



QUESTIONS FROM BIDDERS

Updated: 11/05/20

QUES	QUESTION	RESPONSE
1	Due to substantial difference between NY and NJ labor rates and union requirements, it is requested that PANYNJ provide specific quantities per each state. This will help the contractor to determine accurate costs of the work.	No change to the Contract documents. Bid as shown.
2	Can all the material be purchased upfront and can we invoice, since this is a 4 year contract?	See clause 22. WORK ORDERS on page 41 of the Contract book.
3	Do you intend to complete all the bid items in the 4 year contract or this is a educated guess and will be only on a as needed basis?	In the Contract book, see clause 22. WORK ORDERS on page 41 and the third paragraph of clause 31. UNIT PRICES on page 49.
4	Will any bid items be piecemealed?	See clause 22. WORK ORDERS on page 41 of the Contract book.
5	Item 13 Thermite welds 75 each – Will all these welds be done in two mobilization, two locations? If so can these welds be flash butt welded?	See clause 22. WORK ORDERS on page 41 of the Contract book. For welding, see the detail entitled "Rail Connecting to Existing Rail" on Contract Drawing C003; bid as shown.
6	Are the turnouts to be installed into the pavement the "tongue and mate" type?	For Special Trackwork requirements, see 2.01 of Specification Section 341110 on pages 235 through 237 of the Contract book.

QUES	QUESTION	RESPONSE
7	Item 7 "RUBBER RAILSEAL, PER LINEAR FOOT" calls for "200 linear feet"....200 linear feet will only cover 100 feet of track. Is this correct?	For quantity and description for Item No. 7, see the Schedule of Unit Prices on page 52 and the fifth paragraph on page 58 of the Contract book, respectively.
8A	Reference Section 341100 – Railroad Trackwork, sub-section “O”, which states: a.After all trackage has been installed and required inspections and tests are complete, arrange and pay for proof-testing the entire trackage with a locomotive having a minimum weight of 250,000 lbs. In the presence of the engineer, run the locomotive over the completed trackage. Should low spot develop, they shall be raised to the proper grade and retamped. No portion of the trackwork will be considered satisfactory completed until after the locomotive has run over the completed portions and all defects corrected.	Introductory statement to Question 9; no response warranted.
8B	b.Six months after the render of certification of completion, the contractor shall restore the tracks to horizontal and vertical alignment as specified in the contract drawings.	Introductory statement to Question 9; no response warranted.
9A	Since this is a contract based on work being issued with specific work orders it is very hard to accurately put an estimate to this requirement. Furthermore, we question, for the purposes of this contract, if this requirement is necessary. We ask that this requirement be eliminated. Should this requirement be kept in the contract please clarify following: a.How many work orders should we anticipate for this 4-year work order contract that will require sub-section “O”?	Addressed by Addendum No. 6 dated November 2, 2020.
9B	b.Will the railroad be able to provide the requested locomotive at each area? 1)If so, what would be the cost to supply the locomotive and crew for this requirement?	Addressed by Addendum No. 6 dated November 2, 2020.
9C	c.Will every single work order item require sub-section “O” be done? For example, if we are to change a linier footage of rail, will we be required to resurface that area 6 months after the certification?	Addressed by Addendum No. 6 dated November 2, 2020.
10	“Contract Information Summary”, Item 12 states that the Term of the Contract is “4 Year(s)”. We are unable to locate this duration in the General Provisions. Please direct us to where the 4-Year term is stated.	Addressed by Addendum No. 3 dated October 23, 2020.
11	Bid Item 4A “Timber Cross Ties”: Please provide an approximate quantity of ties to be replaced in paved areas.	Addressed by Addendum No. 5 dated October 30, 2020.
12	Bid Items 4B & 4C “Switch Timbers”: Please provide an approximate quantity of timbers to be replaced in paved areas.	Addressed by Addendum No. 5 dated October 30, 2020.

QUES	QUESTION	RESPONSE
13	Bid Item 7 "Rubber Rail Seal": Is the quantity 725 LF of track or 725 LF of rail?	See the description for Item No. 7 on page 58 of the Contract book and the detail entitled "Rubber Railseal" on Contract Drawing C003.
14	Bid Item 8A: Is the turnout removal included in this item? Bid Items 8B through 8D exclude turnout removal but Bid Item 8A does not. Please clarify.	Addressed by Addendum No. 4 dated October 28, 2020.
15	Bid Items 8A/9A, 8B/9B, 8C/9C & 8D/9D: The descriptions of the corresponding pairs of these bid items on pages 58 & 59 appear to be somewhat identical. Please clarify the difference in scope between the paired items.	Addressed by Addendum No. 4 dated October 28, 2020.
16	Please confirm that the scope of all items associated with installation in "Paved Areas" include furnishing and placing asphalt pavement.	See the Item No. descriptions for installations in "Paved Areas" on pages 56 through 60 of the Contract book and the installation details on Contract Drawings C002, C003 and C005.
17A	Bid Item 18 is entitled "Subdrain Connection" yet the quantity and item description are for linear feet of pipe. Subdrain connections to drainage structures are mentioned in Drawing G003, Note C-4 and shown on Drawing C006. a. Is Bid Item 18 for subdrain connections or subdrain piping?	See the description for Item No. 18 on page 60 of the Contract book.
17B	b. Since the quantity of connections is unknown, can Item 18 be split into two (2) bid items; one for piping and the other for connections?	Bid as shown.
18	Drawing G003, Note C-3 directs the restoration of asphalt concrete pavement after the installation of drainage pipe, yet Drawing C006 shows a plan view of drainage pipe being installed within an open right-of-way and a section that does not show any pavement. What percentage of drainage pipe should we anticipate installing in paved areas?	Addressed by Addendum No. 4 dated October 28, 2020.
19	Many of the asphalt paving call-outs on Drawings C002, C003 & C005 include the wording "... (PG 64-22) ...". Please define its meaning.	See Civil Note C-2 A. on Contract Drawing G003.
20A	Drawing C005 calls-out 'insulated joints' both within and beyond the turnout limits. a. Are all turnouts to be considered 'insulated' or non-insulated?	Bid as shown.
20B	b. If not all, please advise of the quantity of each that we may anticipate.	Bid as shown.
20C	c. If insulated, are all insulated joints to be bonded, or just the ones associated with welded turnouts?	For Special Trackwork requirements, see 2.01 of Specification Section 341110 on pages 235 through 237 of the Contract book.
20D	d. Also if insulated, should the turnout items include the insulated joints before the Point of Switch?	For Special Trackwork requirements, see 2.01 of Specification Section 341110 on pages 235 through 237 of the Contract book.

QUES	QUESTION	RESPONSE
21A	Reference Form of Contract clause 22. Work Orders, which states "...the Engineer will issue Work Orders, which will require Work to be performed concurrently at multiple locations at the construction site.". Please clarify following: a. Will these multiple locations be in the same marine terminal or spread over separate marine terminals?	For Areas of Work, see Contract Drawing G002. See clause 22. WORK ORDERS on page 41 of the Contract book.
21B	b. In case these locations are spread over separate terminals, then how will mobilization to separate Terminals be paid under single Work Order?	See the descriptions for Item Nos. 1A and 1B on page 56 of the Contract book.
22A	Will the contractor be required to work adjacent to active/mainline track? If so, please provide following information, which is required by our insurance provider for railroad insurance purposes: a. No. of freight trains per day?	Addressed by Addendum No. 6 dated November 2, 2020.
22B	b. No. of passenger trains per day?	Addressed by Addendum No. 6 dated November 2, 2020.
22C	c. Will PANYNJ provide flaggers?	Bid as shown in the Contract documents. 11/3/20 - Addressed by Addendum No. 6 dated November 2, 2020..
22D	d. Any speed restrictions in place?	Addressed by Addendum No. 6 dated November 2, 2020.
23	Bid documents do not specify hours of work, please clarify if any of the rail rehabilitation work will be required to be performed during night/off shifts?	Addressed by Addendum No. 4 dated October 28, 2020.
24	Civil Note C-3 on drawing G003 refers to drawing C006 for Flexible Pavement Restoration Detail but the referred drawing does not show any details of flexible pavement. Please provide the said details.	Addressed by Addendum No. 4 dated October 28, 2020.
25	What is the tie spacing for steel ties?	See Specification Section 341110, paragraph 3.01 I on page 246 of the Contract book.
27	Can you confirm that the Port NJ locations are the 115RE bolted rail and the PortNY locations are the 136RE welded rail.	See Note 4 on Contract Drawings C002 and C003 and Note 7 on Contract Drawing C005.
29	In the bid item descriptions item 16 states "This item No. 16 excludes soil excavation in item Nos. 2A, 2B, 3A and 3B." Does this indicate that soil excavation is to be included for all other items requiring excavation?	For the work associated with Item Nos. 2A, 2B, 3A, and 3B, see the descriptions, including any details or specifications referenced therein, on pages 56 and 57 of the Contract book. See clause 21. GENERAL AGREEMENT on pages 40 and 41 of the Contract book. In clause 31. UNIT PRICES, see the first paragraph following the Schedule of Unit Prices on page 56 of the Contract book.

QUES	QUESTION	RESPONSE
30A	On page 56 of the unit price schedule there is a paragraph which reads "No quantity of work will be included under more than one item of Classified Work". Please clarify this statement when it comes to the civil items?	For the work associated with each item of Classified Work, see the descriptions, including any details or specifications referenced therein, on pages 56 through 60 of the Contract book. See clause 21. GENERAL AGREEMENT on pages 40 and 41 of the Contract book. In clause 31. UNIT PRICES, see the first paragraph on page 49 and the first paragraph following the Schedule of Unit Prices on page 56 of the Contract book.
30B	Does it mean that excavation and backfill will be paid separately from drainage items?	For the work associated with each item of Classified Work, see the descriptions, including any details or specifications referenced therein, on pages 56 through 60 of the Contract book. See clause 21. GENERAL AGREEMENT on pages 40 and 41 of the Contract book. In clause 31. UNIT PRICES, see the first paragraph on page 49 and the first paragraph following the Schedule of Unit Prices on page 56 of the Contract book.
31A	If each civil bid item and track bid item Nos. 2A, 2B, 3A and 3B include excavation and backfill what type of work is bid item 16, soil excavation for?	See the description for Item No. 16 on page 59 of the Contract book. Also see the first paragraph of clause 31. UNIT PRICES on page 49 of the Contract book.
31B	What is the depth of this excavation, does it require support of excavation? Does it require dewatering?	In the Contract book, see the description for Item No. 16 on page 59 and Specification Section 312323, article 1.03 on page 183 and article 3.02 on pages 191 and 102. Also see Notes C-7 and C-8 on Contract Drawing G003.
32	What is bid item 23 Clean Fill to be used for?	See the description for Item No. 23 on page 60 of the Contract book. Also see the first paragraph of clause 31. UNIT PRICES on page 49 of the Contract book.
33	Is all of the DGABC installed on this project to be paid for via bid item 22 "Dense Graded Aggregate Base Course? If yes than the quantity provided, 100 tons, is well short of the actual quantity. We estimate over 3000 tons are needed for bid items 6C and 6D alone.	See the description for Item No. 22 on page 60 of the Contract book. See the descriptions, including any details or specifications referenced therein, for Item Nos. 6C and 6D on page 57 of the Contract book. Also see the first paragraph following the Schedule of Unit Prices on page 56 of the Contract book.
34	Specification section 341110 provides specifications for both rail welding by the electric flash butt method and the thermite method. There also is bid item 13 for thermite welds with a quantity of 75 welds. Please explain where electric flash butt welding is required and where thermite welds will be permitted.	Addressed by Addendum No. 6 dated November 2, 2020.

QUES	QUESTION	RESPONSE
35	For the turnouts, what type of plates are required, standard plates AREMA track spike or Rolled Pandrol?	See Note 4 on Contract Drawing C005.
36	For turnouts, what type of switch point guards are required? Please provide the make and model?	Bid as shown on the Contract documents.
37	Are the rail joints in the special track work welded or bolted?	See Note 7 on Contract Drawing C005. Was further addressed by Addendum No. 6 dated November 2, 2020.
38	Are rail anchors required in track with e-clip fasteners?	See Specification Section 341110, paragraph 3.01 L on pages 247 and 248 of the Contract book.
39	What is the spacing of the steel ties?	See Specification Section 341110, paragraph 3.01 I on page 246 of the Contract book.
40	Please consider extending the bid date 1 week to provide our DBE subcontractors additional time to prepare their proposals.	Addressed by Addendum No. 5 dated October 30, 2020.
41	Specification section 341110, paragraph 3.01, O.1 requires proof-testing the entire trackage with a locomotive after the track is installed, inspected and tested. Will proof-testing be required after each work order? Please provide either the number of proof-testing occasions that are required in both New Jersey and New York or create a new bid item with a unit price per occasion.	Addressed by Addendum No. 6 dated November 2, 2020.
42	Specification section 341110, paragraph 3.01, O.2 requires restoring horizontal and vertical alignment six months after rendering of the certificate of completion. Should bidders understand this to mean that all newly installed track shall be re-tamped six months after rendering of the certificate of completion?	Addressed by Addendum No. 6 dated November 2, 2020.
43	Is it correct that removal of existing turnouts are paid via bid items 2D, 3A, 3B and that the installation of new turnouts are paid via bid items 8A thru 9D?	Addressed by Addendum No. 4 dated October 28, 2020.
44	What are the differences between bid items 8A vs 9A, 8B vs 9B, 8C vs 9C and 8D vs 9D? Take 8A vs 9A for example. Both bid items are for the installation of new 115RE-#8 turnouts in open areas. Is there a difference in scope between No. 8 bid items vs the No. 9 bid items?	Addressed by Addendum No. 4 dated October 28, 2020.
45	We are awaiting responses to numerous RFIs where the answers may greatly affect our costs or add to the risk factors. With approximately a week remaining before the bid date, and a holiday two days before, we respectfully request that the bid opening date be postponed to allow sufficient time for the Authority to transmit the responses and for us to process and act upon them accordingly.	Addressed by Addendum No. 5 dated October 30, 2020.
46	Please confirm that Items 8A, 8B, 8C & 8D are for reinstalling the turnouts removed under Item Nos. 2D, 3A and 3B.	Addressed by Addendum No. 4 dated October 28, 2020.
47	Please confirm that Items 9A, 9B, 9C & 9D are for furnishing and installing new turnouts	Addressed by Addendum No. 4 dated October 28, 2020.
48	Regarding BI 18 "Subdrain Connection", the description on page 60 of the specifications states 12" dia. And Drawings C002, C003 & C006 state 8" dia. Please clarify the pipe diameter.	Addressed by Addendum No. 5 dated October 30, 2020.

QUES	QUESTION	RESPONSE
49	Other than bid items 1A and 1B there is no differentiation in the unit costs for the work in New York vs. the work in New Jersey. Due to higher labor wages, higher cost of material and higher cost of operating / maintaining equipment in NY vs. NJ would the Authority consider separate unit costs for NY & NJ?	No change to the Contract documents. Bid as shown.
50	Bid Item 2C – Remove Existing Open Track – Rail – The quantity for payment states the we will be paid per lineal foot of rail removed. The detail on drawing C001 shows that both rails and the ties are to be removed. Please confirm that for the bid quantity of 164 l.f. are we removing 164 l.f. of track or 82 l.f. of track?	See the description for Item No. 2C on page 56 of the Contract book.
51	Bid Item 7 – Rubber Railseal – The pay item description states we will be paid for the l.f. of railseal installed. There are 4 sections of railseal in a grade crossing (2 field and 2 gauge). Please confirm if the bid item quantity of 200 l.f. is for a 50’ grade crossing with 4 runs of railseal at 50’ each or if we are to be paid per t.f. (track foot) for the railseal installation.	Addressed by Addendum No. 7 dated November 4, 2020.
52	Bid Items 11A, 11B and 12 – The payment description is “per each” for a “pair of joint assembly bars”. Common railroad nomenclature refers to a “pair of bars” as a single joint joining 2 rails. Previous contract experience has shown that the Authority considers a “pair of joint assemblies” to be 2 sets of joint bars joining 4 rails. Please clarify this payment item.	Addressed by Addendum No. 7 dated November 4, 2020.
53	Bid Items 13 and 14 – Similarly for RFI #4 above please clarify if the payment quantity for each thermite weld connection is to join 2 rails at 1 location or 4 rails at 1 location.	See the detail entitled "RAIL CONNECTING TO EXISTING RAIL" on Contract Drawing C003.
54	Bid Item 16 – Soil Excavation – The payment description specifically excludes soil (ballast) excavated in Bid Items 2A, 2B, 3A and 3B. The detail for the removal of existing precast concrete grade crossings on drawing C001 shows the excavation of base course, ballast and sub-ballast to 15” below the precast concrete. Please confirm if the excavation under the grade crossings will be paid under Bid Item 16.	See the description for Item No. 5, including the referenced detail entitled "EXISTING PRECAST CONCRETE GRADE CROSSING REMOVAL" on Contract Drawing C001, on page 57 of the Contract book.
55	Bid Items 19 and 20 – Cost of manholes and catch basins vary dependent on depth. Please provide a depth as a basis for estimating the unit cost.	See the details entitled "MANHOLE TYPE II PRECAST" and "CATCH BASIN TYPE II PRECAST" on Contract Drawing C007.
56	Bid Item 23 – Dense Graded Aggregate Base Course – Please confirm if this pay item will be used for the DGABC placed under the new track installed in open, paved & precast concrete crossing areas.	For the work associated with track installed in open, paved and precast concrete crossing areas, see the descriptions of Item Nos. 6A through 6I, 8A through 8D, 9A through 9D, 10A and 10B and the details referenced therein on pages 57 through 59 of the Contract book.
57	Bid Item 27 – Off-Site Disposal of Excavated Soil or Ballast – The regulations for disposal of contaminated soil vary greatly between NY & NJ and thus the cost of disposal is much higher in NY. Please consider making separate bid items for soil disposal for each state.	No change to the Contract documents. Bid as shown

QUES	QUESTION	RESPONSE
58	Specification Section 341110 – Part 2, sub-section 2.01.C.1 states the following: “Frogs, switches, stock rails, guard rails and all other articles of Special Trackwork which are to be made of rails shall be manufactured only of new rails as specified in”. Please provide the full sentence / specification reference.	Addressed by Addendum No. 5 dated October 30, 2020.
59	Drawing #C001 & C004 – The full depth track removal cross sections show 18” +/- of ballast to be removed. Please confirm if the 18” is measured from top of tie or bottom of tie. The paved sections show a full depth removal from top of asphalt to bottom of ballast as 33” which would indicate there is 18” of ballast under the tie. This is not typical for track construction standards, typically there is 12” +/- of ballast under the tie.	See the details entitled "EXISTING PAVED TRACK REMOVAL" on Contract Drawing C001 and "EXISTING TURNOUT IN PAVED AREAS REMOVAL" on Contract Drawing C004.
60	Various details on the contract drawings show 115#RE bolted rail for Areas of work in NY, including the cross sections of drawing C005 for grade crossing installations. Manufacturers recommendations for rail in grade crossings (both rail seal and precast crossings) require the use of welded rail. Please confirm if the 115# rail in the grade crossings is to be jointed or welded.	See Note 1 of detail entitled "PRECAST CONCRETE GRADE CROSSING" on Contract Drawing C002.
61	Please clarify the difference between Bid Items 8A thru 8D and 9A thru 9D.	Addressed by Addendum No. 4 dated October 28, 2020.
62A	Specification Section 341110, Part 3, paragraph 3.01.I.3 – This spec states ties are to be installed on an average of 19 ½”. Please confirm the following: a.Are ties in paved track sections to be installed at average 19½” spacing?	See Specification Section 341110, paragraph 3.01 I on page 246 of the Contract book.
62B	b.Are steel ties for bid item 6I to be installed at 19½” spacing?	See Specification Section 341110, paragraph 3.01 I on page 246 of the Contract book.
63	Bid Items 6E through 6H – Please confirm if the rubber railseal for the paved track items is to be included in each paved track bid item or if it will be paid under bid item 7.	For Item Nos. 6E and 6F, see the details entitled "TRACK IN PAVED AREAS WITH CUT SPIKE CONSTRUCTION" on Contract Drawing No. C002; for Item Nos. 6G and 6H, see detail entitled "TRACK IN PAVED AREAS WITH "e" CLIP CONSTRUCTION" on Contract Drawing No. C003. Also see the description for Item No. 7 on page 58 of the Contract book.
64A	Bid Item 6I and cross section on drawing C-003 – Track in Open Area with Steel Tie – Please advise regarding the following inquiries specific to this bid item: a.The cross section shows 136#RE rail – Please confirm this work will be performed at the New Jersey port locations.	Addressed by Addendum No. 7 dated November 4, 2020.
64B	b.The cross section shows minimum 10” to a maximum of 22” of ballast under the tie. There is a large difference in the unit cost for this variance in ballast depth. Please provide a fixed depth with which to base the bid upon.	Addressed by Addendum No. 7 dated November 4, 2020.

QUES	QUESTION	RESPONSE
64C	c.The main reason many Class 1 railroads have switched to the use of steel ties is the cost savings realized in the reduction of the ballast required due to a smaller cross section than wood ties. Typical depth of ballast under the tie for Class 1 railroads is 10". A 22" depth of ballast defeats the purpose of using a steel tie.	Addressed by Addendum No. 7 dated November 4, 2020.
65A	Drawing C005 - #8 CONRAIL turnout a.Please confirm the 115# turnout is to be quoted as a bolted turnout and the 136# turnout is to be welded.	See Note 7 on Contract Drawing C005. Was further addressed by Addendum No. 6 dated November 2, 2020.
65B	b.The plan shows bonded insulated joints ahead of the switch and within the curved closure rails. i.Please confirm bonded insulated joints are required for all turnouts quoted. ii.Please advise is the switch throw and connecting rods and gauge plates are to be insulated.	See the detail entitled "#8 CONRAIL STYLE TURNOUT" on Contract Drawing C005.
66	Bid Items 8C, 8D, 9C & 9D – Turnouts in Paved Areas and Drawing C005 – Please advise the type of switch stand that is required at these turnouts and if the switch points must be boxed out to allow movement of switch points in pavement. Please provide appropriate specifications and details.	See Specification Section 344110, paragraph 2.01 F. on page 236 of the Contract book.
67	Reference response to question #7 released in Questions from Bidders dated 10/28/20. The language provided for Bid Item #7 and in the 5th paragraph on page 58 is misleading. If the unit of measure is changed from linear feet to track feet the bidders questions will be resolved.	No change to the Contract documents. Bid as shown.
69	Are we going to be required to tamp the tracks with a production tamper on this job? Or can we utilize a smaller switch tamper and track jacks since there will not be long distances of track surfacing?	See Specification Section 341110, paragraph 3.01 H.2. on page 245 of the Contract book.
70	Are we going to be required to use a ballast regulator? Or will surfacing by hand with ground persons and hand tools be acceptable?	See Specification Section 341110, paragraph 3.01 M. on page 248 of the Contract book.
71	The drawing for the No.8 turnouts (C005) notes that the guard rails are 13'-0" HF guard rails. Is the design of the guard rails required to be a hook flange design? Are T-rail or CI-33 (vanguard) designs acceptable?	Bid as shown.
72	Since some areas are paved, is there any requirement for the guard rails to be level with the running rails?	See the details entitled "#8 CONRAIL STYLE TURNOUT" and "TURNOUT IN PAVED AREAS" on Contract Drawing C005.
73	Is there any requirement to have the switch areas paved and thus requiring a switch garage to allow the switches to operate?	No change to the Contract documents. Bid as shown
74	We believe that the frog plates are to conform to the Conrail drawing 72226-A. Is this correct?	See the detail entitled "#8 CONRAIL STYLE TURNOUT" on Contract Drawing C005.
75	Would it be possible to get the contract drawing G002 listed on drawing C005 note 7?	Please clarify the question. For instructions for obtaining Bid Documents, see the Notice to Bidders dated October 2, 2020.

QUES	QUESTION	RESPONSE
76	<p>In the specifications it notes that: Shop Layout - Arrange for Special Trackwork to be laid out at the manufacturer's shop for inspections by the manufacturer and the Engineer. A. Give the Engineer fifteen days notice of the time when he may conduct his inspection. The Engineer may waive his inspection but the manufacturer's inspection shall be required in all cases. Submit a copy of the manufacturer's inspection report of Special Trackwork to the Engineer. Lay out special Trackwork with the required ties upon a true horizontal floor of the shop. Install switch rods as applicable, as part of the shop layout procedure. Lay all rail upon the switch tie layout. Install rail fasteners. Completely attach the ties at the shop.</p> <p>It looks like the intent is to assembly 100% of the turnouts and offer the opportunity for inspection of each one. Is this correct?</p>	See Specification Section 341110, paragraph 2.01 K on page 236 of the Contract book.
77	Drawing C005 notes that the turnout is to be divided into panels. We can ship a switch panel with the block ties removed via truck with the rest of the ties pre-plate and the rails marked for tie location. If panels two and three to be shipped from Nortrak it will need to be shipped via rail and some of the longer ties will need to be stripped from the panels for clearance. Is the turnout to be shipped from Nortrak in panels? If so is shipping the switch panel only with rest of the ties pre-plated an option?	Refer to Specification Section 341110, paragraph 2.01 L on page 237 of the Contract book.
78	The drawing for the No.8 turnouts (C005) notes that the guard rails are 13'-0" HF guard rails. Are the design of the guard rails required to be a hook flange design? Are T-rail or CI-33 (vanguard) designs acceptable?	Bid as shown.
79	Since some areas are paved, is there any requirement for the guard rails to be level with the running rails?	See the details entitled "#8 CONRAIL STYLE TURNOUT" and "TURNOUT IN PAVED AREAS" on Contract Drawing C005.
80	Is there any requirement to have the switch areas paved and thus requiring a switch garage to allow the switches to operate?	No change to the Contract documents. Bid as shown
81	We believe that the frog plates are to conform to the Conrail drawing 72226-A. Is this correct?	See the detail entitled "#8 CONRAIL STYLE TURNOUT" on Contract Drawing C005.
82	It looks like the intent is to assembly 100% of the turnouts and offer the opportunity for inspection of each one. Is this correct?	See Specification Section 341110, paragraph 2.01 K on page 236 of the Contract book.
83A	Drawing C005 notes that the turnout is to be divided into panels. We can ship a switch panel with the block ties removed via truck with the rest of the ties pre-plate and the rails marked for tie location. If panels two and three to be shipped from manufacturer it will need to be shipped via rail and some of the longer ties will need to be stripped from the panels for clearance. Is the turnout to be shipped from manufacturer in panels?	Refer to Specification Section 341110, paragraph 2.01 L on page 237 of the Contract book.
83B	If so is shipping the switch panel only with rest of the ties pre-plated an option?	Refer to Specification Section 341110, paragraph 2.01 L on page 237 of the Contract book.