

BELVIDERE & DELAWARE RIVER RAILWAY

RFP 1602 SCHEDULE B.



Surfacing projects is from the south abutment of Bridge 9.75 which spans the 3rd Neshanic Creek.



Existing warp, surface irregularity, and line deviation at South spiral.

1. This project consists of raising, lining, and surfacing approximately 1,800 T.F. of track from the south abutment of Bridge 9.75 (STA 484+36) through the curve approximately 1,300 T.F. to a point of tangency (STA 471+78) and then another 500 T.F. to a point (STA 466+78) in the tangent.
2. The existing rail in the curve is 130# PS CWR and the rail in the tangent is 100#PS.
3. Prior to surfacing Two Hundred (200) steel ties shall be replaced throughout the curve, and One Hundred (100) wood ties shall be replaced in the tangent. Wood ties shall be new 7"x 9" x 8' 6" creosoted grade hardwood. None of the ties shall be anchored.
4. Clean 2-1/2" hard rock ballast shall be provided, tamped, regulated, and broomed, to support a uniform line and surface, and to fill all cribs, and provide uniform shoulders, through the project limits, with run offs as required to existing track.
5. Track shall be raised, lined, and surfaced to a constant grade from Bridge 9.75 (STA 484+36) to Copper Hill Road (STA 463+27) with an automatic lining and leveling tamper, with transitions into remaining track, as required. Curves shall be lined to a constant profile. Tangency shall be in line with a theoretical centerline extending from Milepost 9.0 (STA 445+40) to the Point of Curvature at 9.52 (STA 471+78). Contractor shall provide Railroad with a chart showing horizontal and vertical profiles of Main track surfaced. *The Railroad will supplement this RFP with a table of existing and proposed top of rail elevations, in order to aid in calculating ballast material estimates, at least 10 days before RFP deadline.*
6. Tangent track shall have a maximum deviation from 0" cross level of 1/2" at any point. Curves shall be super-elevated to 1" in the body of the curve.
7. Old ties shall be properly disposed of off site, except that old ties may be used in retaining walls to reinforce embankments.

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8. The Railroad shall provide five (5) consecutive weekdays of uninterrupted track time to complete the tie portion of this project, and five (5) consecutive weekdays of uninterrupted track time to complete the surface portion of this project.
9. Except where otherwise noted, all work shall be in accordance with 2015 Black River Railroad System Track Standards and Specification, (last revised 10/25/15).

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**THERE IS NO JOB SO IMPORTANT, NO SERVICE SO URGENT,
THAT IT NEEDS TO BE DONE, EXCEPT SAFELY.**