

REMOVE AND RESET RAILROAD TRACKS

****From Rockingham RREW12J**

This version of this provision should be used when the contract does not anticipate removing and replacing any existing bridge and/or cross ties under a separate pay item(s).

- xx. DESCRIPTION. This work shall consist of removing and resetting existing rail, crossties, tie plates, and other track materials as shown on the Plans and as directed by the Engineer. The work shall include furnishing all labor, materials, and equipment for removing and resetting the existing rail and crossties, including but not limited to re-installing existing rail anchors, joint bars, and tie plates. The Contractor shall supply new joint bar bolts, washers, nuts, and track spikes; and joint bars and rail anchors if the existing hardware is not suitable for re-installation. Any existing crossties found to be unsound shall be replaced with new crossties as directed by the Engineer. Existing crossties to be reused shall have all spike holes plugged immediately after removal from track using tight fitting treated tie plugs.

This work shall also consist of surfacing and aligning track beyond the limits of rail removal and resetting as necessary to achieve adequate superelevation and profile, as determined by the Engineer in coordination with the Railroad.

- xx. MATERIALS. Unless otherwise specified, all new materials shall conform to the requirements of the AREMA Manual as follows:
- (a) Rail, joint bars, track bolts, nuts, and washers shall meet the requirements of Chapter 4 - Rail, Part 1 "Design" and Part 2 "Specifications". The Contractor shall supply all new track bolts, nuts, and washers for the joint bars.
 - (b) Tie plates shall meet the requirements of Chapter 5, Part 1 "Tie Plates".
 - (c) Track spikes shall meet the requirements of Chapter 5 - Track, Part 2 "Track Spikes". The Contractor shall supply all new track spikes consisting of 6" track cut spikes.
 - (d) Rail anchors shall meet the requirements of Chapter 5 - Track, Part 7 "Rail Anchors". The Contractor shall supply all new rail anchors of the same type as the existing if the existing hardware is not suitable for re-installation. Use of a type different from the existing is acceptable if approved by the Railroad.
 - (e) Crossties shall meet the requirements of Chapter 30 - Ties, Part 3 "Solid Sawn Ties". The dimension of crossties shall be as shown in the Plans. Crossties shall be 80% oak and 20% mixed hardwood from any of the following species: hard maple, birch, cherry, or beech. All crossties shall have nail plate anti-splitting devices applied at the end of each tie. Anti-splitting devices shall be manufactured

from a minimum 18 gauge galvanized steel conforming to ASTM A525. The plate shall be at least six (6) inches by seven (7) inches for use with seven (7) by nine (9) inch ties.

Ties shall be preservative treated in accordance with Chapter 30 - Parts 3.6 and 3.7 using a coal tar creosote mixture.

- (f) Tie plugs shall meet the requirements of Chapter 7, Article 7-1-29.

xx. CONSTRUCTION REQUIREMENTS.

- (a) Track construction shall meet the requirements of Chapter 5, - Sections 4 and 5 of the AREMA Manual.
- (b) Track shall be raised and ballast shall be installed and tamped in the cribs and shoulders as required to align the track to the existing profile.
- (c) As directed by the Engineer, defective crossties, track spikes, rail anchors, joint bars, tie plates, and shim plates shall be removed and replaced.
- (d) Existing rail and crossties shall be removed within the limits shown in the Plans and stockpiled and protected from damage due to construction operations.
- (e) All track hardware removed that will not be reset, and any waste material, shall become the property of the Contractor and shall be remove from the site at the Contractor's expense.
- (f) The track shall be re-tamped after rail has been installed and rail has been back in service for 4 or 5 days. The track shall be monitored for an additional 30 days and, if necessary as directed by the Engineer, re-tamped.

xx. METHOD OF MEASUREMENT. The quantity of Special Provision (Remove and Reset Railroad Tracks) to be measured for payment will be the number of meters (linear feet) of track removed, reset, and realigned within the limits shown in the Plans in the complete and accepted work.

xx. BASIS OF PAYMENT. The accepted quantity of Special Provision (Remove and Reset Railroad Tracks) will be paid for at the Contract unit price per meter (linear foot). Payment will be full compensation for supplying new rail hardware and crossties; removing, handling, and resetting rails, crossties, and rail hardware; realigning and tamping track; and for furnishing all labor, tools, equipment, and incidentals necessary to complete the work.

Surfacing and aligning of track to provide adequate superelevation and profile beyond the limits of rail removal and replacement shown in the Plans, and removing inside bridge guardrail and additional rail outside the limits shown in the

Plans due to required excavation limits or rail splice locations will not be paid separately but will be considered incidental to Special Provision (Remove and Reset Railroad Tracks).

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
900.640 Special Provision (Remove and Reset Railroad Tracks)	Meter (Linear Foot)