

Northern New England Passenger Rail Authority

Addendum No. 1 – December 30, 2020

Invitation to Bid #ITB 20-PNS-Brush Cutting-008 for Brush Cutting

**Questions from Bidders and Responses from NNEPRA**

**1. Is any cut material required to be removed?**

*Response: Where possible, all limbs and brush cut shall either be removed from the site and properly disposed of by the Contractor or chipped and spread at the site along the Railroad right-of-way in areas approved by the Pan Am Railways flagger, at the Contractor's option. All debris must be removed immediately from the track ballasted area and public roads.*

*At locations where it is not possible for a chipper to access the site, the Contractor may leave cut brush and tree limbs in neat piles at the site on the Railroad's right-of-way where approved by the Pan Am Railways flagger. Cut brush and tree limbs left at the site shall be piled/stacked in accordance with good forestry management practices and in compliance with state and local fire regulations.*

**2. Can material be cut and left onsite?**

*Response: See response to Question 1.*

**3. If material needs to be mulched can it be mulched onsite and left?**

*Response: See response to Question 1.*

**4. What is the anticipated track time available for brush cutting?**

*Response: The anticipated work windows for brush cutting will be Monday-Friday between 7:00am and 5:00pm. As noted in the Invitation to Bid, between the hours of 7:00 am and 5:00 pm each weekday, approximately 4-6 freight trains operate on the Freight Main Line and approximately 1 freight train operates on the Brunswick Branch. The actual number of trains per day may vary. In addition to the freight trains, passenger trains operate as noted in the schedule at: <https://amtrakdowneaster.com/schedules>. Freight movements through the work area will vary daily.*

**5. Is night work permitted?**

*Response: Night work is not permitted. See response to Question 4.*

**6. Will overtime or weekend cutting be allowed?**

*Response: Weekend work is not permitted. See response to Question 4.*

**7. Is the railroad property in the State of Maine owned by Northern New England Passenger Rail Authority, And/or Pan Am Railways? Or is the State of Maine a less agreement ROW?**

*Response: Approximately one mile of the Brunswick Branch from the Brunswick Station towards Royal Junction (MPL 0/CPF 185) is owned by the State of Maine and operated by Pan Am Railways. As part of Pan Am Railways' agreement with the State of Maine, Pan Am Railways is responsible for the maintenance of this track.*

*All other tracks/property that are included in the limits of brush cutting for this procurement are owned and operated by Pan Am Railways.*

**8. Will multiple cutting crews be allowed?**

*Response: NNEPRA and Pan Am Railways can only guarantee that one flagger will be available to provide access and railroad track protection. Multiple crews may be permitted if the crews are working within close proximity and can be protected by a single flagger. The Contractor shall coordinate all access and track protection, including the possibility of multiple crews working simultaneously, with Pan Am Railways.*

**9. Will multiple cutting locations be available for simultaneous cutting crews?**

*Response: See response to Question 8.*

**10. How much track time do you estimate we will get per day?**

*Response: See response to Question 4.*

**11. Is night work an option?**

*Response: See response to Questions 4 and 5.*

**12. Will there be road crossings in the areas of the off-track cutting?**

*Response: Areas that have an adjacent gravel/stone roadbed from a former second track are generally accessible by public grade crossings. As noted in the Pan Am Railways Specification, not all areas have an adjacent gravel/stone roadbed. All brushcutting equipment that works from the track (hi-rail equipment) shall capable of mounting and working from the track and capable of dismounting and working from the adjacent gravel/stone roadbed. The equipment shall be capable of mounting and dismounting the existing track without causing any damage.*

*At the Contractor's option, they may also utilize non hi-rail equipment in areas that have an adjacent gravel/stone roadbed that is accessible by public grade crossings.*

**13. In the 30-foot pattern will we be required to cut down Trees or just the underbrush?**

*Response: The limits of required cutting has been reduced from 30 feet (horizontally and vertically) to 28 feet (horizontally and vertically).*

*All brush, tree limbs/branches, and any trees within the 28-foot limits shall be cut. Generally, any trees within these limits will be small/young trees. Stump removal is not required.*

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**14. Is 30' vertical cutting required for specifically for signal masts, or will vegetation to be trimmed at these heights be a constant?**

*Response: The revised 28-foot vertical limit applies to all areas that are cut, measured from the top of track.*

**15. Will horizontal cutting at widths of 30' from center of track also be a constant?**

*Response: The revised 28-foot horizontal limit applies to all areas that are cut, measured from the center of track.*

**16. Will the equipment in use need to remain on the rail at all times to achieve a 30' horizontal cutting path?**

*Response: See response to Question 12. Additionally, as noted in the response to Question 15 the revised 28-foot horizontal limit applies to all areas that are cut.*

**17. Will larger cutting debris need to be moved at all, or left in place?**

*Response: See response to Question 1.*