

# BELVIDERE & DELAWARE RIVER RAILWAY

## RFP 1601 SCHEDULE A.



**Everetts Road facing North.**



**Everetts Road facing South.**



**Private Crossing 8.54 facing South.**



**Facing North at Hogtown.**

1. This project includes the replacement of approximately 3,100 T.F. of rail from a point (STA 413+36) not more than 100 T.F. North of Concrete Arch Bridge 8.39 and a point (STA 446+40) not less than 100 T.F. North of Milepost 9.0.
2. Approximately 200 T.F. of 136#RE rail through the Everetts Road Grade Crossing 8.71 (STA 428+95 +/-) shall remain, and rail change out shall extend north and south from the crossing.
3. The existing rail is predominantly 100# PS and shall be replaced with a 6" base rail -- 131#RE, 132#RE, 136#RE, or 140# RE.
4. Replacement rail shall be #1 relay or better, of uniform section and lengths, not less than 36' long, with six-hole bars, fully bolted with new 1-1/8" bolts, lock washers, and nuts. Plates shall be #1 relay or better, double shoulder, and appropriate for the section of rail.

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5. From the crossing, short rails shall be provided in order to provide the proper stagger, and appropriate compromise bars shall be provided to connect replacement rail to existing 136#RE rails through crossing. Four existing 130#PS compromise rails and bars shall be salvaged from crossing area to connect replacement rail to remaining 100#PS rail, at each end of the project, matching existing staggers in 100# rail as practicable.
6. Four (4) pair of encapsulated Insulated Joints appropriate for the section of rail shall be provided and installed for the start of the crossing approach circuits, at joints as close to, but not less than 920 feet from the nearest edge of crossing. All rail joints shall be double bonded between the insulated joints at the approaches and the insulated joints at the road.
7. Railroad will disconnect and reconnect track diodes at the approaches and track wires at Everetts Road, as required.
8. Five Hundred (500) ties shall be replaced throughout the project limits, as required, so that the completed project meets FRA Class II requirements AND with at least two (2) adjacent and effective ties at each joint. Fifty-percent (50%) of the new ties shall be new 7"x 9" x 8' 6" creosoted grade hardwood. All new wood ties shall be box anchored with four (4) anchors per tie. Fifty-percent (50%) of the new ties shall be steel and do not require anchors.
9. Ties that are not replaced, shall be epoxy plugged and re-spiked with new spikes.
10. Rail shall be gauged to a nominal 56-1/2".
11. 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.
12. Track shall be raised, lined, and surfaced to a constant grade, or grades, from Everetts Road to each end of project with an automatic lining and leveling tamper, with transitions into remaining track, as required. Curves shall be lined to a constant profile. Upon completion Contractor shall provide Railroad with a chart showing horizontal and vertical profiles of Main track surfaced.
13. 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.
14. Old ties shall be properly disposed of off site, except that old ties may be used in retaining walls to reinforce embankments.
15. Old rail and OTM shall be removed from the project site and shall become the property of the Contractor for scrap or salvage disposition, except that the Railroad shall mark and retain up to 20 sections of rail and 25% of joint bars to be stockpiled on site.

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16. The Private Crossing 8.54 (STA 419+82) leads to an abandoned house and access across same is unlikely to be required during rail change out. At the end of the project, crossing shall be restored with road stone.
17. The Railroad shall provide five (5) consecutive weekdays of uninterrupted track time to complete the rail portion of this project, 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.
18. 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.**