



INVITATION FOR BIDS (IFB) No. 025-013

CONSTRUCTION OF THE ALEXANDRIA STATION IMPROVEMENTS AND KING STREET & COMMONWEALTH AVENUE BRIDGE REPLACEMENT PROJECT

QUESTIONS AND ANSWERS- SET NO. 2

Below are questions VRE received as of **July 25, 2025**, at 2:00 P.M. EST, with responses. Whenever possible, questions are presented as originally asked. Otherwise, the questions or inquiries are presented to capture the main thrust or idea. Please note that not all questions submitted by this date are addressed in this set. Additional responses will be posted as they are finalized.

Question #1: Specification 013220 4.2 indicates an allowance of up to \$50,000 for partnering is to be included but this is not shown on the bid form. Please indicate where this cost is to be reflected on the bid form, or conversely will reimbursement be made via change order?

Response #1: See Addendum No. 4. The Bid Form and Pay Item Sheet G-011 have been updated to reflect this allowance.

Question #2: The Bid Form Attachment G1 lists 30 months of general conditions, but the project is 756 days, or approximately 25 months. What number of months General Conditions should the bidder use? Please clarify.

Response #2: See Addendum No. 4. The Bid Form and Pay Item Sheet G-011 have been updated to show a duration of 25 months.

Question #3: On past VRE projects our work hours were severely restricted in order to accommodate trains passing adjacent to our work areas. It has been VRE (and/or CSX - controlling railroad) field policy when trains are incoming to clear the tracks of personnel from 10 minutes ahead of the train to 5-10 minutes after the train passes. Adding to this requirement is the level of passenger rail traffic during the morning and evening rush hours. These restrictions have effectively reduced our construction operating window to less than 4-hours per dayshift work day. Nights shifts have been impractical to work due to the number of freight trains passing overnight and City noise restrictions. Please advise of the required operating rules for work that has a potential to foul the tracks.

Response #3: The following restrictions/requirements must be observed during the execution of the work:

a. Noise Control Requirements

Refer to IFB 025-013, Part IV, Special Provisions 04 – Noise Control for guidance on managing noise during construction activities. Additional information is available at: City of Alexandria Noise Control (<https://www.alexandriava.gov/Noise>).

b. Noise Variance and Permitting

Compliance with the City Noise Ordinance (Section 11, Chapter 5) is required. If a noise variance is necessary, follow the established permit process outlined at: Noise Variance Permit Guidelines (<https://www.alexandriava.gov/permits/permit-guidelines-transportation-environmental-services>).

c. Railway Safety and Track Protection

Per Specification Section 01 35 13, Section 1.06, the CSX Employee in Charge (EIC) holds final authority regarding the level of track protection required.

Question #4: Plan sheets S2-602 and S3-602 show the jump spans detail a W30 shape for the structural beams. Are precast concrete beams allowable as an option?

Response #4: The jump spans fall under a delegated design. Precast beams are acceptable as long as they meet CSXT and AREMA design criteria and standards.

Question #5: The Partnering Specification 01 31 20 defines a bid item for VRE to reimburse up to fifty percent (50%) of the incurred cost up to a maximum of \$50,000. There is no bid item provided for this Specification. Will there be a bid item added to account for this Specification?

Response #5: See Addendum No. 4. The Bid Form and Pay Item Sheet G-011 have been updated to reflect this allowance.

Question #6: Pay Item 8 - Elevator - states "Elevator shall Include Furnishing and Installation of Hydraulic Passenger Elevator and All Systems Required for Operation per Code. Warranty and Two (2) Years Maintenance. HVAC Equipment for Elevator Machine Room."

Specification section 14 24 23 1.4a specifies a 1 year Service Contract under the Warranty section. Which language should govern?

Response #6: See Addendum No. 4. The Specification Section is revised to reflect a two-year service contract.

Question #7: Drawing C-217 shows an icon for a cut section 2/C-211, but the information on drawing C-211 doesn't show that detail. Can you direct us to where that information can be found?



Response #7: See Addendum No. 4 for the revised cut sheet. Cut section 2 indicated on C-217 is detailed as section 2/C-219.

Question #8: Charpy Requirement for HSS Shapes: In Concept Plans, Volume C – Commonwealth Avenue Bridge (page 243 of 426), the HSS 18x6x5/8" curb shape is shown. Is Charpy testing required for this member? Charpy testing is not standard for HSS shapes, and meeting this requirement would require a special mill order with sufficient quantity

Response #8: The Charpy V notch is not required for this HSS section.

Question #9: Weld Type for Girders: In Concept Plans, Volume C – Commonwealth Avenue Bridge (page 239 of 426), the flange-to-web welds on all girders are shown as CJP welds. The steel supplier requests changing these to fillet welds to help reduce fabrication cycle times.

Response #9: Any deviation from the approved design details must be designed by the contractor, demonstrate equivalence to the approved design, and be submitted for review and approval in accordance with Specification 01 25 00, Substitution Procedures.

Question #10: Division 27/28, Drawings #T1-102, T1-103, T1-104, T1-105 Keynote #1. Please confirm if the contractor is to reuse existing cabling for some vms and speakers as per drawings. Are there any of these cabling being exposed?

Response #10: Conduit and cabling shall be in accordance with the schedule on T1-604 and T1-605 and will be reused per the plans.

Question #11: DWG# S3-525, Curb Elevation Detail. Charpy is not standard for HSS shapes; in order to achieve this, the fabricator has to order enough weight for a special order from the mill. Please confirm whether HSS 18x6x5/8" curb shape is required to be Charpy.

Response #11: The Charpy V notch is not required for this HSS section.

Question #12: Volume C, DWG# S3-503. The Commonwealth Avenue bridge calls out CJP welding of the flange to web welds on the girders. This will help with long cycle times during the fabrication of the girders. The supplier requests approval to substitute the weld type from CJP to fillet welds.

Response #12: Any deviation from the approved design details must be designed by the contractor, demonstrate equivalence to the approved design, and be submitted for review and approval in accordance with Specification 01 25 00, Substitution Procedures.

Question #13: The SOE concept designs represent bracing running from the sheet pile to the abutment, which would require significant block outs while pouring the abutment that later have to be filled. Are block outs acceptable for constructing the abutment in such a manner?



Response #13: See Addendum No. 4, Drawings S2-602 and S3-602. The SOE, including all bracing and struts, must be designed to be able to shift as necessary for the abutment construction. This includes the ability to brace against the existing abutment. The use of blockouts is not acceptable.

Question #14: DWG# S2-228. Drawings indicate that keyway joints are to be male joints. Please confirm if all keyway joints are required to be male joints or if female keyway joints are an acceptable alternative.

Response #14: Female keyway joints are not an acceptable alternative for the locations shown on S2-228.

Question #15: Drawings do not indicate a chamfer on exposed CIP edges. Please confirm whether a 3/4"x3/4" chamfer is required for exposed CIP edges.

Response #15: Yes, the 3/4"x3/4" chamfer is required. See S1-001, Section E, Note 8 and S2-002 Cast-in-place concrete, Note 9.

Question #16: DWG# S2-510 Section G. No detail is provided for the guide bar shown in DWG# S2-510 Section G; can you direct where to locate requirements/specifications for the guide bar?

Response #16: This disc bearing, including the guide bar, are delegated design.

Question #17: Wanted to see if you all have an engineer's estimate on the Alexandria Station Improvements project?

Response #17: Yes, VRE does have an engineer's estimate for the Alexandria Station Improvements project; however, this estimate is not being provided. For an overview of the estimated overall project cost, please visit the VRE projects website at <https://www.vre.org/projects-and-studies/>.

Question #18: On the Commonwealth Avenue bridge, is the HSS 18x6x5/8" Curb shape required to be Charpy. This is not a standard for HSS shapes. In order to achieve this, the fabricator has to order enough weight for a special order from the mill.

Response #18: The Charpy V notch is not required for this HSS section.

Question #19: The Commonwealth Avenue bridge calls out CJP welding of the flange to web welds on all the girders, High Steel would like to request the welds changed from CJP to fillet welds. This will help with long cycle times during the fabrication of the girders.

Response #19: Any deviation from the approved design details must be designed by the contractor, demonstrate equivalence to the approved design, and be submitted for review and approval in accordance with Specification 01 25 00, Substitution Procedures.



Question #20: Please provide some guidance on the jump span main member sizes. We will need more information to do a proper takeoff.

Response #20: The jump span main member sizes fall under delegated design. It is the responsibility of the Contractor to determine the appropriate sizing based on project requirements and applicable design criteria.

Question #21: Please forward the lifting lugs design to us when they are complete. We can fabricate and install them as part of our scope.

Response #21: The lifting lugs are a delegated design. It is the Contractor's responsibility to develop and submit the design for review and approval in accordance with the project specifications. See S2-002 lifting anchors.

Question #22: Specification Section 28 20 01, Subsection 3.4D.4 requires testing to be scheduled "after pretesting has been completed and the system has been in functional operation for at least 14 days." Please clarify intent of waiting 14 days before performing Operational Tests.

Response #22: The intent is to confirm system stability and performance and to identify and resolve any issues before final testing to ensure compliance with specifications.

Question #23: We see Sign Construction note on sheet 23 of 426 (Volume B). Please confirm Sign Construction Permit shall be by VRE?

Response #23: VRE has obtained technical approval for both the Site and Building Permits. The Contractor is responsible for securing and pulling all required permits. All the necessary permits, including the interim and final permit inspections to obtain the Certificate of Occupancy are the Contractor's responsibility.

Question #24: We see Demolition note #1, on sheet 23 of 426 (Volume B) for Demolition Permit. Please confirm Permit shall be by Owner.

Response #24: VRE has obtained technical approval for both the Site and Building Permits. The Contractor is responsible for securing and pulling all required permits. All the necessary permits, including the interim and final permit inspections to obtain the Certificate of Occupancy are the Contractor's responsibility.

Question #25: Please provide the rebar quantities for cast-in-place concrete features.

Response #25: Reinforcing schedules for the bridge abutments are provided in Volume C on Plan Sheet Nos. S2-530 (211 of 426), S2-531 (212 of 426), and S3-530 (247 of 426). No further reinforcing schedules will be provided.



Question #26: In reviewing the IFB 09 (SWPPP) and (VSMP), given the proposed aggressive project schedule, the Contractor assumes the SWPPP and VSMP will be reviewed by City of Alexandria within (15) business days? Contractor will be dependent upon timely approval to begin onsite work and observe interim milestones.

Response #26: Per City Memorandum to Industry No. 08-2014, the City of Alexandria will finish a completeness review within fifteen (15) calendar days of receipt of the application. This requires the Contractor to submit all required documentation with all forms properly completed. See <https://www.alexandriava.gov/stormwater-management/virginia-erosion-and-stormwater-management-program>.

Question #27: Is there a Bat Moratorium as it relates to land disturbing activities such as tree clear and grub?

Response #27: Yes, the Bat Moratorium is in effect from April 1st to November 14th of each calendar year. During this period, the Contractor is required to comply with all applicable State and Local codes.

Question #28: Per Addendum #3 the questions due date is now Aug 4th. Please extend the bid date to allow bidders to enough time to review answers to questions and prepare responsible bids.

Response #28: Addendum No.3 extended the period for questions to be submitted, due to the extension of the overall bid period provided under Addendum No. 1. No further extension is being granted at this time.

Question #29: On the Commonwealth Avenue bridge, is the HSS 18x6x5/8" Curb shape required to be Charpy? This is not a standard for HSS shapes. In order to achieve this, the fabricator has to order enough weight for a special order from the mill.

Response #29: The Charpy V notch is not required for this HSS section.

Question #30: The Commonwealth Avenue bridge calls out CJP welding of the flange to web welds on all the girders (S2-502, S2-506, S3-503). Supplier would like to request the welds changed from CJP to fillet welds. This will help with long cycle times during the fabrication of the girders. Is this acceptable?

Response #30: Any deviation from the approved design details must be designed by the Contractor, demonstrate equivalence to the approved design, and be submitted for review and approval in accordance with Specification 01 25 00, Substitution Procedures.

Question #31: IFB 025-013 - Section VII Insurance Requirements - 03.A. requires a combined single limit of not less than \$5,000,000. Can this requirement be met using a combination of primary and umbrella limits?



Response #31: Yes. However, when umbrella coverage is used to satisfy other insurance requirements, the Contractor must increase its umbrella coverage to ensure the \$5 million requirement is met.

Question #32: Drawing G-011, Bid Item 2 has an EST. QTY of 30 MO but the method of measurement and payment indicates LS. Please clarify which is correct and if it is a unit price item how it relates to the project duration of 756 calendar days.

Response #32: See **Addendum No. 4**. The Bid Form and Pay Item Sheet G-011 have been updated.

END OF QUESTION AND ANSWERS- SET NO. 2

