



INVITATION FOR BIDS (IFB) No. 026-009

BROAD RUN EXPANSION SPECIAL TRACKWORK MATERIALS

QUESTIONS AND ANSWERS

Below are questions VRE received as of April 17, 2026, by 1:00 P.M. Eastern Time, with responses. Whenever possible, questions are presented as originally asked. Otherwise, the questions or inquiries are presented to capture the main thrust or idea.

1. Please confirm the amount of foreign material acceptable. Can we supply a foreign frog?

The procurement of special trackwork materials is funded, in whole or in part, by grants from the Federal Transit Administration (FTA). Accordingly, each Bidder shall comply with the FTA Third Party Contract Provisions provided in the IFB as Attachment E, including all applicable Buy America requirements. Pursuant to Buy America, all steel, iron, and manufactured products purchased with federal assistance must be produced in the United States.

2. Which type of frog is required for the turnouts?

No. 8: Self Guarded Frog

No. 15: RBM/WBM

3. Are there liquidated damages for completing after the (300) days requested in your bid?

No. There is not a liquidated damages provision included in this solicitation.

4. Please confirm the model number and configuration for the Alstom Model 5 switch machine.

No. 15: Alstom Model 5R

Double Switch Point Derail: Alstom Model 5R

5. Can we supply 136RE turnouts instead of 132RE? 136RE is much more readily available and will work well in a comparable application.

VRE will consider 136RE turnouts in place of the specified 132RE turnouts, particularly if the lead time is less. As noted on the Bid Form, Bidders may propose products they deem equal to those specified in the IFB. Bidders must identify the brand name and part number of the specific products offered on the Bid Form.

Bidders proposing an “equal” product must also provide descriptive literature with their Bid. Please refer to the IFB, Part IV, Special Provisions, Section 02 – Brand Name or Equal, and Section 03 – Descriptive Literature for additional information.

6. Are the turnouts required to ship complete as panels? Or is a preplated turnout an option?

The turnouts should be shipped as panels as logistics allow. At a minimum, the switch point section shall be panelized.

7. Do you want the turnouts delivered broken down or panelized?

See the response to Question No. 6.

8. The drawings on VRE’s website look like they are of the overall project. Do you have any drawings of the actual trackwork? Also, do you know what specific type of Alstom 5 switch machine is required?

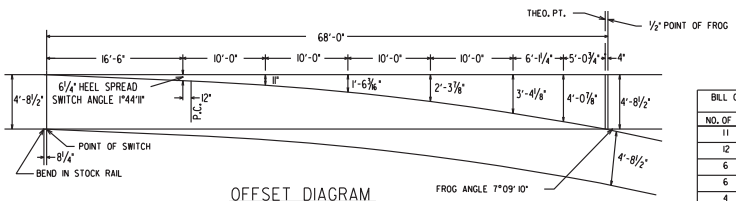
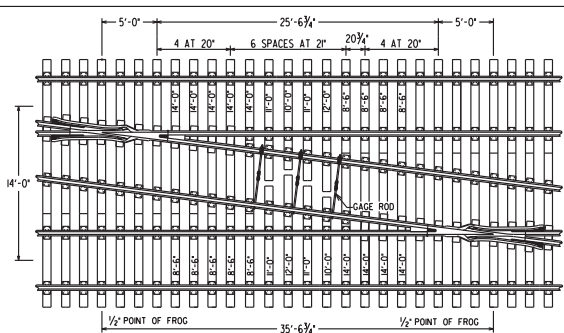
Refer to the following Norfolk Southern Railway Company drawings attached hereto:

Plan 2-4: No 8 Turnout
Plan 2-12: No 15 Turnout
Plan 7-9: Switch Point Derail

See the response to Question No. 4 regarding the specific type of switch machine required.

9. Seems the bid is missing some drawings. If possible, could we please be supplied with the drawings noted in Section 34 11 23 Special Trackwork Section 1.3 A. Reference Standards 3. NSRC Standard Plans a.

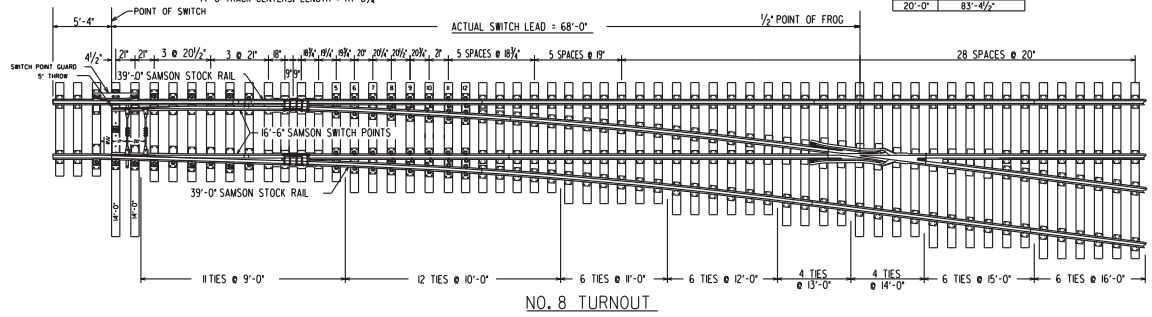
See the response to Question No. 8.



CROSSOVER DATA	
FOR TANGENT TRACK	
TRACK CENTERS	1/2 POINTS
13'-0"	27'-7 1/2"
14'-0"	35'-6 3/4"
15'-0"	43'-6 3/4"
16'-0"	51'-6"
17'-0"	59'-5 1/2"
18'-0"	67'-5 1/2"
19'-0"	75'-4 1/2"
20'-0"	83'-4 1/2"

NOTE: FOR EACH 1" OVER OR UNDER 14'-0" TRACK CENTERS ADD OR SUBTRACT 8" TO DISTANCE BETWEEN 1/2" POINT OF FROGS IN CROSSOVER.

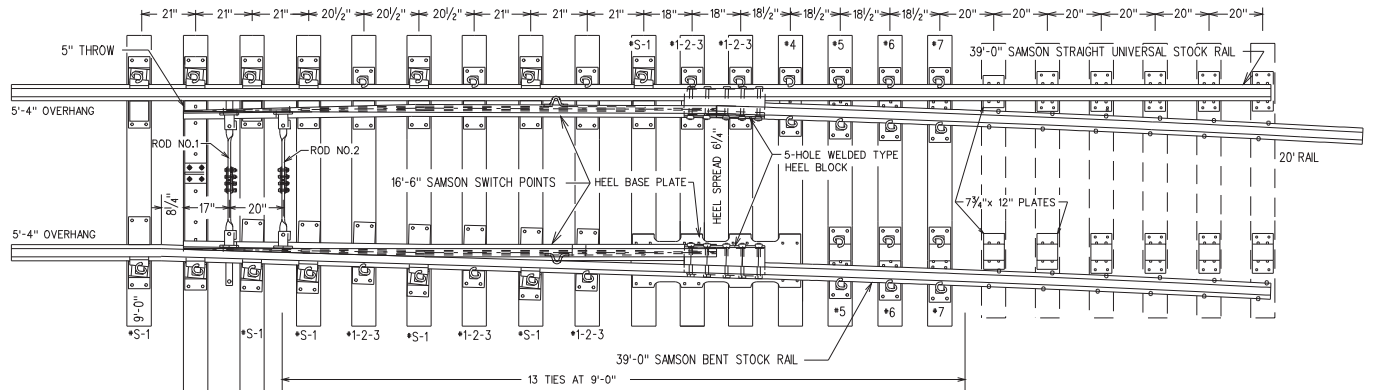
BILL OF SWITCH TIES-7" X 9" TURNOUT	
NO. OF PCS.	LENGTH
11	9'-0"
12	10'-0"
6	11'-0"
6	12'-0"
4	13'-0"
6	14'-0"
6	15'-0"
6	16'-0"
TOTAL NO. PCS. 57	
TOTAL LBN. FT. 679	
TOTAL F.B.M. 3,564.75	



- SEE PLAN
- 1-4 BOLTS USED IN TRACKWORK
 - 3-6 16'-6" SWITCH
 - 3-15 SWITCH HEEL BLOCK
 - 3-16 SWITCH HEEL BASE PLATE
 - 3-18 SWITCH LUGS (CLPS)
 - 3-20 SWITCH RODS
 - 3-21 SWITCH PLATES
 - 3-22 ADJUSTABLE PLATES & BRACES
 - 3-22 1" GAUGE PLATES
 - 3-34 & 3-35 SWITCH STANDS
 - 4-10 S.M.S.G. FROGS
 - 4-11 FROG PLATES FOR SMSG FROGS

NORFOLK SOUTHERN RAILWAY COMPANY
NO. 8 132/136RE TURNOUT
WITH 16'-6" SWITCH, S.M.S.G.
FROG AND SWITCH POINT GUARD
SEPTEMBER 1996
Atlanta, Georgia

DATE: 7-24-97
BY: J.M. REYNOLDS
REVISION: CROSSOVER LENGTH



PLAN OF RIGHT HAND SWITCH POINT DERAIL

NOTES

- RAIL SECTION - FULLY HEAT TREATED
- 1/4" SAMSON POINTS, 6 1/4" HEEL SPREADS
- RAIL ENDS BEVELED PER AREMA PLAN 1005-40
- GAGE - 4'-8 1/2" THRU SWITCH

SWITCH DERAIL MINIPACKAGE: 640 301365
 DERAIL PANELIZED TURNOUT: 640 696018

NORFOLK SOUTHERN RAILWAY COMPANY
132RE SWITCH POINT DERAIL

JUNE 2003
 Atlanta, Georgia

DATE	REVISION