

ITEM 585.50 10 M - ROLL-IN OPERATION

DESCRIPTION

This work shall consist of furnishing, erecting, maintaining, operating, and removing the complete system (including temporary track, dollies, false work, bracing, winches, and jacking system) necessary to roll-in superstructure.

MATERIALS

Structural steel shall conform to §715-01 (can be new or used). Bolts, nuts and washers shall conform to §715-14. Timber and lumber shall conform to the standards of §712-14.

CONSTRUCTION DETAILS

A. Working Drawings

The Contractor shall submit within 60 days after the award of the Contract, working drawings, prepared, stamped and signed by a New York State Licensed Professional Engineer, for the system proposed for the roll-in operation.

Three legible, standard sized (560 mm x 910 mm nominal, 530 mm x 850 mm working area) prints of each drawing, together with three copies of all design computations shall be submitted to the D.C.E.S. for approval. Failure to submit drawings of the required size will be cause for their return without examination. The D.C.E.S. will also submit the working drawings to the Long Island Rail Road (L.I.R.R.) for their review and corrections and shall coordinate review by the State and the L.I.R.R.

The D.C.E.S. shall be allowed four weeks from the date of receipt of all pertinent information to examine working drawings.

The D.C.E.S. comments shall be indicated on the returned copies. Should the proposed system not be approved, the reasons shall be indicated with the return of the material. The Contractor shall then submit revised drawings for approval, subject to the same terms as the first submission. Resubmission shall not be considered legitimate reason to request an extension of time under §108-04, Extension of Time.

All work shall be done in accordance with the approved working drawings. The Contractor must have working drawings approved by both the D.C.E.S and LIRR prior to the start of any roll-in operations. The Contractor shall bear all costs and/or damages which may result from the ordering of any materials, or equipment; or the use of any preparatory labor prior to the approval of the working drawings.

The working drawings shall show:

1. Complete details for the roll-in track, track foundation, winch system, tie downs, jacking system, and any other items necessary to perform the roll-in operation.

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2. All welds, bolts, and other connections.
3. A completed detailed construction procedure for all work done under this item including a timetable of operations for the period of the roll-in.

The cost of all working drawing prints and reproducibles required by this specification shall be included in the lump sum price bid for this item. All prints and reproducibles requested beyond the number specified shall be furnished by the Contractor.

B. Construction Procedure

A suggested construction procedure has been presented in the Contract Drawings. The Contractor may submit as a part of the working drawings, an alternate construction procedure for approval by the Deputy Chief Engineer (Structures) D.C.E.S. and the Chief Engineer of the L.I.R.R. The Chief Engineer of the L.I.R.R. may also disapprove or require modifications to any construction procedure, method, or detail that may affect allowable track clearances, operations, or maintenance of the L.I.R.R. facilities. All drawings and calculations submitted shall be stamped and signed by a New York State Licensed Professional Engineer.

The construction procedure submitted for approval shall describe in complete detail:

1. All steps necessary for construction of the roll-in portion of the proposed bridge (Superstructure assembly is not included in this item).
2. The roll-in operation.
3. The jacking operation.

The construction procedure shall be completely planned to show the manner in which each section of the work overlaps as the whole operation proceeds. It shall include a timetable covering each operation and the time allotted for each move and the total time required to complete all operations to complete the work. Each of these operations shall show the various pieces of equipment involved within the whole operation, including spare equipment, if needed.

C. Equipment

All equipment shall be in good operating condition as demonstrated to the Engineer. If ordered by the Engineer, additional equipment shall be secured by the Contractor to insure progress of the various operations. If such equipment is not furnished, no approval shall be given to proceed and, if previous approval has been granted, it will be rescinded due to the Contractor's failure to comply with the order.

D. Maintenance

During construction, railroad traffic will be maintained at all times, except where approved otherwise and

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the Contractor shall plan his work accordingly.

E. Superstructure Erection

The portion of superstructure to be rolled-in shall be complete including the amount of ballast as specified on the contract drawings but excluding any permanent trackage, third rails, and ties. All labor, materials and equipment required for the fabrication of the superstructure portion will be paid for under their respective items.

F. Operations

The Contractor shall notify the Chief Engineer of the L.I.R.R. and the Engineer (in writing) not less than two (2) weeks in advance of the proposed date of the roll-in that all preparations have been completed for rolling-in the superstructure and that he is ready to proceed. The proposed schedule and method of roll-in must be agreed upon by both the Contractor and the L.I.R.R. Since it is intended to complete the roll-in operation in a minimum of time, adherence to a predetermined time schedule is critical and the Contractor shall coordinate and make complete preparations for all work necessary to the complete installation of the bridge superstructure in its final position, within the time limit stipulated.

The Engineer and the Chief Engineer for the L.I.R.R., in conjunction with the Contractor's forces, will require one (1) week to check all conditions pertaining to roll-in operations, including but not necessarily limited to the following:

1. A check on the alignment of the structure to be rolled-in.
2. A check on the elevations of the bridge structures and the relationship of the amount of the lift and the lowering necessary to place the superstructure on the bearings.
3. A trial operation of the roll-in equipment shall be made as directed.
4. Hydraulic lift jacks shall be hooked up and a lift test made as to their working order including the spares.

Upon completion of checking all conditions to the satisfaction of the Engineer and to the Chief Engineer of the L.I.R.R., an exact time of day for rolling-in the superstructure will be agreed upon. The Contractor shall contact and obtain approval from the operating department of the L.I.R.R. for the exact time of roll-in.

During the weekend of the double track outage when the superstructure is to be rolled-in, the L.I.R.R. forces will, in conjunction with and at no cost to the Contractor, remove the existing track.

The Contractor shall then excavate the existing railroad embankment as necessary to accommodate the roll-in and shall place the remaining portion of the roll-in tracks.

The roll-in operation shall proceed continuously until the superstructure portion is in place, all such operations being under the direction of the Contractor. The Contractor shall coordinate all operations of the roll-in with the operations of the L.I.R.R. to the satisfaction of its Chief Engineer, whose orders or directions shall be carried out immediately as they pertain to the railroad and its operations.

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The Contractor shall furnish and operate all necessary lighting facilities that shall be required for any night operations.

During all jacking operations, the Contractor shall have in place an extra standby jack for each end of the superstructure.

METHOD OF MEASUREMENT

Payment for this item will be made on a lump sum basis.

BASIS OF PAYMENT

The unit price bid shall include the cost of furnishing all labor, materials and equipment (including lighting) necessary to complete the work.

Excavation required for rolling-in the completed roll-in portion of the bridge superstructure will be paid for under the appropriate item.

Furnishing, placing and compacting crushed stone subballast on the assembled superstructure will be paid under its appropriate item.

All permanent track materials, except for the stone subballast provided by and installed by the Contractor, will be furnished and installed by the L.I.R.R.