



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
 RMA10031

PAGE
 1

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

VENDOR

RFQ COPY
 TYPE NAME/ADDRESS HERE

SHIP TO

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
08/04/2010				

BID OPENING DATE: 08/17/2010 BID OPENING TIME 01:30PM

LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
				ADDENDUM NO. 5		
				THIS ADDENDUM IS ISSUED TO:		
				1.) ANSWER ALL TECHNICAL QUESTIONS SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF RFQ RMA10031,		
				2.) PROVIDE ADDITIONAL DRAWINGS PER ATTACHMENT A,		
				3.) PROVIDE ADDITIONAL SPECIFICATIONS PER ATTACHMENT B, AND		
				4.) PROVIDE A COPY OF THE MANDATORY PRE-BID ATTENDEE LIST.		
				BID OPENING DATE REMAINS: 08/17/2010		
				BID OPENING TIME REMAINS: 1:30 PM		
				***** END ADDENDUM NO. 5 *****		
0001	1	LS		570-48		
				RAIL REPLACEMENT		

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE

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

**GENERAL TERMS & CONDITIONS
REQUEST FOR QUOTATION (RFQ) AND REQUEST FOR PROPOSAL (RFP)**

1. Awards will be made in the best interest of the State of West Virginia.
2. The State may accept or reject in part, or in whole, any bid.
3. Prior to any award, the apparent successful vendor must be properly registered with the Purchasing Division and have paid the required \$125 fee.
4. All services performed or goods delivered under State Purchase Order/Contracts are to be continued for the term of the Purchase Order/Contracts, contingent upon funds being appropriated by the Legislature or otherwise being made available. In the event funds are not appropriated or otherwise available for these services or goods this Purchase Order/Contract becomes void and of no effect after June 30.
5. Payment may only be made after the delivery and acceptance of goods or services.
6. Interest may be paid for late payment in accordance with the *West Virginia Code*.
7. Vendor preference will be granted upon written request in accordance with the *West Virginia Code*.
8. The State of West Virginia is exempt from federal and state taxes and will not pay or reimburse such taxes.
9. The Director of Purchasing may cancel any Purchase Order/Contract upon 30 days written notice to the seller.
10. The laws of the State of West Virginia and the *Legislative Rules* of the Purchasing Division shall govern the purchasing process.
11. Any reference to automatic renewal is hereby deleted. The Contract may be renewed only upon mutual written agreement of the parties.
12. **BANKRUPTCY:** In the event the vendor/contractor files for bankruptcy protection, the State may deem this contract null and void, and terminate such contract without further order.
13. **HIPAA BUSINESS ASSOCIATE ADDENDUM:** The West Virginia State Government HIPAA Business Associate Addendum (BAA), approved by the Attorney General, is available online at www.state.wv.us/admin/purchase/vrc/hipaa.htm and is hereby made part of the agreement. Provided that the Agency meets the definition of a Cover Entity (45 CFR §160.103) and will be disclosing Protected Health Information (45 CFR §160.103) to the vendor.
14. **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>.
15. **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, and the West Virginia Insurance Commission. 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.
16. **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 material, 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.

INSTRUCTIONS TO BIDDERS

1. Use the quotation forms provided by the Purchasing Division. Complete all sections of the quotation form.
2. Items offered must be in compliance with the specifications. Any deviation from the specifications must be clearly indicated by the bidder. Alternates offered by the bidder as **EQUAL** to the specifications must be clearly defined. A bidder offering an alternate should attach complete specifications and literature to the bid. The Purchasing Division may waive minor deviations to specifications.
3. Unit prices shall prevail in case of discrepancy. All quotations are considered F.O.B. destination unless alternate shipping terms are clearly identified in the quotation.
4. All quotations must be delivered by the bidder to the office listed below prior to the date and time of the bid opening. Failure of the bidder to deliver the quotations on time will result in bid disqualifications: Department of Administration, Purchasing Division, 2019 Washington Street East, P.O. Box 50130, Charleston, WV 25305-0130
5. Communication during the solicitation, bid, evaluation or award periods, except through the Purchasing Division, is strictly prohibited (W.Va. C.S.R. §148-1-6.6).

Line Item	Description	Unit Cost	Unit of Measure	Quantity	Extended Cost
	Rail Replacement				
1	Rail Replacement w-131/132 RE welded	\$	per track foot	2,718	\$
2	Rail Replacement w- 105 DY jointed	\$	per track foot	3,936	
	Turnout Replacement				
3	Replacement of #8 turnout	\$	per turnout	1	\$
4	Replacement of #10 turnout	\$	per turnout	1	\$
			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 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.



**West Virginia Department of Transportation
State Rail Authority**

**Joe Manchin III
Governor**

120 Water Plant Drive, Moorefield, West Virginia 26836
304-538-2305 TDD 800-742-6991 Fax 304-538-7474
E-mail: John.J.Philbrick@wv.gov

To: All Attendees of the July 8, 2010 Prebid Meeting for the Replacement of Rail on the South Branch Valley Railroad

From: John Philbrick, Superintendent

Date: July 19, 2010

RE: Addendum #4 to RFQ #RMA10031 – Rail Replacement on SBVR

Any items not specifically addressed in this addendum remain the same as stated in the original RFQ and any preceding addendum.

1. Track Charts: Project locations and other information are provided on the attached track charts (Attachment A).
2. Tie Spacing: Average tie spacing shall be 20" for estimating tie plates, tie plugs, spikes and rail anchors.
3. Length of Rails: Average length of rails shall be 33' for estimating joint bars, bolts, washers and welds.
4. Tie Plates: Minimum six square holes per plate
5. Joint Bars: For 105DY, six holes per bar
6. Compromise Joint Bars: 105DY/85AS – four pairs
105DY/90AS – two pairs
105DY/100AS – two pairs
105DY/100RB – two pairs
131RE/105DY – two pairs
7. Compromise Welds: 133RE/131RE – two
8. Track Bolts: New standard heat-treated carbon steel track bolts and nuts shall conform to the type and weight of track material being used. Spring washers of the appropriate size shall be used on each bolt.
9. Rail Anchors: These shall be the proper size for the rail to which they are applied.

RMA 10031 – SBVR Rail Replacement
Page 2 of 2

10. Replacement Rail: Contractor will move rail from current locations to project site.
11. Old Rail and OTM: Contractor will stack rail by size at designated location in Moorefield shop/office area. All OTM removed during the project will be placed in piles at the Moorefield shop/office area.
12. Work Train: SBVR can provide a work train consisting of one locomotive with engineer and two flat cars for \$125.00 per hour.
13. Welded Rail: The 131/132RE rail installed at the south end of Moorefield Yard will be welded and installed in accordance with AREMA specifications and the SBVR CWR Program (Attachment B). Rails will have bolt holes removed by cutting the rail ends with a rail saw. Rails will be welded straight and then placed in curves. The quality of all welds shall be checked by the contractor using magnetic particle or ultrasound inspection in accordance with AREMA specifications. Test results are to be provided to the SBVR. The south end of this section shall comp down from 131RE to 105DY to 100RB.
14. Spiking Pattern: Welded Rail – see SBVR CWR Program (Rail Fasteners)
Jointed Rail – see Attachment C
15. Anchor Pattern: Welded rail – see SBVR CWR Program (Rail Fasteners)
Jointed rail – box anchor every fourth tie
Turnouts – box anchor every tie possible on main line and turnout side
16. Extra Materials: Any weld kits, joint bars, bolts, washers, spikes and rail anchors left over at the end of the job will become property of the SBVR.
17. Sales Tax: All materials provided by the contractor are subject to all applicable sales taxes.
18. Completion Date: June 30, 2011
19. Sign-In Sheets: Attachment D

Brook Hill, W.Va.

2190 + 48.5 12" T.C.P.

T.C. 2196 + 12.

3°00'
Δ=15°00'

C.T. 2201 + 12.4

C.T. 2240 + 80.6

2245 + 13.1
24" T.C.P. (5')
24" Conc. Pipe (16')
24" T.C.P. (5')

2251 + 55.2
20' LT.
2250
20' RT.

T.C. 2251 + 65.2

4°00'
Δ=15°31'

C.T. 2255 + 53.1

Two 193RE/319RE
Comp Welds

MP 42.76 Private Rd. X-ing
2258+02.5 12" T.C.P. (11.5)
2257+86

2260

"DNR
Crossing"

Brook Hill, W.Va.

MP 42.90 FRA #14807H
2265+105.1 X-ing

20-30 LT.
20-30 RT.

South End Moorefield Yard

Attachment A - Page 1 of 2

2270 + 177.2 24" Cor. Iron Pipe (30)

2270

Compound Curve
Δ=42°04'

23°30' 5°00' 14°00'
Δ=2°29' Δ=15°00' Δ=24°35'

C.C. 2268 + 06.6
T.C. 2267 + 07.3

C.C. 2271 + 06.6
T.C. 2272 + 82.2

2275+50.5
30' RT.
191RE/105DY
105DY/100RB
Comp Joints
Each Rail

2274 + 70 - 12" V.I.P. (12')

T.C. 2276 + 60.8

2278 + 26.8 24" Conc. Pipe (20')

T.C. 2280 + 12.1

2°00'
Δ=5°08'

4°40'
Δ=12°

2280

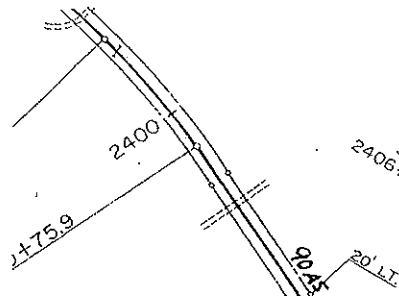
Rt. Crossing

2402+06.5 Private
FRA #144813 L
MP 45.49

Bridge No. 582
3-Span Timber Trestle
2406+27.5 & 2406+65
MP 45.58 E

MATCH LINE STA. 2415+00

2415+26 - 18" Conc. Pipe (20')
- 15" Conc. Pipe (4')
(on Left)



2420
Farm Crossing



MATCH LINE STA. 2415+00

2430

2431+46 Private X-ing
FRA #144814 T
MP 46.05

Durgon, W. Va.

Bridge No. 583
12-Span Pile Trestle
2438+18 & 2439+63.6 BW
MP 46.18, 46.21 BW

Hardy Co., W.Va.

Attachment A - Page 2 of 2

The intro
existing 105 DY

MP 46.21
2439+80 Private X-ing
FRA #144815 A
2472+92.8 P.F. #6
T.C. 2440+39.5
C.T. 2441+82.3
3°00'
Δ = 4°17'

2440

Durgon

2445+79.3 - 24" T.C.P. (29')

2448+70.7
25-20' RT

2448+70.7
25-20' RT

2448+70.7
25-20' RT

2448+70.7
25-20' RT

2448+70.7
25-20' RT

2448+70.7
25-20' RT

2448+70.7
25-20' RT

2448+70.7
25-20' RT

T.C. 2392+

CONTINUOUS WELDED RAIL

1. INSTALLATION

A. RAIL

1. If tie renewal and track surfacing are to be undertaken in conjunction with the laying of continuous welded rail, the tie and surfacing work must precede the rail laying.
2. A full ballast section is required where continuous welded rail is to be installed. Tie cribs must be full to within 1 inch of the top of tie and extend at that elevation at least 6 inches from the end of tie to the edge of slope on tangent track and on the inside of curves, and 12 inches from the end of tie to the edge of slope on the outside of curves. Ballast slope should not be less than 2 to 1.
3. Continuous welded rail must be installed at a temperature to minimize track buckling in the summer due to high compressive forces in the rail and rail pull-aparts in the winter when the rail is in tension. The rail, at the time rail anchors are applied, must be in neither compression nor tension and is referred to as being in a stress-free state and at a temperature referred to as the rail neutral temperature. (See Section 1.A.4)
4. Continuous welded rail should be installed at a temperature not less than 90 degrees nor more than 100 degrees Fahrenheit. Rail temperature will be measured with at least two rail thermometers placed on the web of the rail on the shaded side. Rail thermometers must be checked on a regular basis by placing two thermometers adjacent to each other. If the readings vary by more than 5 degrees, a third thermometer must be used to determine which of the two is accurate. Inaccurate rail thermometers must be replaced.
5. When rail heaters, or equivalent, are not available, and it becomes necessary to install and anchor rail at a temperature less than 90 degrees, a report must be made to the Superintendent indicating the location of the installed rail and the installation temperature. This location must be identified for rail temperature adjustment before a target temperature arrives.
6. CWR installation should be avoided, if possible, during periods of very low ambient temperature. However, if rail must be installed without rail heaters, or equivalent, a report of the location and the installation temperature must be made to the Superintendent.

B. RAIL FASTENERS

1. Two rail holding spikes will be driven in each tie plate on tangent and curves less than 2 degrees. Three rail holding spikes and one hold-down spike on the field side shall be driven in each tie plate on curves of 2 degrees and less than 6 degrees. For curves of 6 degrees or more, three rail holding spikes and two hold-down spikes shall be driven in each tie plate.
2. On all welded rail, 200 feet must be box anchored on each side of bolted joints, rail to rail crossings, highway crossings at grade, and open deck bridges. In addition, 200 feet will be box anchored ahead of the point of switch and behind the heel of the frog on the main track and on the turnout side if the siding has continuous welded rail. At all other locations, every other tie will be box anchored. Box anchored means the application of four rail anchors in such a manner that an anchor is bearing against each side of the tie on each rail.
3. When anchors are applied, care must be taken to ensure that anchors have full bearing against the tie and that the anchors are not over driven. When an anchor is applied to the rail, there must be an anchor applied to the opposite rail with bearing on the same side of the tie.
4. At locations where continuous welded rail joins bolted jointed rail, the welded rail must be box anchored on every tie for 200 feet from the end of the bolted rail. The number of anchors applied to the bolted rail will be uniformly decreased over a distance of eight rail lengths from the box anchored pattern at the joining point to the existing anchor pattern of the bolted rail.
5. Turnouts in areas where continuous welded has been laid will be box anchored on every tie on both the main line and turnout side where it is possible to install the anchors. This pattern is to be applied to both welded and bolted turnouts.
6. Continuous welded rail on ballast deck bridges will be anchored with the same pattern as the rail adjacent to the bridge. On open-deck timber bridges, anchors will be applied to all ties fastened to the stringers. On open-deck steel bridges, anchors shall be applied as directed by Superintendent.
7. At the completion of rail installation, with all rail fasteners in place, the date and rail installation temperature will be marked with paint on both sides of the rail web at the end of the rail as delivered to the railroad.

II. ADJUSTING NEUTRAL TEMPERATURE

A. TRACK CONDITIONS REQUIRING ADJUSTMENT

1. Where CWR has been installed at a temperature lower than the minimum allowable temperature range, the Superintendent should have been notified as required in Section I.A.5 and I.A.6 and the rail scheduled for temperature adjustment. It is important to complete any temperature adjustments before the onset of a target temperature. Any rail not installed and anchored at a temperature of at least 90 degrees should be scheduled for adjustment.
2. The neutral temperature of the rail can only change if the rail moves or if a rail repair improperly performed. Rail installed in track can move when subjected to temperature changes or train movements. As these forces are applied to track, rail movement occurs through anchors wearing into the ties, ties moving in the ballast, or rail moving through the anchors or clips.
3. Rail movement can also occur in areas where trains routinely apply brakes. These areas include signal locations, descending grades, permanent speed restrictions, approaching yards, or similar locations on the railroad. At some locations, such as road crossings and turnouts, rail is more resistant to longitudinal creep than in open track. Rail with high longitudinal forces is often found at these locations.
4. Curved track has a tendency to move laterally when subjected to temperature changes. In cold weather, rail will contract and pull toward the inside of a curve. This is more pronounced where there is insufficient ballast on the low side of the curve. When this occurs, the curve will have a lower neutral temperature and therefore will develop high compressive forces when the rail temperature increases.
5. Many maintenance activities can affect the neutral temperature of the rail. When rail defects are repaired, care must be exercised to be sure that the length of rail installed is the same as the rail removed. Also, any work that significantly disturbs the ballast, such as surfacing, tie renewal, and undercutting, can allow the track to shift in response to traffic and temperature changes until the ballast section is again stabilized.

B. PROCEDURES FOR ADJUSTING NEUTRAL TEMPERATURE

1. Rail should not be cut more often than absolutely necessary. But de-stressing long distances per cut reduces the chances that reasonably uniform neutral temperature will be achieved. Rail cannot be easily adjusted on track that is overfilled with ballast, track that is uneven in surface or alignment, or on curved track, and attempting to de-stress rail under these conditions should be avoided.
2. The length of rail to be adjusted should be no less than 390 feet nor more than 1170 feet depending on the condition to be remedied. Where a repair rail was installed in cool weather, the amount of rail to be de-stressed is likely to be relatively short, and a distance of 390 feet should be used. Where longer lengths of CWR are to be de-stressed, working in 1170 foot segments would be appropriate.
3. The rail should be cut in the middle of the length of rail to be de-stressed. Prior to cutting the rail, make two marks on the base of the rail with paint marker approximately 3 feet each side of the location where the cut will be made. Measure and record the distance between the two marks before the rail is cut so the total length adjustment can be measured after the de-stress operation is completed. If the rail temperature is less than the existing neutral temperature, the rail will be in tension and a rail saw may be used to cut the rail. If the rail temperature is higher than the existing neutral temperature, the rail will be in compression and will have to be torch cut. If a torch is used in Class III or higher territory, the rail ends must be cut again with a rail saw unless a weld is made within one hour.
4. After the rail is cut, remove the anchors from the rail over the entire length of rail to be de-stressed. If the rail was in compression, the rail ends will have to be offset so the rail is free to expand. The frictional resistance on the base of the rail should be relieved by vibrating the rail or tapping the tie plates. Avoid striking the rail during the process.
5. After the stress in the rail has been relieved, measure the rail temperature with a rail thermometer. Table 1 (below) gives the length of rail adjustment required for various lengths of rail being adjusted and temperature differentials.

TABLE 1

Temp Difference Degree F	390 ft. 10 Rail Lengths	585 ft. 15 Rail Lengths	780 ft. 20 Rail Lengths	975 ft. 25 Rail Lengths	1170 ft. 30 Rail Lengths
5 degrees	1/4 Inch	1/4 Inch	1/4 Inch	1/4 Inch	1/2 Inch
10 degrees	1/4 Inch	1/2 Inch	1/2 Inch	3/4 Inch	1 Inch
15 degrees	1/2 Inch	3/4 Inch	1 Inch	1-1/4 Inch	1-1/4 Inch
20 degrees	1/2 Inch	1 Inch	1-1/4 Inch	1-1/2 Inch	1-3/4 Inches
25 degrees	3/4 Inch	1-1/4 Inch	1-1/2 Inch	1-3/4 Inches	2-1/4 inches
30 degrees	1 Inch	1-1/4 Inch	1-3/4 Inches	2-1/4 Inches	2-3/4 Inches
35 degrees	1 Inch	1-1/2 Inch	2-1/4 Inches	2-3/4 Inches	3-1/4 Inches
40 degrees	1-1/4 Inch	1-3/4 Inch	2-1/2 Inches	3 Inches	3-1/2 Inches
45 degrees	1-1/2 Inch	2 Inches	2-3/4 Inches	3-1/4 Inches	4 Inches
50 degrees	1-1/2 Inch	2-1/4 Inches	3 Inches	3-3/4 Inches	4-1/2 Inches
55 degrees	1-3/4 Inch	2-1/2 Inches	3-1/4 Inches	4-1/4 Inches	5 Inches
60 degrees	1-3/4 Inch	2-3/4 Inches	3-1/2 Inches	4-1/2 Inches	5-1/2 Inches

For example: If the rail temperature was 70 degrees the temperature differential, for a desired neutral temperature of 95 degrees, would be 25 degrees. If the unrestrained rail length was 1170 feet, the amount of rail length adjustment would be found in the table at the intersection of the 25 degrees differential row and the column heading of 1170 ft. In this example, the rail end gap should be 2-1/4 inches. If the rail was saw cut originally, it must be cut again so that the overall rail end gap is 2-1/4 inches. If the rail was originally torch cut in Class II or higher track, the rail must have a minimum 3/8 inch saw cut off the end of each rail so that the overall rail-end gap is 2-1/4 inches. If the rail is to be field welded, an additional 1 inch of rail must be removed to accommodate the 1 inch thermite weld.

6. A rail expander can now be used to close the rail end gap for application of joint bars for a bolted joint, or for preparation of the field weld for a welded joint. As the rail expander applies tension to the rail, it is desirable to reduce friction at the rail and tieplate interface by using a rail vibrator or tapping the tie plates. When de-stressing long sections of rail, it is advisable to make match marks on the

base of the rail and tie plate at equal increments along the section of rail so that rail movement can be monitored to verify uniform expansion.

7. Reapply all rail anchors and other fastenings. Measure the instance between the pain marks made on the base of the rail and record the amount or rail removed on the report of rail neutral temperature adjustment. This report will also include the location of the rail and the date the rail was adjusted.
8. Adjust the neutral temperature in the opposite rail using the same procedures. Do not assume that the opposite rail will require the same amount of adjustment.
9. At the completion of rail temperature adjustment, the rail will be marked with paint on both sides of the rail web with the date work was accomplished, the adjusted neutral temperature, and the length of rail adjusted.

Attachment C

SPIKING PATTERN "A"



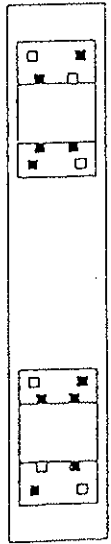
SPIKING PATTERN "B"



SPIKING PATTERN "C"



SPIKING PATTERN "D"



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
SIDE TRACKS - SPEEDS GREATER THAN 25 MPH		
TANGENTS AND CURVES LESS THAN 2 DEGREE	2	A
CURVES 2 DEGREE AND OVER BUT LESS THAN 4 DEGREE	3	B
CURVES OVER 4 DEGREE	4	C

■ - 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.

MAIN TRACK SPIKING PATTERNS
SIDE TRACK SPIKING PATTERNS

Pre-Bid Conference
SIGN IN SHEET

[Please Print]

Request for Proposal No.: RMA 10031 Date: 7/8/10
Rail Replacement on SBVR

<u>Firm & Representative Name</u>	<u>Mailing Address</u>	<u>Telephone & FAX Numbers</u>
1. <u>John J. Fields</u> <u>Tartaglia</u>	<u>5867 E. Molloy Rd.</u> <u>Syracuse N.Y. 13211</u>	T: <u>(315) 455-0100</u> F: <u>(315) 455-6008</u>
2. <u>Josh Peakes</u> <u>Antrac of Ohio</u>	<u>11842 Lincoln Way East.</u> <u>Orrville, OH, 11842</u>	T: <u>330-936-6120</u> F: <u>330-683-3243</u>
3. <u>DANIEL RICH</u> <u>ACME CONSTRUCTION</u>	<u>7695 Bond St.</u> <u>CLEVELAND OH, 44139</u>	T: <u>(440) 232-7474</u> F: <u>(440) 232-7477</u>
4. <u>GARY Nelson</u> <u>Acme Construction</u>	<u>7695 Bond St.</u> <u>Cleveland, Oh 44139</u>	T: <u>(440) 232-7474</u> F: <u>(440) 232-7477</u>
5. <u>Ben Swope</u> <u>Fritz-Rumer-coke.co.</u>	<u>PO Box 07884, 635 E. Woodrow Ave</u> <u>Columbus OH 43207</u>	T: <u>614-444-8844</u> F: <u>614-444-7224</u>
6. <u>JIM MOORE</u> <u>RRR Works</u>	<u>985 UNION Hill Rd</u> <u>ALPHARETTA GA 30004</u>	T: <u>770 740 0284</u> F: <u>770 740 0384</u>
7. <u>Johnny Wharton</u> <u>G.W. Peoples Const Co</u>	<u>600 W. Bell Ave bld. 1</u> <u>Suite 210, Carnegie PA 15106</u>	T: <u>412-276-2342</u> F: <u>412-276-2325</u>
8. <u>SCOTT SEPESKY</u> <u>ATLAS RAILROAD CONST</u>	<u>1253 SR 519 EIGHTYFOUR PA</u> <u>15330</u>	T: <u>724-228-4500</u> F: <u>724-228-3183</u>
9. <u>JAY FANOL</u> <u>Antrac. RR. Contractors of MD</u>	<u>9436 Emley Drive</u> <u>Hagers town MD 21740</u>	T: <u>301-797-3730</u> F: <u>301-797-3746</u>
10. <u>LEE WILLIAMS</u> <u>BALCAN BEATTY RAIL</u>	<u>1600 Rte 136</u> <u>WASHINGTON, PA 15301</u>	T: <u>724-228-7636</u> F: <u>724-884-0025</u>

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Pre-Bid Conference
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Request for Proposal No.: RMA 10031 Date: 7/8/10
Rail Replacement on SBVA

<u>Firm & Representative Name</u>	<u>Mailing Address</u>	<u>Telephone & FAX Numbers</u>
1. <u>Dave Luvara</u> <u>Railroad Constructors Inc.</u>	<u>705 Mantua Ave.</u> <u>Paulsboro, NJ 08066</u>	T: <u>856-423-9385</u> F: <u>1 11 9589</u>
2. <u>Richard Hall</u> <u>American Railroad</u>	<u>2870 Normandy Dr.</u> <u>Atlanta, GA 30305</u>	T: <u>404-965-3024</u> F: <u>770-393-0110</u>
3. _____	_____	T: _____ F: _____
4. _____	_____	T: _____ F: _____
5. _____	_____	T: _____ F: _____
6. _____	_____	T: _____ F: _____
7. _____	_____	T: _____ F: _____
8. _____	_____	T: _____ F: _____
9. _____	_____	T: _____ F: _____
10. _____	_____	T: _____ F: _____

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