wye in Elkins plus all *marked* ties in the 300 feet of existing siding at the industrial park. (~~4800~~ 4,400 total ties)

In addition to the complete sets of switch ties for the 3 2- #8 115 RE switches *and* 1- 132 RE turnout, contractor must supply 8 - 7" x 9" x 14' and 8 - 7" x 9" x 15' switch ties for installation at other locations. Switch ties must meet AREMA specifications. 100% end plated and creosote pressure treated to 7# retention or refusal.

Spikes must be new 5/8" x 6" and conform to AREMA specifications.

3 2- #8 115 RE *and* 1 -132# RE complete switches will meet AREMA specifications. Turnout can be relay. Frog must be RBMI. Switch stand will be a century switch stand with bow handle. (*Samson undercut switch point is not necessary*)

8 - pair of 90-115 comp bars that conform to AREMA specifications.

2 - pair 85-115 comp bars that conform to AREMA specifications

115 RE rail for siding extension and additional pieces for Cheat Bridge Crossover shall conform to the following:

1. Wear shall be no greater than 1/4" on both the top and gage side.
2. Rails shall be straight horizontally except not more than 10% of the order may have horizontal curves not greater than indicated by the mid-ordinate of 1/4" in thirty feet.
3. Rails shall be straight vertically with no upsweep or droop permissible.
4. Rails shall be clean in appearance and free of obvious defects. Bases shall be solid and free of visual defects. Slight indentations or spike notching with a maximum depth of 1/8" and maximum length of 3/4" is permissible. Slight pitting is also allowable. Webs must be free of visual defects. Slight pitting is permissible. Rails shall have gage wear on one side only. Metal flow on rail head shall not exceed 1/8" per side. Engine burns shall not be greater than 1/2" wide by 1 1/2" long by 1/16" deep, shall not exceed two per rail and shall affect no more than 10% of the entire order.

Joint bars must have drilling pattern to match bolt holes in above rail and conform to AREMA specifications.

Tie plates will be double shoulder with no more than 1:40 cant and conform to AREMA specifications.

Bolts and washers must be new and conform to AREMA specifications.

Anchors shall be the proper size for the rail to which they are applied. Anchors will be new or reformed and be compatible with industry rail anchor machines.

Ballast shall be crushed stone or slag and shall conform to the current AREMA "Specifications of Prepared Stone, Slag, and Gravel Ballast". Size of ballast shall be AREMA #3 as indicated below:

Size of Opening	Percent Passing by Weight
2 ½"	100
2"	90 – 100
1 ½"	35 – 70
1"	0 – 15
½"	0

The phone number of JF Allen Company is 304-636-6095. This quarry is located on the mainline track.

BIDDING REQUIREMENTS

The contractor **MUST** have previous experience in crosstie replacement, turnout installation, rail placement, joint welding and track surfacing. References may be required to prove past experience.

A mandatory pre-bid meeting will be held on September 15, 2009 at 10:00 am. Everyone will meet at the Elkins Depot in Elkins, WV. This meeting includes an inspection trip of the portion of railroad where the work will be completed. Bidders must provide their own hy-rail equipment or make arrangements with other potential vendors to ride with them if they are interested in seeing the site. Contractors wishing to attend should inform Frank Whittaker at 304-558-2316 by September 10, 2009. Questions prior to the prebid inspection must be submitted in writing and will be addressed at the meeting. Email - Frank.m.whittaker@wv.gov

For bidding purposes, contractor is to give a unit cost for each item listed below. Low bid will be determined by the lowest total amount for all unit costs multiplied by the quantities as listed below:

RMA10003 Cost Sheet

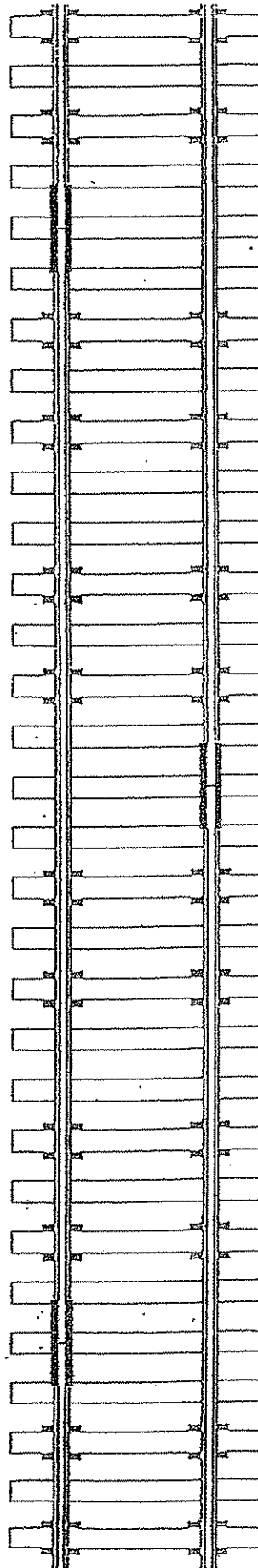
Line Item	Description	Unit Cost	Unit of Measure	Quantity	Extended Cost
	Tie Replacement (Including gaging of inserted ties)				
1	Ties	\$ 124. ⁰⁰	per tie	4,000	\$ 496,000. ⁰⁰
	Additional Switch Ties				
2	14' Switch Tie	\$ 345. ⁰⁰	per tie	8	\$ 2,760. ⁰⁰
3	15' Switch Tie	\$ 357. ⁰⁰	per tie	8	\$ 2,856. ⁰⁰
	Gaging (respiked crossties only)				
4	Ties	\$ 32. ⁰⁰	per tie	4,000	\$ 128,000. ⁰⁰
	Additional Surfacing/Ballast Regulation				
5	Additional Surfacing	\$ 2.30	per track foot	68,640 (13 miles)	\$ 157,872. ⁰⁰
6	Additional Regulating	\$ 1. ⁰⁰	per track foot	10,560 (2 miles)	\$ 10,560. ⁰⁰
	Track Construction at Elkins Wye (Includes all labor and materials for project - ties are included below)				
7	Track	\$ 191. ⁰⁰	per track foot	500	\$ 95,500. ⁰⁰
	Tie Replacement at Industrial Park Siding (Includes ties in track construction and other ties as marked)				
8	Ties	\$ 124. ⁰⁰	per tie	400	\$ 62,000. ⁰⁰
	Turnout Construction at Elkins Wye (includes all labor and materials)				
9	#8 115-132 RE turnout	\$ 76,984. ⁰⁰	each	1	\$ 76,984. ⁰⁰

RMA10003 Cost Sheet (continued)

	Culvert Replacement				
10	Culvert 24" x 20'	\$ 7622. ⁰⁰	each	5	\$ 38,110. ⁰⁰
11	Culvert 24" x 40'	\$ 12,610. ⁰⁰	each	1	\$ 12,610. ⁰⁰
12	Existing 36" culvert lowered by 18" add 20' section and repair shoulder damage	\$ 36,164. ⁰⁰	each	1	\$ 36,164. ⁰⁰
	Tighten Bolts & Raise Joints				
13	Tighten Bolts	\$ 43. ⁰⁰	per joint	250	\$ 10,750. ⁰⁰
14	Raise Joints	\$	per joint	250	\$
	Cheat Bridge Crossover				
15	Install two switches in the Cheat Bridge Yard and create a crossover	\$ 197,809. ⁰⁰	Lump Sum	1	\$ 197,809. ⁰⁰
	Ballast Placement				
16	Ballast Placement	\$	per ton	600	\$
			TOTAL BID:		\$ 1,327,975. ⁰⁰

Notes:

- 1) The above quantities are the agency's best estimate for the amount of work to be completed. Any variation in the actual quantities will be determined based on the unit price shown above for the given work.
- 2) Vendors should complete this form in its entirety in lieu of submitting other quote forms. Submitted form should be provided in a legible form. (Typewritten form preferred.)
- 3) Vendors must submit unit prices for all items. Failure to provide unit prices will result in the disqualification of the vendor's bid.



JOINTED RAIL - 16 ANCHORS PER 39 FOOT RAIL, BOX ANCHOR 8 TIES.
RAIL ANCHOR PATTERNS

Attachment A

Attachment B

2011

RE - TRACK BR LKE

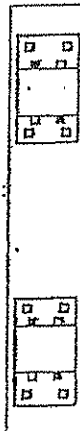
MAIN TRACK - A TRACK, OTHER THAN AN AUXILIARY TRACK, EXTENDING THROUGH TOWNS AND BETWEEN STATIONS, UPON WHICH TRAINS ARE OPERATED IN CONFORMANCE WITH RULES OR SPECIAL INSTRUCTIONS.

SIDING - AN AUXILIARY TRACK DESIGNATED IN SPECIAL INSTRUCTIONS FOR THE MEETING OR PASSING OF TRAINS.

SIDE TRACK - AN AUXILIARY TRACK FOR PURPOSES OTHER THAN MEETING OR PASSING TRAINS.

TRACK TYPE, TRACK ALIGNMENT, AND SPEED AUTHORIZED	SPICES PER TIE PLATE	SPIKING PATTERN
MAIN TRACKS AND SIDINGS		
TANGENTS AND CURVES LESS THAN 2 DEGREE WITH SPEED UP TO 40 MPH	2	A
TANGENTS AND CURVES LESS THAN 2 DEGREE WITH SPEED GREATER THAN 40 MPH	3	B
CURVED 2 DEGREE AND OVER BUT LESS THAN 6 DEGREE	4	C
CURVES OVER 6 DEGREE	5	D
SIDE TRACKS - SPEEDS UP TO 25 MPH		
TANGENTS AND CURVES LESS THAN 6 DEGREE	2	A
CURVES 6 DEGREE AND OVER BUT LESS THAN 12 DEGREE	3	B
CURVES OVER 12 DEGREE	4	C

SPIKING PATTERN "A"



SPIKING PATTERN "B"



SPIKING PATTERN "C"

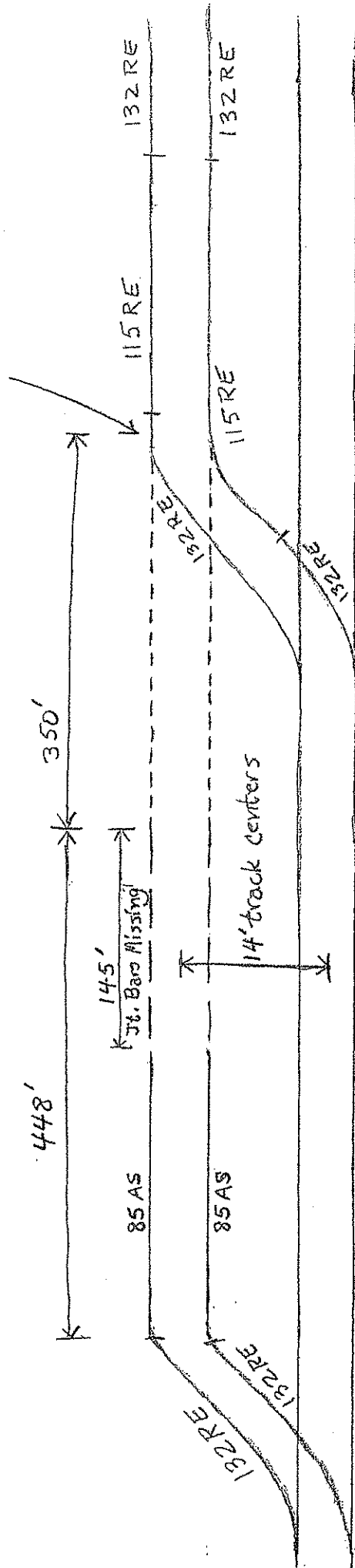


SPIKING PATTERN "D"



Connection of Elkins Wye and Industrial Park Side Track

Install 132 RE #8 RBM
turnout to make crossover

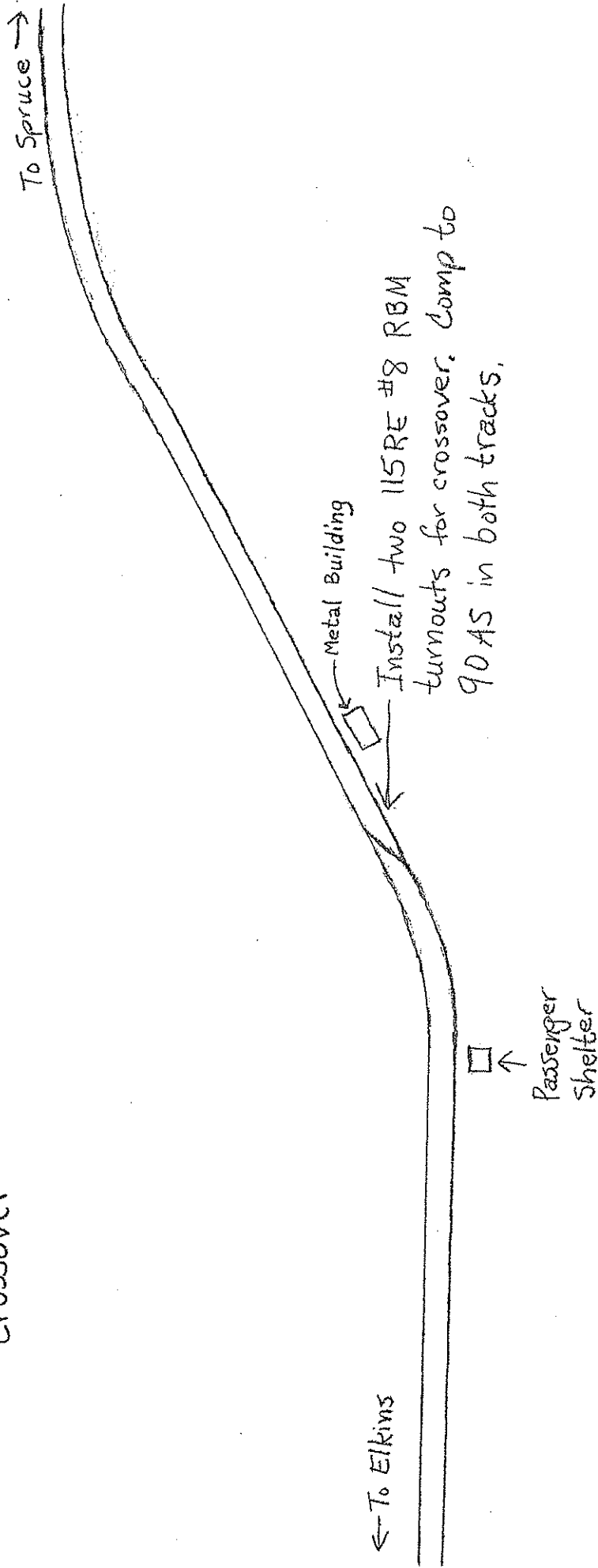


To Cheat Bridge →

← To Tygart Jct.

Cheat Bridge

Crossover





State of West Virginia
Department of Administration
Purchasing Division
2019 Washington Street East
Post Office Box 50130
Charleston, WV 25305-0130

Request for Quotation

RFQ NUMBER
RMA10003

PAGE
1

ADDRESS CORRESPONDENCE TO ATTENTION OF
FRANK WHITTAKER
304-558-2316

*709022935 440-992-2997
DELTA RAILROAD CONST INC
PO BOX 1398

ASHTABULA OH 44005-1398

WV STATE RAIL AUTHORITY
(DBA) SOUTH BRANCH VALLEY
RAILROAD
120 WATER PLANT DRIVE
MOOREFIELD, WV
26836 304-538-2305

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B.	FREIGHT TERMS
10/21/2009				
BID OPENING DATE: 10/29/2009		BID OPENING TIME 01:30PM		

LINE	QUANTITY	UOP	CAT. NO.	ITEM NUMBER	UNIT PRICE	AMOUNT
*****ADDENDUM NO. 3*****						
THIS ADDENDUM IS ISSUED TO EXTEND THE BID OPENING DATE AND PROVIDE THE ATTACHED BID CLARIFICATION.						
BID OPENING DATE IS CHANGED TO: 10/29/09 AT 1:30 PM						
0001	1	EA	160-52	TRACK CONSTRUCTION, CROSSITE AND SWITCH TIE		
***** THIS IS THE END OF RFQ RMA10003 ***** TOTAL:						

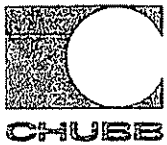
See Unit Price Sheets
Addendum #2

SEE REVERSE SIDE FOR TERMS AND CONDITIONS			
SIGNATURE	TELEPHONE	DATE	
<i>Paul Paul</i>	440-992-2997	10/27/09	
TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE	
VP	34-1049741		

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

RMA10003 – Addendum #3

- 1) The West Virginia Central Railroad not the contractor will be responsible to place ballast at locations where ties are installed and also between MP 59-MP 72 where additional surfacing is required.
- 2) In areas where ties are replaced, the ties will be tamped and ballast will be replaced as previously described. However, there will be no final surfacing in these areas. The description of final surfacing in Section 5 will correspond to the additional 13 miles of tamping between MP 59 – MP 72. Not the locations where ties are installed.



CHUBB GROUP OF INSURANCE COMPANIES

15 Mountain View Road, P.O. Box 1615, Warren, New Jersey 07061-1615

FEDERAL INSURANCE COMPANY

BID BOND

Bond No. 81520752C

Amount \$ 5% of the total amount bid

Know All Men By These Presents, to include all alternates

That we, Delta Railroad Construction, Inc.
2648 West Prospect Rd., Ashtabula, OH 44004

(hereinafter called the Principal),
as Principal, and the FEDERAL INSURANCE COMPANY, Warren, New Jersey, a corporation duly organized under
the laws of the State of Indiana, (hereinafter called the Surety), as Surety, are held and firmly bound unto

State of West Virginia
2019 Washington St East, Charleston, WV 25305-0130

(hereinafter called the Obligee),

in the sum of 5% of the total amount bid to include all alternates Dollars
(\$ *****), for the payment of which we, the said Principal and the said Surety, bind ourselves,
our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

Sealed with our seals and dated this 29th day of October
A.D. Two Thousand Nine

WHEREAS, the Principal has submitted a bid, dated October 29th, 20 09,
for RFQ# RMA 10003 - Replace 4400 Ties, Replace 16 SW Ties, Reguage 4000 Ties, Surface 68640 TF of Track
Regulate 10560 TF of Track, F&I 1 #8 132 Turnout, Construct 500 ft of track, Install 5 each 20' culverts, Install
1 each 40' culvert, Lower 36" culvert, Tighten 25 joints, Construct 1 Crossover

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the Obligee shall accept the bid of
the Principal and the Principal shall enter into a contract with the Obligee in accordance with such bid and give bond
with good and sufficient surety for the faithful performance of such contract, or in the event of the failure of the
Principal to enter into such contract and give such bond, if the Principal shall pay to the Obligee the difference, not
to exceed the penalty hereof, between the amount specified in said bid and the amount for which the Obligee may
legally contract with another party to perform the work covered by said bid, if the latter amount be in excess of the
former, then this obligation shall be null and void, otherwise to remain in full force and effect.

Delta Railroad Construction, Inc.

Principal

By: Reed Rhyel

FEDERAL INSURANCE COMPANY

By: Deborah J Limpert

Deborah J Limpert, Attorney-in-fact



**Chubb
Surety**

**POWER
OF
ATTORNEY**

**Federal Insurance Company
Vigilant Insurance Company
Pacific Indemnity Company**

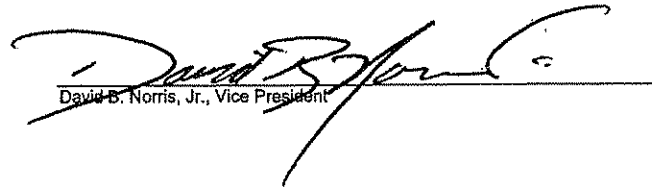
**Attn: Surety Department
15 Mountain View Road
Warren, NJ 07059**

Know All by These Presents, That FEDERAL INSURANCE COMPANY, an Indiana corporation, VIGILANT INSURANCE COMPANY, a New York corporation, and PACIFIC INDEMNITY COMPANY, a Wisconsin corporation, do each hereby constitute and appoint Mary Y. DePasquale, Deborah J. Limpert, James M. Swedenborg and Robert E. Weaver of West Lake, Ohio

each as their true and lawful Attorney- in- Fact to execute under such designation in their names and to affix their corporate seals to and deliver for and on their behalf as surety thereon or otherwise, bonds and undertakings and other writings obligatory in the nature thereof (other than bail bonds) given or executed in the course of business, and any instruments amending or altering the same, and consents to the modification or alteration of any instrument referred to in said bonds or obligations.

In Witness Whereof, said FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY have each executed and attested these presents and affixed their corporate seals on this 10th day of September, 2009


Kenneth C. Wendel, Assistant Secretary


David B. Norris, Jr., Vice President

STATE OF NEW JERSEY
County of Somerset

ss.

On this 10th day of September, 2009

before me, a Notary Public of New Jersey, personally came Kenneth C. Wendel, to me known to be Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY, the companies which executed the foregoing Power of Attorney, and the said Kenneth C. Wendel, being by me duly sworn, did depose and say that he is Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY and knows the corporate seals thereof, that the seals affixed to the foregoing Power of Attorney are such corporate seals and were thereto affixed by authority of the By- Laws of said Companies; and that he signed said Power of Attorney as Assistant Secretary of said Companies by like authority; and that he is acquainted with David B. Norris, Jr., and knows him to be Vice President of said Companies; and that the signature of David B. Norris, Jr., subscribed to said Power of Attorney is in the genuine handwriting of David B. Norris, Jr., and was thereto subscribed by authority of said By- Laws and in deponent's presence.

Notarial Seal



STEPHEN B. BRADT
Notary Public, State of New Jersey
No. 2321007
Commission Expires Oct. 25, 2014


Notary Public

CERTIFICATION

Extract from the By- Laws of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY:

"All powers of attorney for and on behalf of the Company may and shall be executed in the name and on behalf of the Company, either by the Chairman or the President or a Vice President or an Assistant Vice President, jointly with the Secretary or an Assistant Secretary, under their respective designations. The signature of such officers may be engraved, printed or lithographed. The signature of each of the following officers: Chairman, President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary and the seal of the Company may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing Assistant Secretaries or Attorneys- in- Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such power of attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding upon the Company with respect to any bond or undertaking to which it is attached."

I, Kenneth C. Wendel, Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY (the "Companies") do hereby certify that

- (i) the foregoing extract of the By- Laws of the Companies is true and correct,
- (ii) the Companies are duly licensed and authorized to transact surety business in all 50 of the United States of America and the District of Columbia and are authorized by the U.S. Treasury Department; further, Federal and Vigilant are licensed in Puerto Rico and the U.S. Virgin Islands, and Federal is licensed in American Samoa, Guam, and each of the Provinces of Canada except Prince Edward Island; and
- (iii) the foregoing Power of Attorney is true, correct and in full force and effect.

Given under my hand and seals of said Companies at Warren, NJ this 29th of October, 2009.




Kenneth C. Wendel, Assistant Secretary

IN THE EVENT YOU WISH TO NOTIFY US OF A CLAIM, VERIFY THE AUTHENTICITY OF THIS BOND OR NOTIFY US OF ANY OTHER MATTER, PLEASE CONTACT US AT ADDRESS LISTED ABOVE, OR BY Telephone (908) 903- 3493 Fax (908) 903- 3656
e-mail: surety@chubb.com

FEDERAL INSURANCE COMPANY

STATEMENT OF ASSETS, LIABILITIES AND SURPLUS TO POLICYHOLDERS

Statutory Basis

DECEMBER 31, 2008

(in thousands of dollars)

ASSETS		LIABILITIES AND SURPLUS TO POLICYHOLDERS	
Cash and Short Term Investments.....	\$ 202,707	Outstanding Losses and Loss Expenses	\$ 11,792,508
United States Government, State and Municipal Bonds.....	11,216,158	Unearned Premiums.....	3,522,120
Other Bonds.....	3,719,243	Reinsurance Premiums Payable	337,760
Stocks	609,081	Provision for Reinsurance	109,756
Other Invested Assets.....	1,771,227	Other Liabilities.....	958,636
 TOTAL INVESTMENTS.....	 17,518,416	 TOTAL LIABILITIES	 16,720,780
 Investments in Affiliates:			
Chubb Investment Holdings, Inc.....	2,642,766	Capital Stock	20,980
Pacific Indemnity Company.....	1,831,737	Paid-In Surplus	3,106,809
Chubb Insurance Investment Holdings Ltd. ..	1,227,650	Unassigned Funds.....	9,008,020
Executive Risk Indemnity Inc.....	921,728	 SURPLUS TO POLICYHOLDERS.....	 12,135,809
CC Canada Holdings Ltd.....	583,643		
Great Northern Insurance Company	385,875	 TOTAL LIABILITIES AND SURPLUS TO POLICYHOLDERS.....	 \$ 28,856,589
Chubb European Investment Holdings SLP ..	239,173		
Chubb Insurance Company of Australia...	224,157		
Vigilant Insurance Company.....	152,634		
Other Affiliates	307,470		
Premiums Receivable	1,498,855		
Other Assets	1,322,485		
 TOTAL ADMITTED ASSETS	 \$ 28,856,589		

Investments are valued in accordance with requirements of the National Association of Insurance Commissioners.
Investments valued at \$479,627,974 are deposited with government authorities as required by law.

A CORRECT STATEMENT:

Deborah J. Himpert
Assistant Secretary or Attorney-in-Fact

Office of Financial
Regulation Services
50 West Town Street
Third Floor- Suite 300
Columbus, Ohio 43215
(614) 644-2658
Fax (614) 644-3256
www.ohioinsurance.gov

Ohio Department of Insurance

Ted Strickland - Governor
Mary Jo Hudson - Director



Certificate of Compliance

Issued	03/30/09
Effective	04/02/09
Expires	04/01/10

I, Mary Jo Hudson, hereby certify that I am the Director of Insurance in the State of Ohio and have supervision of insurance business in said State and as such I hereby certify that

FEDERAL INSURANCE COMPANY

is authorized to transact the business of insurance under the following section(s) of the Ohio Revised Code:

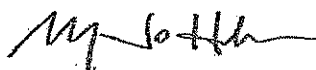
Section 3929.01 (A)

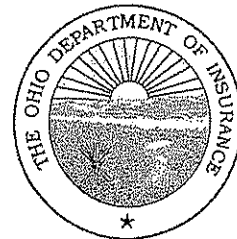
Accident & Health
Aircraft
Allied Lines
Boiler & Machinery
Burglary & Theft
Commercial Auto - Liability Other
Commercial Auto - No Fault
Commercial Auto - Phys. Damage
Credit
Earthquake
Fidelity
Fire
Glass
Group Accident & Health
Inland Marine
Multiple Peril - Commercial
Multiple Peril - Homeowners
Ocean Marine

Other Liability
Private Passenger Auto - No Fault
Private Passenger Auto-Liability Other
Private Passenger-Phys Damage
Surety
Workers Compensation

FEDERAL INSURANCE COMPANY certified in its annual statement to this Department as of December 31, 2008 that it has admitted assets in the amount of \$28,856,589,086, liabilities in the amount of \$16,720,780,138, and surplus of at least \$12,135,808,948.

IN WITNESS WHEREOF, I have hereunto subscribed my name and caused my seal to be affixed at Columbus, Ohio, this day and date.


Mary Jo Hudson
Director





State of West Virginia
DRUG FREE WORKPLACE CONFORMANCE AFFIDAVIT
West Virginia Code §21-1D-5

STATE OF Ohio

COUNTY OF Ashtabula, TO-WIT:


I, Rick Ryel, after being first duly sworn, depose and state as follows:

1. I am an employee of Delta Railroad Construction, Inc; and,
 (Company Name)
2. I do hereby attest that Delta Railroad Construction, Inc
 (Company Name)

maintains a valid written drug free workplace policy and that such policy is in compliance with **West Virginia Code §21-1D-5**.

The above statements are sworn to under the penalty of perjury.

Delta Railroad Construction, Inc
 (Company Name)

By: Rick Ryel 

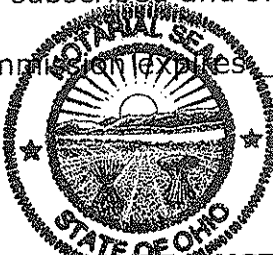
Title: VP

Date: 10/27/09

Taken, subscribed and sworn to before me this 27th day of October 2009

By Commission Expires _____

(Seal)



WILLIAM J. VALLOS
 NOTARY PUBLIC - OHIO
 MY COMMISSION EXPIRES 8/28/2013


 (Notary Public)

THIS AFFIDAVIT MUST BE SUBMITTED WITH THE BID IN ORDER TO COMPLY WITH WV CODE PROVISIONS. FAILURE TO INCLUDE THE AFFIDAVIT WITH THE BID SHALL RESULT IN DISQUALIFICATION OF THE BID.

STATE OF WEST VIRGINIA
Purchasing Division

PURCHASING AFFIDAVIT

VENDOR OWING A DEBT TO THE STATE:

West Virginia Code §5A-3-10a provides that: No contract or renewal of any contract may be awarded by the state or any of its political subdivisions to any vendor or prospective vendor when the vendor or prospective vendor or a related party to the vendor or prospective vendor is a debtor and the debt owed is an amount greater than one thousand dollars in the aggregate.

PUBLIC IMPROVEMENT CONTRACTS & DRUG-FREE WORKPLACE ACT:

If this is a solicitation for a public improvement construction contract, the vendor, by its signature below, affirms that it has a written plan for a drug-free workplace policy in compliance with Article 1D, Chapter 21 of the *West Virginia Code*. The vendor must make said affirmation with its bid submission. Further, public improvement construction contract may not be awarded to a vendor who does not have a written plan for a drug-free workplace policy in compliance with Article 1D, Chapter 21 of the *West Virginia Code* and who has not submitted that plan to the appropriate contracting authority in timely fashion. For a vendor who is a subcontractor, compliance with Section 5, Article 1D, Chapter 21 of the *West Virginia Code* may take place before their work on the public improvement is begun.

ANTITRUST:

In submitting a bid to any agency for the state of West Virginia, the bidder offers and agrees that if the bid is accepted the bidder will convey, sell, assign or transfer to the state of West Virginia all rights, title and interest in and to all causes of action it may now or hereafter acquire under the antitrust laws of the United States and the state of West Virginia for price fixing and/or unreasonable restraints of trade relating to the particular commodities or services purchased or acquired by the state of West Virginia. Such assignment shall be made and become effective at the time the purchasing agency tenders the initial payment to the bidder.

I certify that this bid is made without prior understanding, agreement, or connection with any corporation, firm, limited liability company, partnership or person or entity submitting a bid for the same materials, supplies, equipment or services and is in all respects fair and without collusion or fraud. I further certify that I am authorized to sign the certification on behalf of the bidder or this bid.

LICENSING:

Vendors must be licensed and in good standing in accordance with any and all state and local laws and requirements by any state or local agency of West Virginia, including, but not limited to, the West Virginia Secretary of State's Office, the West Virginia Tax Department, West Virginia Insurance Commission, or any other state agencies or political subdivision. Furthermore, the vendor must provide all necessary releases to obtain information to enable the Director or spending unit to verify that the vendor is licensed and in good standing with the above entities.

CONFIDENTIALITY:

The vendor agrees that he or she will not disclose to anyone, directly or indirectly, any such personally identifiable information or other confidential information gained from the agency, unless the individual who is the subject of the information consents to the disclosure in writing or the disclosure is made pursuant to the agency's policies, procedures and rules. Vendor further agrees to comply with the Confidentiality Policies and Information Security Accountability Requirements, set forth in <http://www.state.wv.us/admin/purchase/privacy/noticeConfidentiality.pdf>.

Under penalty of law for false swearing (*West Virginia Code* §61-5-3), it is hereby certified that the vendor affirms and acknowledges the information in this affidavit and is in compliance with the requirements as stated.

Vendor's Name: Delta Railroad Construction, Inc
Authorized Signature: Rick Byrd Date: 10/27/09

RFQ No. _____

STATE OF WEST VIRGINIA
Purchasing Division

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Vendor's Name: Delta Railroad Construction, Inc.

Authorized Signature: [Signature] Date: 10/27/09