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. 3

Below are questions VRE received as of **August 1, 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: The IFB documents did not include Division 23 specifications for the limited mechanical scope. Please provide.

Response #1: **See Addendum No. 5.**

Question #2: Specification 01 35 14 CSX phasing drawings 8 of 9 and 9 of 9 (Phases 5 & 6) show Phase 5 complete 12/31/2027 and Phase 6 complete earlier than Phase 5 at 9/30/2027. Please clarify.

Response #2: **See Addendum No. 5**.

Question #3: Specification 01 35 14 indicates that currently the phasing for the construction of the bridges requires jumper spans and working under live rail. Would VRE consider a two-phase construction which would involve the following:

(1) Phase 1: Maintain Tracks 5 and 4 with turnouts used to move the current Track 3 traffic to Track 4. This would allow construction of Bridge 1 over King/Commonwealth to be started immediately without the jumper spans and live overhead rail traffic.

(2) Phase 2: Build a portion of future Track 2, coordinated for line and grade with the Fourth Rail project. Traffic from Tracks 5 and 4 would be moved to Tracks 3 and 2. Additional turnouts would be needed to allow traffic from Tracks 5, 4 and 3 to be moved as needed on Tracks 3 and 2. This would allow construction of Bridge 2 over King/Commonwealth without jumper spans and live

overhead rail traffic. Upon completion, Track 2 will be left in place to tie into the Fourth Rail project.

Response #3: See Specification Section 01 35 14, Sub-section 1.4 for requirements for proposing alternate phasing.

Question #4: Per the IFB Geneal Provisions section 10.A. (page 46) the liquidated damages are $13,641.00 per every calendar day. What date does the LD/s apply to? 756 calendar days? Are these LD's accessed on top of the milestone LD's of $10,224/per calendar day?

Response #4: **Please refer to Addendum No. 4** for the updated Liquidated Damages rates. The contract duration subject to Liquidated Damages is 756 calendar days. It is possible for Liquidated Damages associated with Interim and Substantial Completion milestones to be assessed concurrently.

Question #5: Bolt Hole Drilling: In Concept Plans, Volume C – Bridge General Notes (page 165 of 426), Note 4 under the bolts section states that all bolt holes shall be sub-drilled and reamed. Since a full yard setup is already required, the steel supplier requests approval to drill full-size holes using CNC equipment. Any fit-up issues will be identified and resolved during the full yard setup process, as already mandated.

Response #5: **See Addendum No. 5** Drawing S2-001. CNC equipment is acceptable.

Question #6: Division 27/28. Please confirm VRE is to provide network switches, routers, remote monitoring, cameras, nvr / vms, and licensing. Is the Contractor to install all the above to include performing the testing, programming, and training of the system.

Response #6: Network switches and the VMS will be provided by VRE. The Contractor is responsible for installation, testing and programming. VRE will assist with programming as needed for integration into VRE's existing environment.

Question #7: Is VRE to provide a storage area for the electronic equipment being uninstalled and waiting to be relocated.

Response #7: No, the Contractor is responsible for providing the referenced storage area. The storage area must be secured with restricted access to authorized personnel only. Environmental conditions must be controlled, maintaining a temperature between 64 °F to 80 °F and relative humidity between 40% to 60%, with filtered air to minimize dust, is required.

Question #8: Division 28. Is there a preferred fire alarm system out of the list provided on Fire alarm specifications Page# 1060.

Response #8: No, there is not a preferred fire alarm system. The Contractor shall submit a proposed system for approval from the list of manufacturers provided.

Question #9: Bolting Note 4 on DWG# S2-001 indicates that all bolt holes shall be subdrilled and reamed, supplier requests approval to elect to use CNC drilled full sizes holes.

Response #9: **See Addendum No. 5** Drawing S2-001. CNC equipment is acceptable.

Question #10: Volume D, DWG# XA1-101. Drawings call out to refer DWG C1-105 but no C1 series drawings are to be found; can you direct where to locate C1 series drawings?

Response #10: **See Addendum No. 5** for modifications to C-sheet references on XA1-101-108.

Question #11: DWG# S2-304 Section C indicates Steel Sheet Piles AZ48-700. Can you direct us to the information regarding the height and minimum embedment length of the sheet piles? Additionally, please confirm whether the sheet piles are to be painted or coated. If so, please confirm whether the entire sheet pile must be painted or coated or just the exposed surface?

Response #11: **See Addendum No. 5**, Drawing S2-304. The tip elevation is El. -35.0 as shown in Sections A and B on S2-304. The top of the sheet pile is dimensioned on the wall elevation as El. +27.41. The sheet pile will not be painted or coated.

Question #12: DWG# S2-531 indicates 80 pieces of KW921 bars. DWG# S2-301 Section C indicates 6 bars per pair of sheets, which corresponds roughly to 13 pairs of sheets. However, DWG# S2-301 indicates only 5.5 pairs of sheets. Please provide direction regarding the number of KW921.

Response #12: **See Addendum No. 5**, Drawing S2-531.

Question #13: DWG# S2-304 Section C indicates KW921 bars as "TYP.", but Detail "Elevation - Looking West" indicates KW921 bar for a portion of the abutment and KW922 bar for another portion. Please confirm whether KW922 is to be used as indicated in the "Elevation - Looking West" detail.

Response #13: **See Addendum No. 5**, Drawing S2-304.

Question #14: Specification for mass concrete is not provided in the contract documents; can you direct us where to find requirements/specifications for mass concrete?

Response #14: **See Addendum No. 5**, Specification Section 03 31 31. Concrete mixing, placing, jointing, and curing specification was added.

Question #15: Section 05 12 00 specifies plant must be AISC certified but does not specify the category of AISC certification. Please provide clarification regarding which AISC certification the structural steel plant must possess.

Response #15: **See Addendum No. 5**, Specification Section 05 12 00. The categories BU and IBR have been added.

Question #16: In the bolts section of the notes, note 4 indicates that all bolt holes shall be subdrilled and reamed. Since a full yard setup is required, High Steel would like to request full size hole drilling with the use of CNC equipment. Any fit issues will be resolved and identified in the full yard setup of the structures (also a requirement).

Response #16: **See Addendum No. 5**, Drawing S2-001. CNC equipment is acceptable.

Question #17: Specification Section 28 20 01 1.1 and 3.4. Please confirm VRE is responsible for programming all switches, routers, remote monitoring, and video surveillance equipment.

Response #17: Network switches and the VMS will be provided by VRE. The Contractor is responsible for installation, testing and programming. VRE will assist with programming as needed for integration into VRE's existing environment.

Question #18: On Plan 41 of 426 (Volume B) there is a shaded area adjacent to the wingwall for the King Street Bridge. Please provide details for this shaded area. Is it a stone pad?

Response #18: **See Addendum No. 5**; shading has been removed.

Question #19: Should the offsite contractor laydown area (see plan sheet 75 of 426), between King Street and Commonwealth, have erosion and sediment controls? This might include a construction entrance, perimeter silt fence, etc. (There may be clearing, hauling, and crane activity.)

Response #19: Yes. **See Addendum No. 5.**

Question #20: Technical Specifications provide bridge construction sequencing on sheet 169-173. Please provide the construction details, track outage schedule, and durations. The track removal and reinstallation over the Jump Span is to be by others, but there are no details and sequencing of this track construction work. The track work durations are needed to plan and schedule the bridge construction to meet the milestone dates.

Response #20: Long term track outages are detailed in Section 01 35 14, Exhibit A - Alexandria Corridor Projects Phasing Diagrams. The Contractor is responsible for sequencing the installation of the temporary jump spans and coordinating with CSX for track removal and reinstallation within that sequence.

Three (3) temporary weekend outages are anticipated for installation of the temporary jump spans. Actual timing and durations of weekend outages shall be coordinated and approved by CSX as required by Specification Sections 01 35 13 and 01 35 14.

Question #21: Specification 01 35 14 indicates long and short term track outages are anticipated in order to install and remove the temporary jumper bridges and construct the permanent superstructure. What track outage durations will be allowable?

Response #21: Long term track outages for removal of temporary jump spans and construction of the permanent superstructure are detailed in Specification Section 01 35 14, Exhibit A - Alexandria Corridor Projects Phasing Diagrams.

Three (3) temporary weekend outages are anticipated for installation of temporary jump spans. Actual timing and durations of temporary weekend outages shall be coordinated and approved by CSX as required by Specification Sections 01 35 13 and 01 35 14.

Question #22: Will the bridge construction work that is to take place beneath the temporary jumper bridges be subjected to the same work stoppage constraints when trains are passing through the workzone?

Response #22: The intent is that bridge construction beneath the temporary jump spans will be allowed to continue when trains are passing through the workzone based on the Contractor's means and methods and subject to approval by CSX.

Question #23: Please provide as-built information for King Street and Commonwealth Street bridges along with the most recent bridge inspection reports.

Response #23: As-built information and inspection reports for the King Street and Commonwealth Avenue bridges may be made available for review to the successful Bidder after award of the Contract.

Question #24: In the bolts section of the notes (S2-001), note 4 indicates that all bolt holes shall be subdrilled and reamed. Since a full yard setup is required, supplier would like to request full size hole drilling with the use of CNC equipment. Any fit issues will be resolved and identified in the full yard setup of the structures (also a requirement). Is this acceptable?

Response #24: **See Addendum No. 5**, Drawing S2-001. CNC equipment is acceptable.

Question #25: Jump span members are not sized. Please provide.

Response #25: Jump spans fall under a delegated design.

Question #26: Will the City of Alexandria and/or VDOT charge the project for occupancy in the public space for construction activities at King & Commonwealth? If yes, who is responsible for paying these permit fees?

Response #26: Reference Specification Section 01 50 00. The Contractor is responsible for securing and pulling all required permits. All the necessary permits as well as interim and final permit inspections to obtain the Certificate of Occupancy are the responsibility of the Contractor.

Question #27: General Demolition Note 4 (typ.) on Drawing XA1-101 instructs the Contractor to "Remove All Rubbish and Demolition Debris from the Site and Dispose of in a Lawful manner. Coordinate Excavated Materials Disposal with CSXT." This note is vague and does not provide information on what material is required to be coordinated with CSX. Please clarify.

Response #27: **See Addendum No. 5** for updates to the General Demolition Notes on the XA1 series of sheets (XA1-101 through XA1-108). Also, reference the IFB, Part IV- Special Provisions, Section 08, Paragraphs A-C for additional related requirements.

Question #28: Sheet XA1-101 references drawing C1-105. Please proved drawing set C1.

Response #28: **See Addendum No. 5**.

Question #29: Please provide as built drawings for King St and Commonwealth Ave Bridges.

Response #29: As-built information for the King Street and Commonwealth Avenue bridges may be made available for review to the successful Bidder after award of the Contract.

Question #30: Please provide the average number of passenger trains that pass through the station per day.

Response #30: VRE and Amtrak schedules are publicly available on their respective websites. CSX does not publish a schedule. However, the publicly available Federal Railroad Administration (FRA) Grade Crossing Inventory records indicate that an average total of sixty-seven (67) trains pass through the project site daily, including CSX, VRE and Amtrak trains.

Question #31: Please provide the average number of freight trains that pass through the station per day.

Response #31: VRE and Amtrak schedules are publicly available on their respective websites. CSX does not publish a schedule. However, the publicly available Federal Railroad Administration (FRA) Grade Crossing Inventory records indicate that an average total of sixty-seven (67) trains pass through the project site daily, including CSX, VRE and Amtrak trains.

Question #32: Per note 26 on Sheet C-004 and language in specification section 31 23 00, is it the expectation of the contractor to provide a registered geotechnical engineer to supervise all earthwork operations?

Response #32: **See Addendum No. 5**. Note 26 on Sheet C-004 has been revised to conform to Specification 31 23 00. A Registered Geotechnical Engineer must be provided by the successful Bidder.

END OF QUESTION AND ANSWERS- SET NO. 3