



## 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. 6

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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.

**Question #1:** IFB - Section VII Insurance Requirements - Paragraph 02. Builder's Risk Insurance - This section requires the Builder's Risk insurance coverage to include flood. Due to the flood risk in this area, Builder's Risk carriers will look to sub-limit flood coverage. Please specify an acceptable flood sub-limit or allow for the Contractor to determine the flood sub-limit as they see appropriate, commensurate with the flood risk to the work.

**Response #1:** See Addendum No. 7.

**Question #2:** Would VRE consider adding the following to Instructions to Bidders § 17: 'E. In the event VRE provides Bidder with documents containing geotechnical information or showing the expected site conditions for the project, the Bidder is entitled to reasonably rely on such documents.

**Response #2:** See Addendum No. 7.

**Question #3:** S2-001 – Galvanizing – Please confirm all materials requiring galvanizing are called out within the plan sheets.

**Response #3:** Confirmed. All materials requiring galvanizing are either categorically addressed in the specifications, general notes or annotated in the plans. Note that the referenced sheet (S2-001), addresses the S2 and S3 series of plans relating to bridge work; further structural notes pertaining to the station work are in the S1 series.

**Question #4:** The Contract Documents do not include a mutual waiver of consequential damages, potentially exposing both parties. Would VRE consider adding such a waiver in a similar form to that of the AIA A201 § 15.1.7?

**Response #4:** No. VRE has not historically sought consequential damages in its claims arising out of contracts, and the likelihood of doing so under this Contract is extremely low. Considering this, VRE does not intend to incorporate a mutual waiver of consequential damages provision within the Contract Documents.

**Question #5:** Would VRE be willing to revise Contractor’s indemnity obligation to the extent arising out of Contractor’s negligent acts or omissions?

**Response #5:** No, General Provision No. 25 will remain as written.

**Question #6:** Would VRE consider arbitration as a mutually agreeable method of dispute resolution?

**Response #6:** See Addendum No. 7.

**Question #7:** Per Indemnification – GP § 25 The Contractor shall not seek to hold liable VRE, or any of its officers, agents and employees for any claims, suits, actions, judgments, damages, losses, and expenses of any nature whatsoever arising out of the Contract or arising out of the activities funded in whole or in part by the Contract. Please remove this exceptionally broad waiver of claims.

**Response #7:** No, General Provision No. 25 will remain as written.

**Question #8:** Would VRE consider removing the broad waiver of claims contained in General Provision § 25.

**Response #8:** No, General Provision No. 25 will remain as written.

**Question #9:** Non-Compensable Delays & 3rd-Party Impacts – With heavy reliance on track availability and flaggers and the potential for delays caused by the presence of train traffic and the absence of flaggers, would VRE consider removing item 7 from Spec. § 01 26 00 (1.9); item 7 states the following are not a compensable delay “Actions of third parties that are not the responsibility of the Contractor or within it’s or VRE’s control.” In the alternative, would VRE consider providing express time and cost relief for delays related to track unavailability or the absence of flaggers?

**Response #9:** No, VRE will not revise Item 7 in Specification Section 01 26 00 (1.9). Delays caused by third parties- such as track unavailability or the absence of flaggers- remain non-compensable as stated. However, the Contractor may seek relief for time and reimbursement of actual, verified direct costs incurred through the process outlined in IFB Part IV, Special Provisions No. 12- Host Railroad Coordination/Anticipated Loss of Days. This section provides guidance on how to account for and manage potential schedule impacts related to Host Railroad coordination.

**Question #10:** Would VRE consider adding the following to Instructions to Bidders § 17: ‘E. In the event VRE provides Bidder with documents containing geotechnical information or showing



the expected site conditions for the project, the Bidder is entitled to reasonably rely on such documents.

**Response #10:** See Addendum No. 7.

**Question #11:** Nonpayment Protection – We note the contractor must continue work even if payments are delayed. Would VRE consider limited protection for prolonged nonpayment to support cash flow stability, such as inserting the following clause into the contract documents: “If VRE fails to pay Contractor undisputed amounts within seven (7) days after the date established in the Contract Documents, then Contractor may, upon seven (7) additional days’ written notice to VRE, stop the Work until payment of such amount due and owing has been received. The Contract Time shall be extended appropriately, and the Contract Price shall be increased by the amount of the Contractor’s reasonable costs of shutdown, delay and start-up.

**Response #11:** No. It is VRE's intent to provide payment in a reasonable time frame, in accordance with the Contract requirements.

**Question #12:** Attachment C’s – E. Subcontractor Form has a note at the bottom that it requires 1) Certification of Primary Participating Debarment voluntary Exclusion Form, 2) Certification of Restriction on Lobbying form, & 3) Non-Collusion Affidavit Form – for each Subcontractor. Could you clarify what “each subcontractor” entails? Is this ONLY for the Subcontractors we are using in our bid? And is this due at the Bid Opening.

**Response #12:** The Bidder shall include the referenced certifications for each Subcontractor identified in their Bid package at the time of Bid submission. If additional Subcontractors are identified/added following award of a Contract, the Contractor shall submit to VRE at that time the referenced certifications for each additional Subcontractor.

**Question #13:** Per the IFB General Provisions 08.A (page 37) all existing material within the CSX Right-of-way shall be removed and loaded into trucks provided by others. How many trucks, size of trucks, and what frequency will they be provided? These trucks will directly affect our ability to complete the construction and meet VRE’s contract milestones and final completion dates. The complete LOD is within the CSX ROW, as shown on plan sheet 28 of 426. What type of trucks will be provided for the hauling and disposal of the existing bridge components?

**Response #13:** See Addendum No. 8 for modifications to Special Provision 08. The Contractor shall be responsible for the removal and loading of all existing materials from the CSXT Right-of-Way.

**Question #14:** Division 27/28. Please confirm the contractor is to provide and install a 24 strand OM4 fiber cabling per camera as per riser and cable / conduit schedule. Also, confirm if contractor is to either use a coax 75 ohms cable or a cat6 100 ohms cable from fiber media converter to camera for PoE functionality if this is the case.



**Response #14:** See Addendum No. 7 for modifications to sheets T1-604 and T1-605. Fiber shall be installed per the cabling and conduit schedule. Fiber will be revised to 2-strand OMF4. Avigilon cameras supplied by VRE use an RJ45 interface with CAT6. Cable runs up to 300' require Cat 6 Cable. Cable runs of more than 300' shall be as follows:

- For cable runs from 301' to 600' - Extended Reach (Gamechanger) Cat 6 Cable.
- For Cable runs over 601' - Multi-mode Fiber (strands dependent on the number of connections).
- Cat 6 cable and PoE injector for PoE functionality from fiber media converter.

**Question #15:** Please confirm the pricing for the natural gas generator should be included in Pay Item 13. The Pay Item Description does not include the language, however the specification section 26 32 15 is listed under the Pay Item.

**Response #15:** See Addendum No. 7 for modification to sheet G-012. Pricing for the natural gas generator is included in Pay Item 13.

**Question #16:** The substructures for the Commonwealth Avenue and King Street bridges do not indicate damp proofing/waterproofing along the abutment backwalls. Please confirm whether damp proofing/waterproofing is required for the Commonwealth Avenue and King Street bridge substructures.

**Response #16:** See Addendum No. 7 for modifications to sheets G-012 and S2-003 requiring damp proofing and waterproofing for the abutments.

**Question #17:** Drawing T1-403 shows 5MP Avigilon cameras inside the elevators, however it does not depict any raceways to the elevator room for connection of these devices back to a Communications Cabinet. Additionally, elevator cameras are not shown on drawing T1-601. Please confirm these cameras are required and if so, please provide details for connection back to CCTV system.

**Response #17:** See Addendum No. 7 for modifications to sheet T1-403. Elevator cameras must be home run from the elevator shaft/umbilical cable to the communications cabinet. The interface with the elevator umbilical cable will be provided by the elevator supplier.

**Question #18:** Drawing T1-602 shows new VMS signs, however no specification is provided for these signs. Please provide specifications or at the very least desired manufacturer and model number for each sign type.

**Response #18:** See Addendum No. 7 for modifications to sheets T1-601 and T1-602. VRE will provide VMS signs and mounting brackets for Samsung OH55 Series Displays.

**Question #19:** Drawing T1-201 shows a section detail depicting a new Communications Cabinet, however no specifications or drawings are provided for these cabinets. Please provide specifications and layout of these communications cabinets.



**Response #19:** See Addendum No. 7 for modifications to sheet T1-201. For air conditioned rooms: Four-post racks with threaded rails designed for mounting telecommunications equipment (45U). For non-air conditioned rooms, see sheet T1-201

**Question #20:** Specification Section 28 20 01 subsection 3.4A and 3.4B contradict each other regarding who is responsible for testing and inspection. Is Contractor responsible for performing tests and inspections via "factory-authorized service representative" or is the Engineer and CM responsible to "engage an independent, qualified testing agency to perform tests and inspections."?

**Response #20:** See Addendum No. 8 for modifications to Section 28 20 01. The Contractor is responsible for performing tests and inspections.

**Question #21:** I am writing in hopes you can help me locate the Geotechnical Evaluation/Report & Soil Borings for the Alexandria Station Improvements IQC project in Alexandria, VA. According to the available project documentation, Virginia Railway Express was listed as the Owner of record. If this information is incorrect, kindly let me know if there is someone else we should contact for this information.

**Response #21:** See Addendum No. 8 for the Geotechnical Data Report for the VRE Alexandria Station and the Geotechnical Engineering Memorandum for the King Street and Commonwealth Avenue Bridge Replacements. Soil borings are also included in the plans.

**Question #22:** Per the Technical Specification Section 31 20 10, Part 1.1 Excess material generated onsite will be placed in designated excess material placement areas. Please provide the EMPA locations. Please clarify that this includes any unsuitable excavated materials and will be loaded into trucks provided by VRE and transported and disposed of at a CSXT- approved EMPA facility. Please clarify that this material could include wet unsuitable soils.

**Response #22:** There are no predetermined Excess Material Placement Area (EMPA) locations. If in coordination with CSXT during the project, an acceptable location is identified, the Contractor may utilize that location under the terms of this specification. If no such location can be identified, the Contractor shall be responsible for hauling material to a CSXT approved disposal facility.

See Addendum No. 8, including revisions to Special Provision 08 regarding the Contractor's responsibilities.

**Question #23:** In reviewing sheet 162 of 426 (Volume C), the Contractor may encounter groundwater during select excavation activities. Can the Contractor discharge groundwater back onsite and into existing storm sewer system? The Contractor assumes the groundwater is clean. If the groundwater needs to be treated or filtered would this be a change in the conditions?

**Response #23:** See Addendum No. 8 for modifications to Section 31 23 19. No, the Contractor cannot discharge the groundwater back onsite or into the existing storm sewer system.



**Question #24:** Per the Technical Specifications Section 34 11 00 the Contractor is responsible for providing and installing the subballast stone. Per Part 1.1.B the contractor is to purchase six (6) inch depth of ballast for the bridge construction project. Please define the limits of the bridge construction subballast work. Is this just at Jump Spans, as shown in the Technical Specifications sheet 169?

Who is responsible for the subballast work for the “4th” track (Track 0) within the LOD, on plan sheet 30 of 426? Please provide the locations for stockpiling of the ballast stone. Are all ballast stone and track work above the subballast to be by others?

Also, please confirm if the Contractor is responsible for placing any pre-ballast prior to track panel installation.

**Response #24:** See Addendum No. 7 for modifications to C-302 showing the limits of excavation under the track removed.

- CSXT will remove the track, i.e., rail, ties and associated hardware to the limits shown.
- The Contractor is responsible for removal of ballast, subballast, and subsurface materials as required for construction beneath the subballast, i.e., tunnel excavation, utilities excavation, and underlayment subgrade preparation.
- The Contractor shall restore the sub-grade for all track where construction activities disturbed the existing subgrade, install subballast, and install 6" of ballast to the limits of the excavated areas.
- CSXT will install the remaining ballast and track.
- The location for stockpiling materials is at the Contractor's discretion, subject to review and approval by VRE and CSXT.

**Question #25:** In reviewing the casing/drainage run from MH-3A to MH-2A, the existing water line is in conflict with MH-2A (from west to east shown on sheet 61 of 426). In addition, MH-2A may need robust support of excavation on the Southeast side. Please consider shifting the proposed MH-2A in the Northwest direction, so it is outside the footprint of the existing waterline, further down the slope and further away from live tracks?

**Response #25:** See Addendum No. 7 for modified locations of manholes on sheet C-226. Refer to C-106 for waterline demolition at this location.

**Question #26:** It appears the (6”) French Drain may be in the Ballast section (above the subballast). Please confirm that French Drain is to be by the Contractor. (Detail 6 on Drawing C-238; sheet 73 of 426).

**Response #26:** See Addendum No. 7 for the modified french drain location on sheet C-238. The french drain is part of this Contract.



**Question #27:** The Tunnel construction will cross existing tracks 2 & 3. Is the removal of the tracks, ties and ballast to be by the owner? The reinstallation of the track work, subballast, ballast is to be by others? Will the contractor be responsible for providing ballast stone for this area?

**Response #27:** See Addendum No. 7 for modifications to C-302 showing the limits of excavation under the removed track.

- CSXT will remove the track, i.e., rail, ties and associated hardware.
- The Contractor is be responsible for removal of ballast, subballast, and subsurface materials as required for construction beneath the subballast, i.e., tunnel excavation, utilities excavation, and underlayment subgrade preparation.
- Subballast is not placed on the bridges.
- Ballast to a depth of 6" must be installed on the bridges and to the limits of the excavated areas.
- The Contractor shall restore the sub-grade for all track where construction activities disturbed the existing subgrade, install subballast, and install 6" of ballast to the limits of the excavated areas.
- CSXT will perform all trackwork.

**Question #28:** The Pay Item Summary on plan sheet 11-13 has an item #14 Electrical and Lighting Bridge. The description for Bid Items #20 & #25 says Bridge Lighting – Underpass Lighting. In which areas should the Bridge lighting be included?

**Response #28:** See Addendum No. 7 for modifications to sheets G-011, G-012, and G-013.

**Question #29:** Please confirm who installs the asphalt for the temporary at-grade crossings. On Sequence Activity 1 on sheet 02 of 07, within the technical specifications (169 of 1289), it says Contractor will install asphalt. On sheet 77 of 426 (C-302), under Key Notes "TC", it says Temporary Asphalt Track Crossing by CSX. Please confirm that CSX installs the temporary at-grade crossing (and not the Contractor).

**Response #29:** See Addendum No. 7 for modifications to C-302 key notes. CSXT will install crossing surfaces to the ends of the ties as shown on C-239. The Contractor is responsible for protection of the existing ballast, paving to the crossing surfaces installed by CSXT, and removal of the paving and ballast protection to the crossing surfaces installed by CSXT as noted in the Construction Sequence.

**Question #30:** We have been unable to locate any hazardous materials assessment. Are bidders to assume any hazardous and / or contaminated materials are present? If so, which and to what extent?

**Response #30:** At this time, there are no confirmed hazardous materials identified within the project area. The Contractor shall refer to **Addendum No. 8**, including revisions to Special Provision 08, and Page 166 of the CSXT Public Projects Manual for guidance on CSXT's Soil and Water Management Policy.



**Question #31:** If tracks must be removed and reinstalled for tunnel installation, will CSX perform this track work?

**Response #31:** CSXT will remove the track, i.e., rail, ties and associated hardware. The Contractor is responsible for removal of ballast, subballast, and subsurface materials as indicated in the plans. The Contractor shall restore subgrade, subballast, and install 6" of ballast. CSXT will perform the remaining trackwork.

**Question #32:** Sheet S1-201 shows a 16' dimension between columns 3A and 4A. Detail 2 On sheet S1-301 as referenced on S1-201 shows the dimension as 16' 11 3/4". Please confirm the correct dimension.

**Response #32:** See Addendum No. 7 for modification to 16'-0" dimensions on S1-301, detail 2.

**Question #33:** Details 3 and 4 on sheet S1-301 do not have the width dimension. Please confirm these dimensions.

**Response #33:** The width varies between the track and the face of the existing building. See Drawing Nos. C-204, C-205, and C-206 for track offset to the edge of the platform and trench drain dimensions.

**Question #34:** On sheet S1-222 the dimension near column 1A is 189' 3/8". Please confirm the correct dimension.

**Response #34:** See Addendum No. 7 for modification to S1-222.

**Question #35:** On sheet S1-302 Detail 1, the width of the temporary platform shows 312'. Please confirm the correct width.

**Response #35:** See Addendum No. 7 for modification to S1-302.

**Question #36:** Sheet A1-106 uses the New Column and Column Cover symbol and the note says "New Column Cover (TYP of 20)", Sheet XA1-105 says "Remove, Preserve, Modify, and Reinstall Column Cover (TYP. Of 14)" while reference the same columns. Please confirm the quantity and what treatment these columns are to receive.

**Response #36:** See Addendum No. 7 for revised A1 series drawings.

**Question #37:** Sheet A1-107 uses the New Column and Column Cover symbol and the note says "New Column Cover (TYP of 7)". Please confirm the quantity and what treatment these columns are to receive.

**Response #37:** See Addendum No. 7 for revised A1 series drawings. All column covers on the West Platform will be demolished and replaced with new ones that match the design of the existing column covers.



**Question #38:** Sheet AI-107 shows an un-labeled column in between columns 21A and 22A. Please confirm the column labels.

**Response #38:** See Addendum No. 7 for revised A1 series drawings. The column grid has been revised in the A1 series to correctly locate the unidentified column.

**Question #39:** Sheet S1-303 Detail A references Detail F. Please provide detail F.

**Response #39:** See Addendum No. 7 for modification to add detail F to S1-303.

**Question #40:** Sheet C-204 Identifies proposed stairs and walkway. Please provide details for these stairs and walkway.

**Response #40:** See Addendum No. 7 for modification to sheet C-204.

**Question #41:** Please confirm the quantity for pay item 9.

**Response #41:** See Addendum No. 7 for pay item modifications.

**Question #42:** Please confirm the quantity for pay item 10.

**Response #42:** See Addendum No. 7 for pay item modifications.

**Question #43:** Please provide as built drawings for the existing platform.

**Response #43:** See Addendum No. 8. Record drawings for the station area being are provided as Attachment L.

**Question #44:** Attachment A Section 01 32 19 1.3 DEFINITIONS – CSX Operational Use. Does this point in time include CSX follow on work to install and grade the tracks?

**Response #44:** No. See Addendum No. 8, Specification Section 01 32 19 has been revised.

**Question #45:** Drawings S2-601 and S3-601. Note 9 – Engineering Geology Included in This Plan Set is for Information Only. The Contractor is Responsible for The Geologic Investigation for the Design and Performance of the Temporary Structure. Consider allowing contractors to use the provided information as design, approval, procurement and fabrication of the SOE. Jump Spans are critical to the project schedule and addendum 1 points out the Contractor will not be allowed to access CSX property until the full NTP has been issued.

**Response #45:** See Addendum 8. Yes, the engineering geology included in the plan set should be used for the design.

**Question #46:** In the Volume B plan set on sheet C-213, cross section 1 references sheet C-312 for the temporary pedestrian crossing details. There does not appear to be a sheet C-312 included in the Volume B set. Can sheet C-312 please be provided?



**Response #46:** See Addendum No. 7 for modified reference on sheet C-213.

**Question #47:** Has VRE performed any site testing? Can it share those reports with Contractor prior to submission of Bids?

**Response #47:** See Addendum No. 8 for the Geotechnical Data Report for the VRE Alexandria Station and Geotechnical Engineering Memorandum for the King Street and Commonwealth Avenue Bridge Replacements. Site testing has not been performed other than the provided geotechnical borings.

**Question #48:** Would VRE consider a reasonable cap on Contractor's overall liability and exposure on the project?

**Response #48:** After careful consideration, VRE will not be implementing a liability cap. The current contract terms as identified in the IFB are designed to ensure appropriate risk allocation and project accountability.

**Question #49:** Given the current trade climate, would VRE consider revising SPs § 16 such that material escalation is Compensable Delay or entitles Contractor to a reasonable adjustment for cost and time?

**Response #49:** No, Special Provision No. 16 will remain as written.

**Question #50:** Spec. § 01 29 00 and GPs § 05 are inconsistent as to when Applications for Payment must be submitted. Can you please clarify if it is the 10th or 15th day of the month?

**Response #50:** See Addendum No. 7. Applications for Payment must be submitted no later than the 10<sup>th</sup> calendar day of the following month.

**Question #51:** IFB - #43 Taxes of the IFB, states a tax certificate of exemption shall be provided, but then states it "shall not be construed to imply that the contractor is exempt from all applicable taxes". Please confirm this project is tax exempt and a tax exemption certificate will be provided to contractors.

**Response #51:** The tax exemption applies solely to materials purchased directly by VRE.

**Question #52:** Drawing C-213 - Drawing C-213 states 'Temporary Pedestrian Crossing Detail see sheet C-312'. Drawing not provided, please provide.

**Response #52:** See Addendum No. 7. Reference to Sheet C-312 has been revised to Sheet C-239.

**Question #53:** Specification Section 04 42 00 - 'Crème Montana' is named as the granite in Specification 04 42 00 Dimension Stone Cladding. Cold Spring Granite does not offer the requested product at this time and therefore we have no basis to price the requested. Please provide an architect's sample and a material source for the Crème Montana Granite.



**Response #53:** See Addendum No. 8 for modifications to Specification Section 04 42 00.

**Question #54:** Specification Section 31 66 15 - 31 66 15, part 3.06.D.1.a states piles "shall sustain the compression and tension design capacities (1.0DL) with no more than \_\_\_in. (mm) total vertical movement of the pile head..." Please provide vertical movement value that is left blank in specification.

**Response #54:** See Addendum No. 8 for modifications to Specification Section 31 66 15.

**Question #55:** Drawing C-206 - Generator yard shown on C-206 references a keynote #11. Keynote #11 does not exist on sheet. Please provide information on keynote #11.

**Response #55:** See Addendum No. 7 for modifications to sheet C-206.

**Question #56:** Specification Section 01 32 19, section 3.1, provides a milestone completion date of Feb 26, 2027, for East Bridges. Please define "CSX Operation Use of East Bridge". Is it correct to interpret that CSX expects the two (2) east bridge superstructures complete and ready for CSX use to install tracks by Feb 26, 2027?

**Response #56:** Correct. See Addendum No. 8. See Specification Section 01 32 19 for further clarification of "CSXT Operation Use of East Bridge".

**Question #57:** Per the staging area plan G-018 there is a Staging Laydown Area 1 at the end of the gravel parking lot. In the Technical Specifications there are Construction Phasing plans. These plans show the Staging Area to encompass the gravel parking lot. Please clarify which plan for this Staging Area 1 is correct. Per the specifications section 01 50 00-6 1.9.C construction personnel vehicles are prohibited from using VRE parking lots. Can the contractor use the gravel parking lot for a laydown area?

**Response #57:** See Addendum No. 7 for modifications to sheet G-018.

**Question #58:** Pay item 20 – King Street Superstructure description does not include any reference to existing superstructure demolition. Please confirm if the demolition of the existing superstructure is incidental to this pay item.

**Response #58:** See Addendum No. 7 for modified pay item descriptions.

**Question #59:** Drawing No: S2-521 Section A and Section B show a 5/6 shop made fillet weld between the end floor beam and the deck plate. This will result in a shipping section approximately 36'-6 x 36'-7. Can this be changed to a field weld?

**Response #59:** See Addendum No. 7. Yes, this can be changed to a field weld.

**Question #60:** Would VRE clarify how delays from track outages or flagger availability will be handled to allow us to properly assess LD risk?



**Response #60:** See IFB Part IV, Special Provisions No. 12- Host Railroad Coordination/ Anticipated Loss of Days. This section provides guidance on how to account for and manage potential schedule impacts related to Host Railroad coordination.

See **Addendum No. 8** for modification to Special Provision No. 15 and Attachment M for supplemental CSXT Flagging procedures.

**Question #61:** Concrete curbs are listed to be precast at Stair NS-1 and NS-2 for the platform perimeter curb. Advise if cast-in-place curbs with the same profiles as detailed in A1-414, A1-415, A1-507, A1-509, S1-204, S1-313, S1-314, S1-521, and S1-540 are acceptable for Stair NS-1 and NS-2 curbs.

**Response #61:** See **Addendum No. 8** for the addition of Specification Section 03 45 00 - Architectural Precast Concrete. Cast-in-place curbs are not acceptable.

**Question #62:** Per C-106, keynote #4, only a small portion of the large curb at the tunnel level is scheduled to be demolished. However, C-206 appears to indicate new curb to be installed the entire length of new sidewalk from elevator shaft to King St. Please advise.

**Response #62:** See **Addendum No. 7** for modified sheet C-106 showing the limit of demolition extended to indicate the removal of the curb.

**Question #63:** No detail is provided for the existing abnormally shaped curb that runs from the west side tunnel entrance to King along the base of slope. Please provide detail or advise on standard curb type to be provided.

**Response #63:** See **Addendum No. 7** for the addition of detail on C-239.

**Question #64:** Sheet S1-303 Detail A references treated 2x4 rails and shows a chamfered edge that is noted as Detail F. No detail F is provided for reference, please provide.

**Response #64:** See **Addendum No. 7** for modification to add detail F to S1-303.

**Question #65:** S1-101 shows the (2) temporary platforms with section details A/S1-302 & B/S 1-302 called out. Drawing S1-302 show details 1 as the typical A section cut & B as the typical B Section cut. Please confirm the 'L' shaped section at the north most side of the temporary south platform is to align with the dimension provided in 1/S1-302 & 2/S1-302. Also confirm the south most section of the east temporary platform is to align with 1/S1-302. Please provide details of this L-Shaped section.

**Response #65:** See **Addendum No. 7** for the addition of temporary pedestrian crossing detail on sheet C-239.

The "L-shaped section" is a temporary pedestrian crossing. See drawings C-211, C-213, and C-239 for details.



Yes, the south most section of the east temporary platform aligns with 1/S1-302.

**Question #66:** Drawing C-211 has a note stating 'VRE Wooden Pedestrian Crossing'. S1-101 shows the existing crossing separate from the temporary platform and ramp assemble that this VRE wood is called out in. Please confirm this is not the existing pedestrian crossing. Also confirm VRE is not providing this wood crossing and this crossing needs to be priced.

**Response #66:** See Addendum No. 7 for the addition of temporary pedestrian crossing detail on sheet C-239.

Yes, the Contractor is responsible for procuring the materials, installing the crossing, and removing the crossing as directed in the Contract Documents.

**Question #67:** C-211 calls for a 'Temporary Pedestrian Crossing' that is 12ft wide. There is no other reference to this pedestrian crossing, where it ends or how long it is. Please provide the location where this crossing ends and the desired length. Please provide details of design.

**Response #67:** See Addendum No. 7 for the addition of temporary pedestrian crossing detail on sheet C-239.

**Question #68:** An inter track fence (between existing Tracks 2 and 3) is indicated in various sheets on the Volume D plan set. Into which pay item are the costs for this intertrack fence to be placed?

**Response #68:** See Addendum No. 7 for modification of sheet G-011 to add intertrack fence to pay item 4.

**Question #69:** Detail 2 on A1-405 indicates "Wooden Slat Finish Ceiling" to the South of the elevator machine room. The RCP on A1-133 and the finish schedule on A1-602 do not indicate this finish, nor provide specifications. Please clarify whether the reference to "Wooden Slat Finish Ceiling" on A1-405 is an error, or clarify the extent on the RCP (A1-133), and provide specification clarification on the basis of design product.

**Response #69:** See Addendum No. 7 for modifications to Sheets A1-112, A1-113, and 2/A1-405. The new wood slat finish ceiling shall match the existing wood slat ceiling in appearance.

See Specification Sections 06 11 10 and 09 91 13 for requirements for dimensional lumber and coating systems.

**Question #70:** Please provide the geotechnical report. We have only been able to locate boring logs.

**Response #70:** See Addendum No. 8 for the Geotechnical Memorandum prepared for the design. Soil borings are included in the memorandum and on the plans.



**Question #71:** Volume A, Sheet 11 of 426. Pay Item 4 - Platform Sitework includes language referring to the milling of existing asphalt pavement. Where is this scope shown on the contract documents?

**Response #71:** See Addendum No. 7 for modified Pay Item 4 description on sheet G-011 removing the milling description.

**Question #72:** Note 10 on G-018 directs the GC to sheets C-104 to C-312 for Erosion and Sediment Control. Sheet C-312 has not been provided. Please confirm the reference Note should indicate "C-104 to C-311", or provide missing drawing C-312.

**Response #72:** See Addendum No. 7 for modified sheet references on sheet G-018.

**Question #73:** Specification 10 81 13 3.4.B indicates bird control devices should be installed on all horizontal ledges. Horizontal ledges is not fully defined on the drawings. Please confirm bird control devices are to only be installed on the areas of new work and not on any existing horizontal ledges.

**Response #73:** See Addendum No. 7 for modified A1 series sheets showing bird control device locations.

**Question #74:** Key Note 3 on C-205 indicates to see Detail 6 on C-237 for trench drain information. Detail 6 does not exist on C-237. Please provide revised sheet with referenced detail, or clarify Key Note reference.

**Response #74:** See Addendum No. 7 for revised reference to trench drain section on sheet C-205.

**Question #75:** A tag for Key Note 11 exists adjacent to the note for the 4' Wide Single Door at the generator area on C-206, however Key Note 11 does not exist on the referenced drawing. Please advise on Key Note 11.

**Response #75:** See Addendum No. 7 for modifications to sheet C-206.

**Question #76:** There are several sheet Key Notes listed on C-225 which do not appear on the drawings, such as Key Notes 2, 3, 4, 5, 6, and 8. Please clarify sheet key notes.

**Response #76:** See Addendum No. 7 for modified keynotes on sheet C-225.

**Question #77:** Sheets C-225 & C-226 both include a drawing tag callout for "3/C1-229" for a pipe trench detail. Drawing C1-229 does not exist in the provided drawing package. Please provide referenced drawing or clarify call out tag.

**Response #77:** See Addendum No. 7 for revised reference to trench drain section on sheets C-205, C-206, C-225, and C-226.



**Question #78:** Drawing C-226 indicates to see H1-101 for gas piping connection to generator, please confirm this reference should be to drawing P1-102 and not H1-101. Drawing P1-102 indicates a new gas meter and 1-1/2" gas piping to the new permanent gas generator, as well as a temporary generator. Please confirm that Washington Gas (through VRE) will complete tap to the existing gas line and installation of the new meter, and that the contractor is responsible for the 1-1/2" piping on the downstream side of the meter. Please provide profiles for the new gas line, and confirm how the service to the temporary generator is to be abandoned, and by whom, at the completion of the project.

**Response #78:** See Addendum No. 7 for modifications to sheet C-226 to confirm the correct reference and modifications to sheet P1-102 for added keynotes regarding the natural gas service.

**Question #79:** Please advise on the tie-in point for the new drain pipe at the Northeast portion of the King St abutment, drawing C-227 is unclear on where this system tie-ins into an existing or new structure.

**Response #79:** See Addendum No. 7 for modifications to sheet C-227.

**Question #80:** Drawing C-228 indicates 8" non-perforated pipe, connect to existing drainage 310. Please clarify location of structure 310, as the location does not appear to be called out on the inset on drawing C-210.

**Response #80:** See Addendum No. 7 for modifications to sheet C-210.

**Question #81:** The drainage on the backfill side of the North abutment on C-229 indicates to route to drainage structure 6-8 and references to C-227. Drainage structure 6-8 is not shown on C-227. Please provide location of drainage structure 6-8.

**Response #81:** See Addendum No. 7 for modifications to sheet C-229.

**Question #82:** Sheet C-106 key note 4 calls for the removal of the concrete curb where the new elevator will be located. It also references the contractor to the site plan on sheet C-206 for the extents of replacement. There is no callout on Sheet C-206 though it appears to call for a complete replacement of the curb to its intersection with the King Street Bridge Abutment. There is also no detail (dimensions, reinforcement, etc.) for the existing curb for pricing it's replacement. Please confirm the limits of curb replacement and provide a replacement detail.

**Response #82:** See Addendum No. 7 for modifications to sheet C-106 showing the extent of the concrete curb demolition.

**Question #83:** Sheet C-226 shows the location of the 24" storm pipe running to an existing manhole along the King Street Sidewalk. Storm structures MH-1A, DI-1A, and DI 6-6 appear to conflict with the curb replacement. Please advise if these structures should be shifted further into the sidewalk to allow for the curb to be installed and provide an updated storm profile.



**Response #83:** See Addendum No. 7 for modifications to sheets C-226 and C-235.

**Question #84:** Sheet C-235. There is no detail provided for the drop inlets show in the draining and grading plans. Please provide.

**Response #84:** See Addendum No. 7 for modifications to sheet C-237 to add the drop inlet detail.

**Question #85:** Note J.6 on S1-002 indicates that masonry grout is to have a minimum compressive strength of 3,000psi at 28 days, whereas spec. section 04 05 13-2.2-C-1-a indicates a compressive strength of 2,000psi at 28days. Please confirm the required minimum compressive strength for the CMU grout.

**Response #85:** Confirmed. The required minimum compressive strength of CMU grout is 3,000 psi at 28 days.

**Question #86:** Sheet C-227 shows the LOD extending down King Street, however the inset/continuation of the work is not shown on any sheet. Please provide a drawing inset for the continuation of this work.

**Response #86:** See Addendum No. 7 for modifications to sheet C-227 showing the addition of the inset.

**Question #87:** The drainage table on Sheet C-235 for the King Street Bridge indicates drainage structure 6-4 is to drain into existing structure 321. Drainage structure 6-4 is not shown on Sheet C-227. Please provide location of drainage structure 6-4.

**Response #87:** See Addendum No. 7 for modifications to sheet C-235 revising the drainage table.

**Question #88:** Sheet C-213 indicates to see sheet C-312 for details of the temporary pedestrian crossing. Sheet C-312 has not been provided, please provide or advise on the correct drawing reference. Please confirm that the temporary pedestrian crossing is by VRE/CSX, including installation and removal.

**Response #88:** See Addendum No. 7 for the addition of temporary pedestrian crossing detail on sheet C-239.

**Question #89:** Drawing S1-320 is indicated to be a cut of the pedestrian tunnel section based up on drawing S1-100, however the drawing appears to be a section view of the existing east stair to the existing pedestrian tunnel. Please confirm and correct section call outs.

**Response #89:** See Addendum No. 7 for modified section cut on sheet S1-315.

**Question #90:** Drawing S1-320 appears to indicate that the existing brick veneer on the walls of the eastern stairs to the existing and new tunnel is to remain and be repaired. Architectural drawing A1-413 indicates that the brick veneer is to be replaced with new. Please confirm that new brick veneer is to be provided, the existing is to be demolished, and that repair drawings S1-320 and S1-



543 thru S1-545 are not applicable. If repair details are relevant to the existing concrete walls to remain, please consider making this work an allowance on the VRE bid form as the conditions of the existing structure cannot be determined at this time.

**Response #90:** See Addendum No. 7 for the removal of sheets S1-320, S1-543, and S1-544. The existing brick will be removed and replaced with new brick veneer to match the existing brick.

**Question #91:** Drawing C-204 has keynote callouts 1 and 2 for the relocation of the existing dumpster during construction. These keynotes are not found on plan sheet C-204. Please clarify.

**Response #91:** See Addendum No. 7 for modifications to sheet C-204 keynotes.

**Question #92:** Det 1 of S1-310 at the vestibule shows elevated slab above CIP beam 2 as having #6 bars @12" on center top and bottom. Det 5 of S1-530 has the elevated slabs having #8 bars on top and bottom as well as various stirrups and U bars of different sizes. Please confirm and clarify rebar shape, size, and layout and correct discrepancies. If still applicable, please confirm orientation of #6 U-bars.

Det 1 of S1-310 also shows unspecified U-bars. The top U bars reach into the elevated slab on top as well. These details are not shown on Det 5 of S1-520. Please clarify the size and spacing of U-bars if applicable and correct discrepancies.

**Response #92:** See Addendum No. 7 for modifications to sheet S1-310. Det 1 on sheet S1-310 is the correct detail. Det 5 is modified to remove the U bars and show L bars.

**Question #93:** Spec 07 19 16 details a repellent sealant to be used on concrete surfaces within parking structures and exterior structural driveway slab. Neither of these applications seem to apply to this project. Please advise whether there is an alternate application of this sealant within the current scope of work.

**Response #93:** See Addendum No. 8 for modifications to Specification Section 07 19 16 to provide an alternate application for the platform.

**Question #94:** Drawing A1-104 indicates to see specs for benches and trash cans. A site furnishings spec has not been provided. Please provide referenced spec section or confirm that site furnishings are by others.

**Response #94:** See Addendum No. 7 for modified A1 series sheets confirming benches and trash receptacles will be furnished and installed by VRE.

**Question #95:** There are two pedestrian crossings shown on sheet C-211. There is a section detail for the VRE Wooden Pedestrian Crossing but no callouts or details can be found for the other crossing. Please provide a detail for this crossing. Please confirm that the temporary pedestrian crossing is by VRE/CSX, including installation and removal.



**Response #95:**

- See **Addendum No. 7** for modifications to sheet C-239 for revisions showing both crossing details.
- Refer to Specification Section 01 35 14 to clarify crossing responsibilities.
- The temporary pedestrian crossing across Track Nos. 4 and 5 uses the previously installed construction access at-grade crossing.
- The temporary wooden pedestrian crossing across Track Nos. 2 and 3 shall be installed under this contract by the Contractor.
- CSXT will install the crossing surfaces to the ends of the ties across Track Nos. 4 and 5. Under this contract, the Contractor is responsible for paving up to and between the crossing surfaces installed by CSXT.
- Under this contract, the Contractor is responsible for installing the VRE wood at-grade crossing across Track Nos. 2 and 3.
- Under this contract, the Contractor is responsible for removing the same crossing related temporary elements installed by this contract (e.g. paving up to and between the crossing surface installed by CSXT, and the wood at-grade pedestrian crossing). CSXT will remove the temporary construction crossings, and the existing pedestrian crossing.

**Question #96:** Specification 32 31 13. There are no fencing details in the drawing set. Please provide details and the basis of design for both chain-link fences and ornamental fences.

**Response #96:** See **Addendum No. 7** for chain-link fence detail for intertrack fence, generator enclosure fence, and condensing unit fence on sheet C-239. See Specification Section 32 31 13 - Chain Link Fences and Gates.

**Question #97:** CSX phasing shown in specification 01 35 14 shows CSX Phase 3 complete by 5/20/2027 (sheet 6 of 9). Specification 01 32 19 3.1.A.1.a Interim milestone A, shows CSX Operation Use of East Bridges no later than February 26, 2027. These are effectively the same construction milestone. Given the length of time needed to submit, approve, and fabricate bridge steel, Milestone A date of 2/26/27 is extremely problematic. Please consider moving Milestone A to align with CSX Phase 3 completion of 5/20/27.

**Response #97:** See **Addendum No. 8** for revisions to Specification 01 32 19 regarding the definition of CSXT Operation Use.

**Question #98:** Detail 2 on A1-406 indicates a drain cover to match existing at the bottom of the East platform stairs. The Civil and Plumbing drawings do not show a drainage pipe tying into a floor drain at this location. Please clarify drainage and floor drain grate basis of design.

**Response #98:** See **Addendum No. 7** for modifications to A1 series sheets and sheet C-217.

As part of the tunnel and elevator construction, the existing floor drain will be removed. Trench drains have been provided at the bottom of the stair and within the tunnel. For further details on the proposed drainage system, see C-217.



**Question #99:** Detail 1 on A1-407 calls for a chain link fence and gate to enclose the HVAC equipment at the East elevator tower. Detail 2 on A1-412 indicates cast iron fence to match existing. Please clarify and provide relevant specs and details for fencing.

**Response #99:** See **Addendum No. 7** for chain-link fence detail for intertrack fence, generator enclosure fence, and condensing unit fence on sheet C-239. See Specification Section 32 31 13 - Chain Link Fences and Gates.

**Question #100:** Note 3 on S-201 calls for existing light pole to be replaced with new lighting pole and use existing foundation. Det 1 & S1-541 shows a lighting pole foundation detail. Is this detail showing the existing condition for the light pole foundations? If yes, please clarify the extent of the foundation to remain in place and to be removed/replaced - - OR - - provide direction that entirety of foundation to remain and contractor to replace only light pole item/accessories above platform.

If grounding electrodes are not existing in either the old station area and improvement area, please clarify if contractor is to drill and install new grounding electrodes at old light poles that are to remain/replaced - - OR - - provide direction that contractor to provide new grounding electrodes only at new light poles installed.

Please clarify if intent is for all light poles (new, replaced, or to remain) to have uniform design shown on det 1 S1-541.

**Response #100:** Sheet S1-541, Detail 1, shows the foundation detail for new light poles on the east platform only. On the west platform, the existing light poles will be replaced with the new light poles that shall be supported by the existing pole foundations. Note that the existing pole foundation details are not shown in the plans.

See **Addendum No. 7** for modifications to E series sheets related to the grounding design. The Contractor is responsible for installing new grounding electrodes for all existing light poles and their foundations.

**Question #101:** Please provide a specification for the precast concrete base panels, header bands, and precast "stone" curbs. Specification 03 41 33 only appears to apply to the precast tunnel.

**Response #101:** See **Addendum No. 8** for Specification Section 03 45 00 - Architectural Precast Concrete.

**Question #102:** The callouts for the coping do not match for the coping between details 3/A1-417, 5/A1-502, and 6/A1-901. A1-417 calls for precast concrete coping, A1-502 calls for stone coping, and A1-901 calls for cast-in-place coping. Please clarify coping design and provide corresponding details and specifications

**Response #102:** See **Addendum No. 8** for Specification Section 03 45 00 - Architectural Precast Concrete. Copings shall be precast concrete.

**Question #103:** Details 2 and 5 on A1-901 call for a section of the mock-up to include brick to match tunnel wall with a 5-3/4" CIP concrete coping. This detail does not appear to correspond with a location on the project. The tunnel is indicated to be precast with no additional finish indicated. Please clarify this section of the mock-up and advise if there is to be additional finish to the walls of the precast tunnel.

**Response #103:** See **Addendum No. 7** for modifications to sheet A1-901 and **Addendum No. 8** for the addition of Specification Section 03 45 00 - Architectural Precast Concrete. Tunnel walls are precast concrete.

**Question #104:** Please clarify brick specifications and locations, both F2 and W2 are called brick veneer to match existing on A1-602. These do not correspond to brick types in spec section 04 21 13. The finish schedule on A1-602 identifies W2 to occur at the walls of stair NS-1, but there is no identification for where brick type F2 is to occur. Spec section 04 21 13 indicates brick types FB-1 and FB-2, however the "Base Products" for both are blank. Please clarify.

**Response #104:** The Contractor is responsible for sourcing brick veneer that matches the existing brick in all locations where new brick is indicated in the plans. The new brick veneer shall match the existing brick in color, texture, and size. Specification Section 04 21 13 applies to brick veneer types F2 and W2, however, the location for brick type F2 has been removed from the plans. A sample brick veneer must be submitted to VRE for approval prior to installation. Base products have been left blank to allow the Contractor maximum flexibility in sourcing brick veneers that closely match the existing bricks.

**Question #105:** In order to meet the construction schedule the sheet piling for the bridges and jump spans will need to be driven during multiple shifts, including at night and weekends. Is this acceptable?

**Response #105:** VRE anticipates up to three (3) temporary weekend outages to install the temporary jump spans and any support of excavation (SOE) necessary to install the temporary jump spans. During each outage, only a single track may be taken out of service at a time.

Night and weekend work is subject to coordination and approval per Special Provisions 04 and 15, and Specification Sections 01 35 13 and 01 35 14.

**Question #106:** Please provide a thickness for the signs.

**Response #106:** See **Addendum No. 7** for modification to A1-715 for sign thicknesses.

**Question #107:** Please provide locations for the bird control devices.

**Response #107:** See **Addendum No. 7** for modified A1 series sheets showing bird control device locations.

**Question #108:** In Drawing S2-222. 12.75" outside diameter casing with a 0.5" minimum wall thickness is specified. This is not a common size for micropiles. Most micropiles are in the 5" +/-



diameter and sometimes they are not even cased. This material (cutting head in particular) is very difficult, if not impossible to procure. Please advise if auger cast piles could be used.

**Response #108:** Micropiles fall under a delegated design and final sizing and material shall be determined by the Contractor. Auger cast piles may be considered under Specification 01 25 00, Substitution Procedures.

Any deviation from the approved design must be designed by the Contractor, demonstrate equivalence to the approved design including design constraints, be in accordance with AREMA, and be submitted for review and approval by VRE.

**Question #109:** Please provide details for the timber bracket specified in Detail 1/S1-101.

**Response #109:** There is no detail 1 on sheet S1-101.

**Question #110:** Please provide a layout for the helical piles.

**Response #110:** See **Addendum No. 7** for modifications to sheet S1-302.

**Question #111:** Please provide a helical pile length for bidding purposes.

**Response #111:** A pile length of 20 feet per pile may be used for bidding purposes only.

**Question #112:** Sheet S1-201 shows a 16' dimension between columns 3A and 4A. Detail 2 On sheet S1-301 as referenced on S1-201 shows the dimension as 16' 11 3/4". Please confirm the correct dimension.

**Response #112:** See **Addendum No. 7** for modification to 16'-0" dimensions on S1-301, detail 2.

**Question #113:** Details 3 and 4 on sheet S1-301 do not have the width dimension. Please confirm these dimensions.

**Response #113:** Width varies between the track and the face of the existing building. See Drawing Nos. C-204, C-205, and C-206 for track offset to the edge of the platform and trench drain dimensions.

**Question #114:** On Sheet S1-222 the dimension near column 1A is 189' 3/8". Please confirm the correct dimension.

**Response #114:** See **Addendum No. 7** for modification to S1-222.

**Question #115:** On Sheet S1-302 Detail 1 the width of the temporary platform shows 312'. Please confirm the correct width.

**Response #115:** See **Addendum No. 7** for modification to S1-302.



**Question #116:** Sheet A1-106 uses the New Column and Column Cover symbol and the note says "New Column Cover (TYP of 20)", Sheet XA1-105 says "Remove, Preserve, Modify, and Reinstall Column Cover (TYP. Of 14)" while reference the same columns. Please confirm the quantity and what treatment these columns are to receive.

**Response #116:** See Addendum No. 7 for revised A1 series drawings.

**Question #117:** Sheet A1-107 uses the New Column and Column Cover symbol and the note says "New Column Cover (TYP of 7)", Please confirm the quantity and what treatment these columns are to receive.

**Response #117:** See Addendum No. 7 for revised A1 series drawings. All column covers on the West Platform will be demolished and replaced with new ones that match the existing column cover profile.

**Question #118:** Sheet AI-107 shows an un-labeled column in between columns 21A and 22A. Please confirm the column labels.

**Response #118:** See Addendum No. 7 for revised A1 series drawings. The column grid has been revised in the A1 series to correctly locate the unidentified column.

**Question #119:** Sheet S1-303 Detail A references Detail F. Please provide detail F.

**Response #119:** See Addendum No. 7 for modification to add detail F to S1-303.

**Question #120:** Sheet C-204 identifies proposed stairs and walkway. Please provide details for these stairs and walkway.

**Response #120:** See Addendum No. 7 for modification to sheet C-204.

**Question #121:** Please confirm the quantity for pay item 9

**Response #121:** See Addendum No. 7 for pay item modifications.

**Question #122:** Please confirm the quantity for pay item 10.

**Response #122:** See Addendum No. 7 for pay item modifications.

**Question #123:** On Volume C, Drawing S2-221, we noted that micropiles 113–128, located beneath the proposed stairs for King Street Bridge Abutment 0, are not clearly designated. Could you please clarify whether these micropiles should be considered abutment piles or wingwall piles, given the differing loading requirements?

Additionally, we seek clarification regarding the classification of micropiles located at the back of the abutment, as this is also unclear. Could you please confirm which micropiles should be treated as abutment piles and which as wingwall piles?



**Response #123:** See Addendum No. 7 for modifications to sheet S2-222. Piles 113-128 are designated as stair wall piles. The piles will be noted in the table which should be for the wingwalls.

**Question #124:** Please provide clarity on station drainage scheme – including roof drains, connection to underground drainage from columns, connection to proposed trench drains, and connection to french drains. Please provide additional details, profiles, and sizing so Contractor can better understand design intent. Please confirm if underground roof drains and storm drains at the station work are cased or not.

**Response #124:** See Addendum No. 7 for sheet C-225 showing the connection between the french drain and trench drain collector pipe.

The existing wood canopy roof drains discharge into a collection pipe located beneath the existing platform. The size and construction of this pipe are currently unknown.

Under this contract, the Contractor is responsible for removing the platform and exposing the existing collection pipe without damaging it or the roof drain connections to this collection pipe. These connections- from the column roof drains to the collection pipe- must be preserved during platform demolition and remain undisturbed throughout construction.

There is no connection between the proposed roof drains (downspouts) and the proposed trench drains. The proposed roof drains discharge into a pipe, as shown in Detail 5 on Sheet A1-501. This pipe connects to the stormwater collection pipe for both the trench drains and the downspouts. See Sheets C-224, C-225, C-226 for details on the stormwater collection pipes.

The connections between the proposed roof drains and proposed french drains do not exist. The french drain is connected to the site's trench drain collector pipe, as shown on Sheet C-225.

**Question #125:** Will the owner be providing an Excess Material Placement Area per spec 31.20.10? Where is that area?

**Response #125:** There are no predetermined Excess Material Placement Area (EMPA) locations. If in coordination with CSXT during the project an acceptable location is identified, the Contractor may utilize that location under the terms of this specification. If no such location can be identified, the Contractor shall be responsible for hauling material to an appropriate CSXT approved disposal facility based on the type and condition of the material.

See Addendum No. 8, including revisions to Special Provision 08 regarding Contractor's related responsibilities.

**Question #126:** Specification Section 31 62 18 Article 1.3.A states "Geotechnical Report, including logs of soil borings as shown on boring location plan, shall be considered to be representative of in-situ subsurface conditions likely to be encountered on project site." Please provide direction regarding where the geotechnical reports may be located.



**Response #126:** See **Addendum No. 8** for the Geotechnical Data Report for the VRE Alexandria Station and Geotechnical Engineering Memorandum for the King Street and Commonwealth Avenue Bridge Replacements. Soil borings are included in the reports and on the plans.

**Question #127:** Drawing E1-003. Table shown mentions presence of 13 Proposed Pole Light. However, drawings show only 12 PPL, please advise which quantity to consider.

**Response #127:** See **Addendum No. 7** for modifications to E1-003. There are a total of thirteen (13) PPL items.

**Question #128:** Drawing E1-003. Table shown mentions presence of 9 Existing Security Cameras however drawings show only 8 ESC, please advise which quantity to consider.

**Response #128:** See **Addendum No. 7** for modifications to E1-003. There are a total of nine (9) existing cameras.

**Question #129:** Drawing E1-003. Drawings call out PLP-07 to the extreme left of the drawing. However, no description or quantity is mentioned in the legend for the same. Please provide direction as to what PLP-07 indicates.

**Response #129:** See **Addendum No. 7** for modifications to E1-003. PLP-07 is corrected to PPL-07.

**Question #130:** Specification Section 13 47 13. What Pay Item should the work associated with this specification fall under?

**Response #130:** Costs associated with Specification Section 13 47 13 are part of pay item 13 for electrical bonding and corrosion protection for station infrastructure.

Costs associated with Specification Section 13 47 13 are part of pay item 14 for electrical bonding and corrosion protection for bridge infrastructure.

**Question #131:** Sheet C-225 references a detail 2 on C1-229 and Sheet C-226 references a detail 3 on C1-229. There are no C1 sheets provided. Please provide the detail and C1 sheets (if needed).

**Response #131:** Please see **Addendum No. 7** for revised references on sheets C-225 and C-226.

**Question #132:** Sheet C-213 references a detail for "Temporary Pedestrian Crossing" over Tracks 1 & 0 on Sheet C-312, but sheet C-312 is not present in the plan set. Please provide Sheet C-312 and the detail.

**Response #132:** See **Addendum No. 7** for modifications to sheet C-213 referencing sheet C-239 for VRE Wooden Pedestrian Crossing Detail

**Question #133:** Sheets S2-202, S3-202. Will the abutments and walls at King St. Bridge and Commonwealth Ave. Bridge require pig seal treatment? If so, please provide the specifications and treatment requirements.



**Response #133:** See **Addendum No. 7** for modifications to sheets G-012 and S2-003 requiring damp proofing and waterproofing for the abutments.

**Question #134:** Walkway and Handrail details on King Street (Sheet S2-525) show walkway and handrail details for Bridge 1 and Bridge 2 (on the west side of both bridges), but the proposed section (Sheet S2-503) only shows the walkway on Bridge 2. Please confirm which sheet should govern.

**Response #134:** See **Addendum No. 7** for modifications to sheet S2-503 to show a walkway/handrail on the west side of both bridges.

**Question #135:** Drawing C-215 shows a ramp and landing at the east temporary platform that completes the connection from the temporary wooden platform to the existing concrete platform. There are no dimensions for the landing or ramp shown, please provide.

**Response #135:** See **Addendum No. 7** for modifications to sheet C-215 showing ramp dimensions.

**Question #136:** The drawings do not indicate the location or extent of the bird control system. Please clarify where the bird control is to be installed and if any specific layout is required.

**Response #136:** See **Addendum No. 7** for modified A1 series sheets showing bird control devices locations.

**Question #137:** Drawing A1-408 detail 2 shows the stainless steel guardrail post as a 'cast stone' curb. The drawings do not specify the stone material at this location. Please provide the stone material.

**Response #137:** See **Addendum No. 8** for Specification Section 03 45 00 - Architectural Precast Concrete.

**Question #138:** Bid Form Attachment G1 shows lines 9 Station Rehab - East Platform 10394 SF, line 10 Station Rehab - West Platform 10853 SF. (total 21247 SF). Based on our takeoffs of the contract documents, the platform areas appear closer to East 16172 SF and West 11130 SF (total 27302 SF). This is a 29% difference. Given VRE is treating platform rehab as a unit price and the quantities are so far apart which could lead to pricing variation, we recommend VRE treat lines 9, 10 Station Rehab East, West at lump sum.

**Response #138:** See **Addendum No. 7**.

**Question #139:** Would VRE consider moving their bid day 1 week? CSX shifted their 4th track bid day to the same day 8/26 which makes it extremely challenging to support both at the same time.

**Response #139:** See **Addendum No. 6**.



**Question #140:** Per plan sheet 20 of 426, C-001 Note #29 states: “a traffic control plan for construction detailing proposed control to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided”. Please provide these noted plans as they will dictate key bridge construction operations.

**Response #140:** Note 29 under City Standard General Notes on Sheet C-001 outlines the requirements for submitting a building permit application. VRE has already obtained an approved building permit from the City of Alexandria based on the plans included in the Invitation for Bids.

The Contractor is responsible for submitting the Maintenance of Traffic (MOT) plan referenced in Note 29 to the City staff identified in the same note. The plans issued for construction will be the “final site plan”.

**Question #141:** The drawings call out an INTER-TRACK FENCE but do not specify the type. Please confirm if this is intended to be a chain link fence.

**Response #141:** See Addendum No. 7 for chain-link fence detail for intertrack fence, generator enclosure fence, and condensing unit fence on sheet C-239. See Specification Section 32 31 13 - Chain Link Fences and Gates.

**Question #142:** A1-104 states to reference specs for new trash cans. Trash cans show to be new but no spec or detail has been provided. Please provide details or confirm trash cans are to be excluded by the prime.

**Response #142:** See Addendum No. 7 for modified A1 series sheets confirming benches and trash receptacles will be furnished and installed by VRE.

**Question #143:** Plan page XA1-106 states column covers are to be removed, preserved and reinstalled (typ of 14). A1-106 states new column covers are to be provided. Please confirm new column covers are to be provided and not reused.

**Response #143:** See Addendum No. 7 for revised A1 series drawings. All column covers on the West Platform only will be demolished and replaced to match the existing column covers.

**Question #144:** C-206 shows note 11 at the generator pad but Note 11 isn't provided in the keynotes. C-226 calls for a trench drain referencing 6/C-237 for a detail but detail 6 on C-237 isn't provided. It reads as if note 11 is to reference the trench drain. Please provide detail and specs as to what trench drain should be provided including the waterproofing and water management detail under the gravel/stone.

**Response #144:** See Addendum No. 7 for modifications to Sheet C-206 and Sheet C-226 to confirm the correct reference.



**Question #145:** C-204 calls for proposed stairs and walkway, west of the platform. No reference to a detail and no formal detail has been provided. Please confirm detail 7/C-238 is to apply to this stair and walkway.

**Response #145:** See Addendum No. 7 for modification to Sheet C-204.

**Question #146:** Sheet T1-104 notes a Knox Box but not specification is provided. Please provide details and specifications on what Knox Box is to be provided

**Response #146:** The Knox Box will be furnished and installed by VRE. The final location will be determined by the Fire Marshal.

**Question #147:** Can VRE provide the Geotechnical Report for the project? There are limited borings included in the bid package but the drawings refer to a Geotechnical Report. For a project of this size, the Geotechnical Report should be provided.

**Response #147:** See Addendum No. 8 for the Geotechnical Data Report for the VRE Alexandria Station and the Geotechnical Engineering Memorandum for the King Street and Commonwealth Avenue Bridge Replacements. Soil borings are also included in the plans.

**Question #148:** There appears to be conflicting requirements for the bridge deck waterproofing in the project plans. Specifically, on Sheet No. 64 of 426 (Drawing No. C-229) and Sheet No. 68 of 426 (Drawing No. C-233), there are several requirements in the notes section for the waterproofing to have a variable thickness of 1/8-inch to 1-inch, sloped toward drainage outlets (screenshot of notes attached).

**Response #148:** Sheet S2-002 provides a general overview of the bridge waterproofing. Sheets C-229 and C-233 provide detailed notes of the waterproofing for the respective bridge. These notes are complementary.

**END OF QUESTION AND ANSWERS- SET NO. 6**

