



INVITATION FOR BID (IFB) No. 020-019

CONSTRUCTION OF QUANTICO STATION IMPROVEMENTS

QUESTIONS AND ANSWERS

Below are questions VRE received as of July 13, 2020 at 1:00 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: RFP Section VI, Sub-section 07, page 72, references the work that is to be performed by the Contractor, is the 40% self-performance requirement expected from the General Contractor solely, or can it be derived through a teaming or partnering agreement?

Response #1: Forty percent (40%) of the total direct labor and total work-in-place under the Contract shall be performed by the Prime Contractor, whether it is one Contractor or various prime contractual affiliates, as in the case of a joint venture.

Question #2: The Drawing Index on the Cover Sheet lists drawings B-001 to B-011 for Engineering Geology, but they are not included in either Volume 1 or 2 of the Plans files. Please provide the missing drawings.

Response #2: See Addendum No. 3.

Question #3: Drawing TS-003 is labeled 4th Track East or West Side Alternate, and shows a West Option and an East Option. There is no mention of Alternates or Options on the Bid Form. Please clarify the intent of this drawing.

Response #3: The overhead pedestrian bridge towers and foundations depicted on Drawing TS-003 has been designed to accommodate a *future* fourth track on either the east or west side of the existing corridor. The intent of this depiction was to memorialize the design considerations and related geometry. There are no options related to this as part of the Project nor any work related to future fourth track construction. Therefore, it is not shown on the Bid Form.

Question #4: How is the SB participation rated in the award selection evaluation?

Response #4: While the Contractor is encouraged to utilize Small Businesses, including DBE and SWaM, when practical, Small Business Participation will not be rated as part of the bid evaluation/contract award process.

Question #5: The wage determination doesn't appear to include Painters please advise.

Response #5: See Addendum No. 3.

Question #6: IFB Section II (Procurement Schedule) – Due to the current logistical challenges, would VRE extend the bid date 3 weeks so the contractor can properly get subcontractors involved?

Response #6: The Bid Due Date was extended to July 30, 2020, no additional time has been provided.

Question #7: Is there liquidated or actual damages associated with this contract?

Response #7: See Addendum No. 3.

Question #8: Please confirm that flaggers will be provided by VRE and the cost will not be the contractors responsibility.

Response #8: Flagging protection will be provided by CSXT within the hours indicated in the Special Provisions and shall be coordinated by the Contractor with the local Employee-in-Charge. The cost of the flagging protection is not the responsibility of the Contractor, but the cost may be borne by the Contractor if Liquidated Damages are invoked.

Question #9: IFB Section IV Special Provisions – With the multiple stakeholders involved in the project (i.e Amtrak, CSX, VRE), which Standards should the contractor follow? Will multiple agencies be responsible for reviewing and approving construction process and submittals?

Response #9: The Plans and Specifications have been prepared considering Host Railroad standards. The Host Railroads has reviewed and approved the Plans and Specifications as provided. VRE does not anticipate that the Contractor shall have any subsequent interpretation of those standards. Should a conflict between the Plans and Specifications provided and Host Railroad Standards arise, VRE will provide direction to the Contractor. CSXT retains the rights to review and approve all submittals of work that has the potential to affect train operations and/or railroad infrastructure. All submittals shall be routed through the VRE's Construction Manager.



Question #10: IFB Section IV.02 Special Provisions – Work Hours – Will there be shutdowns or single tracks provided for special operations that would take an extended amount of time fouling the tracks?

Response #10: The Contractor shall arrange its operations to avoid interruptions to train operations. There will be no shutdowns or ‘single-tracking’ permitted. Where construction requires movement of materials or equipment over the track, the Contractor shall coordinate closely with the local CSXT Employee-in-Charge to arrange for such movements. Otherwise the Contractor shall plan to ‘clear-up’ labor and equipment for the safe passage of every train.

Question #11: Could VRE provide an estimated train schedule that would impact work within the foul zone so the contractor can properly bid and schedule the work?

Response #11: Both VRE and Amtrak schedules are publicly available for review and use by Bidders. These schedules do not account for freight train movements, which may pass through the site at any time. Based on the publicly available schedules, VRE estimates approximately 33 passenger trains per day. These schedules are published goals for arrival and departure times and may not be precise due to factors beyond the operators’ control. See the response to questions 21 and 22 below.

Question #12: Page 4 of the Bid Form states that work shall be Substantially Complete within 790 calendar days. Section V of the Contract, General Provisions, section 04 states that Substantial Completion shall be within 790 calendar days. Specification Section 011100 1.03 F 4 state "Contractor to provide beneficial use within 730 calendar days of NTP." Please clarify the required duration to Substantial Completion.

Response #12: See Addendum No. 3.

Question #13: Drawing G-009 shows work that must be completed by CSX before our work continues. A. Are phases II and III required to be complete in order for this contract to be considered Substantially Complete? B. How much time should bidders account for CSX conducting this work.

Response #13 A: The work will be considered substantially complete upon the successful completion, testing and acceptance of Phase I including CSXT trackwork for Proposed Track 3. The Contractor shall closely coordinate all work to inform CSXT well in advance of the anticipated completion of prerequisite work (track roadbed, the pedestrian bridge between Tower 2 and Tower 3) for CSXT work which may be performed concurrent to the Contractor’s completion of Phase I.

Response #13 B: VRE’s estimated project scheduled includes approximately 84 calendar days for the work to be performed by CSXT after Phase I.



Question #14: The IFB does not specify whether liquidated damages or actual damages will apply in the case of delays to the project. Will liquidated damages be VRE's sole and exclusive remedy for Contractor's delay, and will an addendum to the IFB be issued? If yes, what will the amount be per day?

Response #14: See Addendum No. 3.

Question #15: Section 13 of the IFB indicates that VRE will not be responsible for consequential damages under any circumstances. Can this provision be made mutual, such that Contractor will also not be liable for consequential damages?

Response #15: See Addendum No. 3. VRE has elected liquidated damages as the remedy for delay damages and thus would not seek any consequential damages as a result of delays.

Question #16: The drainage drawings reference sheets ESC-023, ESC-024 and ESC-025 for location of Drainage Structures. These drawings do not exist. Please add the sheets referenced.

Response #16: See Addendum No. 3. The reference should have been to ESC-001, ESC-002 and ESC-003.

Question #17: Sheets C-101, C-201, C-301 and C-501 do not show the full limits of the project. Both the north and south ends of the project limits are missing. Please add details for the full site.

Response #17: For limits beyond; refer to Project Overview Sheets and Track plans.

Question #18: Sheets G-008 and G-009 show temporary platforms. Please provide details for the temporary platform.

Response #18: See Addendum No. 3.

Question #19: How are the temporary platforms being paid? Temporary Platform is existing in-place.

Response #19: Payment for demolition of elevated temporary platform and the former ground level concrete platform slab below will be paid for under "Pay Item #4 Sitework [Site/Civil & Drainage]."

Question #20: Who builds the ballast retainer walls? If this contract, where does it get paid?

Response #20: Ballast Retainer Wall is in the contract and will be paid for under "Pay Item #7 Miscellaneous Trackwork Items."

Question #21: For insurance purposes, we need to know how many passenger trains pass



through the work zone per day and at what speed.

Response #21: Both VRE and Amtrak schedules are publicly available for review and use by Bidders. Based on the publicly available schedules VRE estimates approximately 33 passenger trains per day. These schedules do not account freight train movements, which may pass through the site on any track at any time. These schedules are published goals for arrival and departure times and may not be precise due factors beyond the operators' control. The Maximum Authorized Speed for passenger trains at this location is 55-mph.

Question #22: How many freight trains pass through the work zone per day and at what speed?

Response #22: CSXT train counts are not publicly available and freight trains may not operate on a routine schedule like passenger trains. VRE estimates that CSXT operates approximately 35 trains per day and the Maximum Authorized Speed for freight trains at this location is 55-mph.

Question #23: Are there slow orders in effect?

Response #23: Slow orders will NOT be imposed for the proposed construction. The work will be performed employing the Operating Rules of a 707 work authority and thus trains may pass through the work zone at Maximum Authorized Speed (MAS) once cleared through the work zone by the local Employee-in-Charge. The Contractor shall plan to 'clear-up' labor and equipment for the safe passage of every train.

Question #24: We note railroad protective insurance is required. Insurance carriers typically require the number of trains (broken out by freight vs passenger) per day. Please provide.

Response #24: Please see response to questions #21 and #22 above.

Question #25: On G-007 under Railroad Coordination, #4, states that CSXT may take up to 60 days to issue right of entry to contractor. Is this 60 days included within the Contractor's time of performance?

Response #25: This work (preparation, submittal and review) shall occur prior to Notice-to-Proceed and is thus not included in the prescribed Contract time. This work may occur concurrent to other pre-construction activities such as the work described in question #26.

Question #26: On G-007 under Railroad Coordination, #5, states that CSXT may take up to 45 days to provide flagmen. Is this 45 days included within the Contractor's time of performance?

Response #26: This work (preparation, submittal and review) shall occur prior to Notice-to-Proceed and is thus not included in the prescribed Contract time. This work may occur concurrent to other pre-construction activities such as the work described in question #25.



Question #27: If CSXT does not provide flagging services or cancels track access, does this constitute a Compensable Delay?

Response #27: The Contractor shall work in close coordination with the CSXT local Employee-in-Charge. For purposes of bidding, the Contractor shall assume the work hours provided in the Special Provisions. If, for some unexpected reason, flagging protection is not provided on a day that was scheduled with the Employee-in-Charge, then yes Compensable Delay may be considered.

Question #28: G-007, General Notes, #7, states that weekend and night work should be expected. A. What activities require night and / or weekend work? B. What will be the night / weekend work hours? C. Are noise permits required for night / weekend work? D. If yes, who is the AHJ for issuing said permits? What lead time do they require to issue permits?

Response #28 A: VRE anticipates that certain work, such as the final erection of the pedestrian bridge span(s) will need to be performed at ‘off-peak’ hours with the least number of trains. These times may come overnight, on weekends, or holidays.

Response #28 B: Overnight work hours will be determined by the work to be performed, applicable restrictions and conditions of any required permit.

Response #28 C: There may be restrictions imposed by either the Town of Quantico or Marine Corps Base Quantico. It is the responsibility of the Contractor to investigate the exact requirements, seek necessary authorization, closely coordinate the work, and obtain necessary permits.

Response #28 D: The Town of Quantico and/or MCBQ as predicated by their process, as applicable.

Question #29: G-007, General Notes, #16, states that Contractors shall be responsible for obtaining all permits ... that have not already been obtained by VRE. What permits are required and what permits will VRE provide?

Response #29: VRE will provide the Prince William County Site Permit and Building Permit. The Contractor shall obtain VPDES Construction permit (see Appendix A, Section 020115). The Contractor shall be required to provide information (such as Contractor’s License information) and retrieve the final / approved permit(s) from the County.

Question #30: G-007, Railroad Operations, #1 references track windows. What will the track windows be?

Response #30: Track windows refer to the time between trains. All work must be conducted without interruption to train operations. The Contractor shall plan to ‘clear-up’ labor and



equipment for the safe passage of every train. CSXT may (or may not) provide for longer windows of time for the Contractor to perform work, but this is at the sole discretion of CSXT and must be coordinated with CSXT.

Question #31: During the pre-bid meeting, VRE made a comment regarding the use of the EMPA first for temporary stockpiles. Please clarify this requirement. If material must be temporarily stored at the EMPA, must Contractor include the cost of protecting and amending the material to maintain its suitability for use?

Response #31: EMPA is area designated for permanent disposal of excess material excavated from CSXT property. Temporary stockpiles of materials shall be within staging/laydown areas as defined on the plans or areas obtained directly by the Contractor.

Question #32: Part A: Notes on G-010 indicate time of year restrictions within 660' of an eagle's nest. Please specify when NTP will be issued because this will have significant impacts on the sequence of operations in order to fit within the time of year restrictions. Also, what work, if any, can occur within the protection zone during the restricted time of year? Part B: May we at least deposit stockpiled / wasted material?

Response #32 A: No work can occur within protection zone during the restricted time of year. There is work that may be performed outside of the protection zone regardless of when NTP is issued.

Response #32 B: No work may occur in the designated area during the time of restriction.

Question #33: Regarding Section V, General Provisions, #43 Taxes, do permanent materials furnished by Contractor for this Project constitute being "purchased directly by VRE" and are thus exempt from State sales & use tax?

Response #33: No. Materials furnished by the Contractor for this project are not exempt from state sales and use tax.

Question #34: Please confirm that per specification 01 35 13 1.05 the required full time Safety Manager may have no other duties.

Response #34: As prescribed by the anticipated value of the work, the Safety Manager is a full-time position and must be dedicated to the Contractor's safety compliance. Based on the nature of this position and how VRE manages safety and security, this position may (and should) be responsible for the Contractor's security measures as well. It is expected that the Safety Manager will maintain direct communications with the CSXT local Employee-in-Charge and the Contractor's Superintendent.



Question #35: Specification 01 45 00 1.07.A.1 states "where services are indicated as Contractor's responsibility, engage a qualified testing agency..." Please confirm that VRE will hire the 3rd party special inspections and testing agent and that this cost is not to be paid by Contractor.

Response #35: To clarify, VRE has employed the services of a Construction Management Consultant who provides subconsultant *Special Inspections* services. The Contractor is responsible for all testing that is not consider Special Inspections and shall provide those services (a qualified testing agency) as part of the work.

Question #36: May the QC Manager and Alternate QC Manager (when performing the role of QC Manager) specified in 01 45 00 1.09 have other duties besides quality control?

Response #36: As prescribed by the anticipated value of the work, the Quality Manager is a full-time position and must be dedicated to the Contractor's Quality Control and Quality Assurance compliance. VRE envisions this individual will closely coordinate required QC submittals and all testing that is required.

Question #37: Is Contractor guaranteed access at any time to MCBQ? If not, does this constitute a compensable delay?

Response #37: VRE cannot and shall not guarantee the Contractor's access to MCBQ. It is the responsibility of the Contractor to seek all necessary approvals and clearances required to perform the work. VRE has identified what was known of these requirements at the time of the solicitation and it is incumbent on the Contractor to seek additional information and permissions as necessary for all employees, subcontractors and suppliers. Contractor delays as a result of access to the site will not constitute a compensable delay.

Question #38: Please confirm that Prince William County is the Authority Having Jurisdiction for all work on this Project. Is Contractor required to pay Trade Permit fees to the AHJ?

Response #38: Given that the project is wholly within Railroad Right-of-Way, Prince William County may have limited jurisdiction, but is the jurisdiction issuing permits. To VRE's knowledge, Prince William County does not require Trade Permit Fees.

Question #39: G-010 states that Phase 1 access license expires 12/31/2020. If access rights are not extended, what impact will this have on Contractor?

Response #39: VRE is currently working with both CSXT and MCBQ to ensure that these access rights are renewed and continue after 12/31/2020 until the completion of work.

Question #40: Drawing 53 of 202, Construction Sequence, Note 5 - Can temporary lagging be placed behind back flange of steel pile, left in place and annular space filled with #57 stone (or



similar) once precast lagging is placed full height?

Response #40: It will be permissible to install the temporary lagging behind the piles. The annular space between the temporary lagging left in place and the precast concrete panels shall be filled with a #78 Aggregate. Note 5 on Drawing 53 of 202 indicates that where practical, the temporary shall be removed prior to backfilling behind the precast concrete panels and all other temporary lagging shall be left in place.

Question #41: Referring to 31 50 00, 1.06, J, 1 - Can this determination be made based on project geotechnical information, or will the contractor be required to attempt to install sheet piling?

Response #41: The geotechnical information provided is sufficient to determine and substantiate that sheet piling may be employed. VRE anticipates the use of sheet piles for this application.

Question #42: We respectfully request bid due date and bid opening to be extended an additional two weeks, from July 30, 2020 at 2:00 PM EST to August 13, 2020 at 2:00 PM EST.

Response #42: The Bid Due Date was extended to July 30, 2020, no additional time has been provided.

Question #43: Sheet GC-001 shows Mill & Overlay on the West side of the tracks only. However, GC-002 shows Mill & Overlay on both sides of the tracks as well as the middle. Please show the limits of the Mill & Overlay on sheet GC-001 for all sections.

Response #43: The easternmost track crossing (Existing Track 2) is not in the contract and installation is anticipated to be completed by CSXT prior to the Contractor's work. Therefore the required overlay east side will be by CSXT. It is anticipated that when CSXT installs new Track 3 crossing and relocates Existing Track 3 crossing, the existing asphalt between the tracks will be removed for panel installation and will need to be replaced to match existing.

Question #44: Sheet C-301 (Drainage Plan) calls for Class IV RCP Pipe, but DR-002 (Drainage Descriptions) calls for Class V RCP. Please confirm what is required.

Response #44: See Addendum No. 3. Class V Pipe is required.

Question #45: Please confirm drainage descriptions 23-1, 23-3, 23-3 to 23-4, 23-4 and 23-5 have already been installed with associated toe walls that are required as noted on DR-002.

Response #45: Confirmed, these drainage items have been installed as part of previous project.

Question #46: On sheet DR-002 it states that 25-5 to 25-3 is a 6" Underdrain, but on sheet ESC-003 it is shown as a 12" pipe. Please confirm which is correct. It cannot be verified on the drainage plans because that entire area is missing.



Response #46: See Addendum No. 3. The pipe 25-5 to 25-3 is 6” non-perforated polymer coated corrugated steel spiral rib pipe.

Question #47: Drawing No. A-700 – Please provide the sizes and required materials for each sign. Architectural drawings and specifications don’t include this information.

Response #47: See Addendum No. 3.

Question #48: On sheet DR-002, the pipe profile shows a 10” underdrain connecting to Structure 24-1. Is this supposed to be 6” underdrain? There are no other details regarding 10” underdrain within the plans.

Response #48: The pipe under Proposed Track 3 from junction of the lateral 6” underdrains that run along the ballast retainer wall to Structure 24-1 is 10” non-perforated polymer coated corrugated steel spiral rib pipe.

Question #49: Please provide details for the proposed clock labeled on Sheet C-201

Response #49: The proposed clock will be provided by VRE (or Third Party). The Contractor shall provide foundation and power required for the proposed clock. For purposes of delegated design and construction, the Contractor shall consider Verdin Design Group Model 4K – Howard Replica as the basis of design. This work shall be included in Pay Item #4 – Sitework.

Question #50: How Exhibit B Intent to Perform as A DBE Subcontractor for a Contract Award and Exhibit C Evidence of Good Faith Efforts Form are to be submitted with our bid. Can Exhibit E Summary of Subcontractors/Subconsultants/Suppliers be submitted within 3 days of the bid and still be considered responsive?

Response #50: Bidders are required to submit Exhibits B and E as well as Exhibit C, if applicable, with their Bid Package.

Question #51: Pages 191-193 indicate fiber optic lines along existing track that will be exposed and undermined by the new excavation. Who will be responsible to move these lines?

Response #51: VRE is working in close coordination with CSXT for the removal, relocation, or protection of fiber optic lines in question prior to construction activities in this area.

Question #52: Storm line 24-2 to 24-3 runs under the VRE Station Parking lot. The depth is about 8’. Will we be able to use a trench box for this application?

Response #52: Use of a traditional trench box may (or may not) be permissible for this application. All Support of Excavation must be submitted for review and approval by VRE and



CSXT prior to use. Traditionally CSXT does not permit the use of trench boxes on their right-of-way.

Question #53: Please provide asphalt restoration details for the trench repair for this storm line.

Response #53: See Addendum No. 3.

Question #54: The drawings provide a schedule of minimum nail lengths, but also specifies that nails should be entirely within Permanent Easement. According to the position of the Permanent Easement shown in the cross-sections, many of the nails between Sta 8266+50 and Sta 8267+00 that comply with the minimum nail length will extend beyond the Permanent Easement. Please clarify which criteria has priority?

Response #54: The Contractor is responsible for designing the soil nail wall, including determining the required inclination angle and layout required such that the soil nails will be entirely contained within CSXT right-of-way or permanent easements and the soil nails will meet the minimum lengths shown on Drawing No. RW13-06 for the various station ranges. Based on an assumed inclination angle of 15°, the minimum lengths required will be within the Permanent Easement.

Question #55: In Cross-Section F-F shown in the geotechnical report, the fully softened Stratum C1 is shown and analyzed below the residual Stratum C1, whereas in Cross-Sections D-D and E-E this is shown the other way around (fully softened above residual). Is Cross-Section F-F labelled incorrectly, and if so, will this affect the length of nails used up-station of Sta. 8268+50?

Response #55: The elevations of Stratum C1 (Residual) and Stratum C1 (fully softened) in Cross-Section F-F are correct based on relevant boring log BH-04.

Question #56: The Electrical Communication and Equipment Plan (*see Drawing No. E-002*) provides a legend with the amount of removals, relocations, and new equipment needed, which has the following inconsistencies:

- a. Light Pole Removal is listed as 4 count in the legend but 2 are shown on the plan. Please advise correct count.
- b. Video Messaging System is listed as 4 count, but 6 are shown on the plan. Please advise correct count.
- c. Speakers are listed as 40 count – *see next numbered item*.

Response #56 A: See Addendum No. 3. Two (2) poles to be removed, one (1) to be removed and relocated and two (2) others to be turned 180 degrees.

Response #56 B: See Addendum No. 3. Six (6) is the correct number.

Response #56 C: See Addendum No. 3. Forty-two (42) is the correct number.



Question #57: The Electrical Landing Plan (*see Drawing No.'s E-201 to E-205*) shows speaker count as 41, the Electrical Communication and Equipment Plan (*see Drawing No. E-002*) shows the count as 45 – these extra four are accounted for between sections 13-20 on the latter but not shown on the former. Please advise correct count.

Response #57: See Addendum No. 3. Forty-two (42) is the correct number.

Question #58: The Electrical Landing Plan (*see Drawing No.'s E-201 to E-205*) shows total canopy light count as 80, providing an extra canopy light on elevator 1, not shown on the Electrical Communication and Equipment Plan (*see Drawing No. E-002*), which has a count of 79. Please advise correct count.

Response #58: See Addendum No. 3. Eighty (80) is the correct number.

Question #59: The Electrical Demolition Plan (*see Drawing No. E-102*) provides a note to upgrade the capacity of the existing 480V electrical service to 400A – is this for each of the four panels or sum-total?

Response #59: There is one (1) service from the utility company for all four (4) panels that require upgrading.

Question #60: Details 1,2 and 3 on sheet S-311 identify 1 – 8” Fiber Optic Cable Conduit (HDPE) and 2-4” Train Control Conduit (Schedule 40 PVC Pipe). Conduit details on page CSX-005 show 4-8” HDPE conduits for Fiber Optic Cable and 4-4” Schedule 40 conduit for Train Control pathways. These seem to conflict. Please address inconsistencies between the two drawings.

Response #60: The detail as shown is correct. VRE has negotiated this variance of the standard and received approval from CSXT.

Question #61: Referencing CSX Spec Section 020135: Signage, confirm that all signage material is provided by CSX (*shown in Architectural Drawing No. A-700*). If not, please provide additional detail for each sign required (e.g., dimensions, sheeting type, aluminum).

Response #61: See Addendum No. 3. The CSXT signage specification has no bearing on signs for the station. If relocation of CSXT signs (i.e. milepost sign, whistle post or similar) is required, then the CSXT Specification is applicable. Please see Specification 10-14-00 Signage and Sheet A-700 for additional information.

Question #62: On *Drawing No. E-001*, under Symbols, the Lighting Switches are shown to have indications of WP (weatherproof), M (horsepower rating), 3 (three-way), and/or K (key operated). However, in the electrical plan pages these indications are not used next to the symbol. Please advise if any of these apply to the lighting switch requirements.



Response #62: See Addendum No. 3. The symbolled noted were ultimately not used in the design. All switches are shown indoors.

Question #63: Where Electrical items are Furnished & Installed by Others (ex. VMS, TVM, Security Camera), is VRE installing the mounting methods (ex. anchors for TVMs, brackets for VMS, etc.)?

- a. The note for the VMS (*Drawing No. E-001, under symbols*) says “Video Messaging System Monitor (by others) with mounting bracket and cooler.” – is that cooler installed by VRE as well?

Response #63: VRE will provide and install the mounting equipment and related hardware for the VMS and Security Cameras. The new VMS system provided by VRE may (or may not) require a cooler. If required, VRE will install. VRE will provide the TVM base (not TVM) for the Contractor to install.

Question #64: Please clarify if and how liquidated damages would apply to the project.

Response #64: See Addendum No. 3.

END OF QUESTION AND ANSWERS

