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. 5

Below are questions VRE received as of **August 4, 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: Drawings S1-543 through S1-545 detail multiple types of masonry and concrete repairs. Can a quantity of each type of repair be provided for unit price bidding purposes? Or is the intent to quantify and include only repairs shown on drawings S1-320 and S3-309 in lump sum bid?

Response #1: This is a lump sum pay item. Only the repairs shown on sheets S1-309 and S3-320 are included in the bid.

Question #2: Can Contractor assume temporary shutdown/re-route of King Street and Commonwealth Avenue roadways, simultaneously, during all bridge-related construction operations? (pilings, substructure, superstructure, demo, etc.)

Response #2: Allowable closure periods for King Street and Commonwealth Avenue will be determined based on the approved Maintenance of Traffic (MOT) permit, with coordination between the City of Alexandria and local stakeholders. The Contractor is responsible for satisfying the requirements necessary to obtain an MOT permit from the City.

Question #3: VRE Phase 2 (CSX 4) shows two trains running on eastern tracks 3, 2 (1,0) with no trains on western tracks 5,4 (3,2). However, Phase 1-1, 1-2 show trains on three tracks - two western, one eastern (5,4,3). Is it acceptable to restrict train traffic to 5, 4 and place track 3 out of service to allow more demolition of the east platform and efficient construction of east bridges during VRE Phase 1-2? This condition effectively exists in VRE Phase 1-3 already. This would make track use more consistent between phases.

Response #3: Track 3 cannot be taken out of service for a long-term outage until Phase 3 due to other track outages related to the Alexandria 4th Track project, between Slater's Lane (CFP 106.3) and Rosslyn Junction (CFP 110.1). Taking Track 3 out of service earlier would cause significant service disruptions along this corridor.

The Contractor may propose alternate phasing, provided it maintains the required level of train service per Specification Section 01 35 14. Any such proposal must be approved by the respective owners and their contractors.

Question #4: Volume C: We note that the phasing diagrams suggest the VRE envisions completing the King Street and Commonwealth Avenue bridge construction over three (3) weekends, i.e. three weekends to facilitate weekday train traffic. Relatedly, are there any restrictions on how long King St or Commonwealth Avenue can be closed to vehicular/automobile and/or pedestrian traffic?

Response #4: The bridges will be installed during the long term outages shown in Phase 3 and Phase 4. Allowable closure periods for King Street and Commonwealth Avenue. will be determined based on the approved MOT permit, with coordination between the City of Alexandria and local stakeholders. The Contractor is responsible for satisfying the requirements necessary to obtain an MOT permit from the City.

Question #5: Specification 31 66 15 for the Heilical Pile Foundations outlines the procedure acceptance criteria for conducting pre-production load tests. Please confirm if load tests can be performed on production piles and how many/how often they need to be performed. Article 3.06 D.1.a includes vertical movement criteria but the amount of allowable movement is not defined. Please provide the amount of allowable vertical movement in each test pile.

Response #5: Yes, load tests can be conducted on production piles. The requirement is one (1) load test per every fifty (50) production piles. Under the design working load, the maximum allowable vertical movement (settlement) at the pile head shall not exceed 0.25 inch.

Question #6: Drawings C-203-C-207 & S1-302. Which contract is to place the 6"-8" of Asphalt Underlayment below Tracks 2 (0) and 3 (1), This VRE Alexandria Station and Bridges contract or the forthcoming CSX 4th Track contract?

Response #6: The asphalt underlayment and 6" of pre-ballast are the responsibility of the Contractor selected for this project.

Question #7: Detail 7 on A1-901 indicates a Balco DST-330 nosing to occur on one of the mock-up treads. Please confirm that this detail only occurs at the stairs from the West platform shown on C-204, as there is no stair detail within the Architectural drawings where these nosings are identified other than A1-901.

Response #7: Confirmed. Balco DST-330 or equal shall be furnished and installed at cast-in-place concrete stair treads.

Question #8: Specification 01 35 14. Given that tracks 5,4 (3,2) will be out of service during VRE phase 2, are there any restrictions preventing the contractor from building these western bridges in place as opposed to off-line?

Response #8: Construction of the western bridges in place, within the scheduled phase, may be considered. The Contractor is responsible for developing the means and methods, obtaining all necessary approvals, and submitting in accordance with Specification Section 01 25 00 Substitution Procedures.

Question #9: RFI Set 3, Response 3 Alternative Phasing refers to 01 35 14 1.4 for alternative phasing approvals. Please reconsider this response because the questions as posed address schedule solutions that are designed to met VRE's current schedule. Without revision to phasing the interim milestones and substantial completion dates may not be achievable.

Response #9: Due to the complexity of the design and phasing, and the requirements for approval involving multiple owners as well as other contractors and stakeholders, it is not feasible to evaluate a specific alternate phasing sequence through the bid question process. Any revisions to phasing must go through the formal alternative phasing process outlined in Specification Section 01 35 14, Paragraph 1.4 for consideration. While alternative phasing requests will be considered, there is no guarantee they will be approved.

Question #10: Please provide the size of the sign poles/posts.

Response #10: Poles, posts, and hardware shall match the existing sign poles, posts, and hardware for signs of similar size and types. Shop drawings shall be submitted to VRE for approval.

Question #11: Please advise if all of the sheet piles need to be proof tested or if only a certain percentage will be tested.

Response #11: The sheet piles do not need to be proof tested.

Question #12: Micropile Specification 31 62 18-2.1.D specifies that galvanizing is required for exposed reinforcing and permanent casings. Please advise if galvanizing is required for all permanent casings or just the portion extending into the cap?

Response #12: Galvanizing is required for all permanent casings.

Question #13: The response to RFI 29 issued in Questions and Answers Set #1 specifies that the bracing and struts should be designed to shift as necessary for the abutment construction. This is not possible. Once any support is installed to a SOE wall they cannot be moved or removed until excavation is stabilized. It destabilizes the SOE in that area. Where there are projected conflicts typically the walls are poured and backfill in sections on way up as bracing is removed. Dependent on conflicts tiebacks could be an alternative. Please advise if this is acceptable.

Response #13: The method for the Support of Excavation (SOE) is at the Contractor's discretion; however, any proposed approach must be submitted for review and approval by both VRE and the Host Railroad.

For instance, the current abutment wall design specifies 6" rebar spacing. If blockouts are to be used, the Contractor must revise the vertical rebar layout accordingly. All proposed blockout locations and the corresponding rebar configuration must be submitted to VRE for approval prior to implementation.

Question #14: Please provide details for the helical pile bracket details including the battered pile connection.

Response #14: Helical piles fall under a delegated design. The Contractor shall provide standard brackets that meet the specified load requirements.

Question #15: Please advise how many helical pile load tests are required.

Response #15: One (1) load test is required for every fifty (50) production piles.

Question #16: Please advise where the helical pile moment load is coming from. Is all of the lateral loads taken into account with the battered pile or do all piles have that lateral load?

Response #16: Uneven load distribution may cause helical piles to experience moment loads. Axial loads resolved along the angled pile generate bending moments relative to vertical structure elements.

Question #17: Sheet XA1-101 references drawing C1-105. Please proved drawing set C1.

Response #17: **See Addendum No. 5** for modifications to C-sheet references on XA1-101-108.

Question #18: Is asphalt underlayment at proposed CSX Track 0 and 1 (Drawing C-203 to C-206 sheets 38-41 of 426) by Contractor or CSX? Please provide detail. Are temporary asphalt track crossings (Drawing C-302 to C-303, C-305 to C-307 sheets 77-78, 80-82 of 426, C-239 sheet 74 of 426) installed/removed by Contractor or CSX?

Response #18: Asphalt underlayment is the responsibility of the Contractor selected for this project. CSXT is responsible for the construction of the at-grade crossing surface shown on sheet C-239. The Contractor shall be responsible for the asphalt approach to the field side of the timbers shown on sheet C-239. This includes the area between the crossing surface for existing Track 2 and Track 1. Responsibilities for removal are consistent with responsibilities for installation.

Question #19: In reference to VRE's Q&A Set No. 3, Questions #20 and #21, which state that three (3) temporary weekend outages are anticipated for installation of the jumper spans, please clarify the following:

a. What are the anticipated start and end times for each weekend outage window (e.g., Friday night to Monday morning)?

b. How much time during each outage should the contractor assume will be used by CSX crews to remove and reinstall track?

c. This information is critical for accurately defining the available productive hours for jumper span and SOE installation, which directly affects construction sequencing, crew planning, and estimating.

Response #19:

a. Anticipated weekend outages are from late Friday evening to early Monday morning. Actual timing and durations of weekend outages shall be coordinated with and approved by CSXT as required by Specification Sections 01 35 13 and 01 35 14.

b. Actual timing and durations of weekend outages shall be coordinated with and approved by CSXT as required by Specification Sections 01 35 13 and 01 35 14.

c. Acknowledged. See responses above.

Question #20: S3-520, How is the WT 4x5 to be connected to the deck plates for the Commonwealth Ave Bridge?

Response #20: This member is not connected to the deck plates.

Question #21: Please confirm all reinforcing steel for the King St and Commonwealth Ave concrete is NOT epoxy coated.

Response #21: Confirmed. Reinforcing steel for King Street and Commonwealth Avenue concrete is NOT epoxy coated.

Question #22: Are horizontal and vertical field splices allowed in the structural steel?

Response #22: Field splices are allowed. However, deviation from the approved design must be designed by the Contractor, demonstrating equivalence to the approved design, in accordance with AREMA, and shall be submitted to VRE for review and approval in accordance with Specification Section 01 25 00, Substitution Procedures.

Question #23: Please clarify which pay item the excavation, dewatering, disposal of material, support of excavation, and structural backfill will be carried for the east and west elevator tower.

Response #23: Costs for excavation, dewatering, disposal of material, and structural backfill are part of Pay Item 4. Costs for support of excavation for the elevators are part of Pay Item 5.

Question #24: Please clarify if there is underpass lighting at the King Street Bridge. Volume C sheet S2-201 indicates that existing lighting is to be removed and replaced. However, the volume D sheets E2-101 and E2-102 have been omitted.

Response #24: See sheets E2-101 and E2-102 in Volume D, located on Sheets No. 407 of 426 and 408 of 426, respectively.

Question #25: Noise Monitoring Pay Item, Specification 01 57 19. What Pay Item should the work associated with this specification fall under?

Response #25: Costs for noise monitoring are part of Pay Item 2.

Question #26: Specification Section 04 21 13 - Brick Masonry lists under Quality Assurance (1.2.A.2) to "Include five (5) references with bid from similar size projects." Please confirm that these references do not need to be submitted with the bid submission.

Response #26: Confirmed. These references are not required to be provided with the bid submission.

Question #27: Sheet C-106 indicates the existing sidewalk adjacent to King St. Bridge abutment 0 is to be demolished. Sheet C-207 indicates the new sidewalk will be concrete. Please advise whether the existing brick is to be disposed of or salvaged.

Response #27: The existing brick in the King Street sidewalk is to be salvaged and stored on site for pick-up by the City of Alexandria.

Question #28: Key Note 11 on Sheet C-106 indicates the removal "REMOVE 20' OF RAILING FOR CONSTRUCTION ACCESS" approximately next to DASH bus stop "King St. & Sunset Dr."; there is additional railing for the ramp leading up to Alexandria Station behind the railing indicated for removal as well as a powered pedestrian cross signal directly adjacent to the railing indicated for removal. Please indicate whether the powered pedestrian cross signal is to be removed & replaced or to be protected in place. Additionally, please indicate whether sections of the ramp railing are to be removed & replaced or to be protected in place.

Response #28: The treatment and handling of the powered pedestrian crossing signal will be part of the Contractor's MOT to be approved by the City of Alexandria. Any interruption to the crosswalk must be authorized by the City. The railing along the ramp shall be protected in place.

Question #29: Drawing A1-112 show 2 x 6 Wood Fascia being installed at the west canopy platform that is the be cut. 1 x 6 wood is typically used as fascia and provides a more standard finish while also being more cost effective. Please confirm a 2x6 is to be provided and 1x6 is not acceptable.

Response #29: See enlarged detail 3/A1-502. New fascia shall match existing fascia.

Question #30: IFB - Section VII Insurance Requirements - Paragraph 01(H) requires renewal certificates to be furnished to VRE not less than fourteen (14) calendar days prior to the expiration date of the applicable policies or VRE may halt work. Please allow for renewal certificates to be furnished simply prior to expiration of applicable policies, as renewal policy information may not be available fourteen (14) days prior to expiration through no fault of the Contractor.

Response #30: No. The language will remain as written.

Question #31: Would VRE consider making the criteria for Substantial Completion and Final Completion by removing the phrase 'VRE agrees that' from the definitions of Substantial Completion and Final Completion contained in General Conditions For Construction section 26(A) and 26(B)?

Response #31: No. The language will remain as written.

Question #32: ITB Section VII insurance requirements calls for $5M/$1M Auto/$1M Employers + $5M umbrella on top of that. Additionally, these limits apply to both the prime contractor and subcontractors. An effective policy of $10M GL for a prime contractor is not a problem, but most subcontractors are unable to provide this much coverage. Is it acceptable for the prime contractor to meet the insurance requirements of section VII and set the limits for their own subcontractors?

Response #32: Yes. It is the Prime Contractor's responsibility to ensure that all Subcontractors meet the insurance requirements outlined in IFB Part VII- Insurance Requirements.

If a Subcontractor is unable to provide the required coverage, VRE will look to the Prime Contractor to fulfill the insurance obligations. The limits specified—including Auto, Employers Liability, and Umbrella coverage—apply to both the Prime Contractor and Subcontractors and must be maintained throughout the duration of the Contract.

Question #33: Please advise if Umbrella insurance can be used to make up for additional General Liability Insurance Coverage.

Response #33: Yes, umbrella insurance may be used to supplement General Liability Insurance coverage, provided that the total coverage—after combining both policies—meets the required Umbrella Coverage limits.

Question #34: Will VRE consider postponing/extending the bid date?

Response #34: **See Addendum No. 6.** The due date for bid submissions is being extended in recognition of the efforts that are required from the contractors.

END OF QUESTION AND ANSWERS- SET NO. 5