



## INVITATION FOR BID (IFB) No. 021-005

### CONSTRUCTION OF ROLLING ROAD STATION IMPROVEMENTS

#### QUESTIONS AND ANSWERS

AS OF SEPTEMBER 1, 2020

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Below are questions VRE received as of September 1, 2020 at 3:00 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:** Is there any trackwork in this project?

**Response #1:** No.

**Question #2:** Can you explain the expected restrictions to contain the pedestrian traffic? Particularly when working on the rehabilitation scope of work.

**Response #2:** VRE anticipates two (2) points of access will remain in service throughout construction, at least one (1) of which must be ADA accessible. See Sheet C-601 for more information. Construction may require a temporary ADA accessible ramp (partial or full) or outdoor wheelchair lift during the rehabilitation of Stair #1. VRE would expect the use of barriers (e.g. fence) to restrict the movement of pedestrians into construction areas.

**Question #3:** Drawing G-004 note 3 seems to contradict Drawing C-601 note 9. Confirm if Norfolk Southern or the contractor is responsible for removing the existing asphalt crossing.

**Response #3:** Removal of the existing asphalt crossing at the north end of the existing platform will be by Norfolk Southern (NS). Fabrication and installation of the timber crossing is the responsibility of the Contractor.

**Question #4:** Drawing S-101 is unclear about which lines have caps of 9'6" long and 11'-6" long. Annotations (typ.) and (typ. Uno.) are confusing. Please clarify.

**Response #4:** There are no cap beams on the drawing with an overall length of 9'-6". The overall lengths of the cap beams are either 11'-6" or 15'-6". The 9'-6" dimension shown at Column Lines 1 and 12 reflect the dimension from the centerline of drilled shaft to the end of the cap beam (the end closest to the track); this 9'-6" dimension is typical for all twelve cap beams shown. All cap beams have an overall length of 11'-6" except where noted. The exception occurs at Column Lines 8 thru 11, which have cap beams with overall lengths of 15'-6" (see callout at Column Line 10).

**Question #5:** Provide full train schedule that stop at Rolling Road station.

**Response #5:** VRE's schedule is publicly available for review and use by Bidders and is provided as an attachment M see Addendum #2. The schedule represents published goals for arrival and departure times and may not be precise due to factors beyond the operators' control. The schedule does not account for Norfolk Southern train movements, which may pass through the site on any track at any time and in any direction. See the response to Question #29 for more information.

**Question #6:** Bidding documents do not seem to address how to manage the flow of pedestrians or train access during the rehabilitation work especially on the platform, canopy removal, existing ADA ramp. Please confirm expected restrictions, if applicable.

**Response #6:** See the response to Question #2.

**Question #7:** It is understood that 2 points of access must be maintained at all times, one of which must be ADA compliant. Can consideration be done to waive the ADA requirement outside of regular train hour periods?

**Response #7:** Access can be temporarily restricted outside of regular VRE train service hours after review and approval by VRE. Access can be restricted Monday – Friday after Train 332 leaves the station and must be restored 30 minutes before Train 325 arrives. On the weekend access can be restricted after Train 337 leaves the station on Friday and must be restored one hour before Train 322 arrives on Monday.

**Question #8:** What are the subgrade requirements for the standard concrete steps on drawing C-500?

**Response #8:** Subgrade below the standard concrete stairs shall be earthen fill compacted at +/- 2% of optimum moisture to at least 95% of maximum dry density per American Society for Testing and Materials (ASTM) D-1557 (modified Proctor).

**Question #9:** Is there a specific step layout that is required in coordination with drawing C-500?



**Response #9:** Width of the stair is 4'-0" with number of risers and landing spacing per Drawing C-201. The Contractor shall confirm the number of risers and landing spacing with final grades prior to construction.

**Question #10:** Provide an as-built of the existing fiber optic cable. Particularly its elevation underneath the proposed caps.

**Response #10:** Per Specification Section 01 11 00, Part 1.11 C - the Contractor shall "verify the horizontal and vertical location of all utility lines that may exist within the limits of new work...". At a minimum, a test pit to verify the depth and location of the existing fiber optic cable adjacent to each drilled pier location is required.

The utility company records indicate that the depth to the existing fiber optic cable ranges from 42" to 48" below existing grade.

**Question #11:** Drawing number E-112 General Note 5 States "Contractor shall reuse existing conduit and conductors embedded in slab". Page Columns from E-9 to E-2 show dashed lines for conduit. Can you clarify if this is new conduit or existing to be reused?

**Response #11:** Keynote 5 in full states: "CONTRACTOR SHALL REUSE EXISTING CONDUIT AND CONDUCTORS EMBEDDED IN SLAB. CONTRACTOR SHALL REPLACE EXPOSED CONDUIT. CONTRACTOR SHALL PROVIDE NEW WIRING FOR ALL DEVICES, FIXTURES, AND EQUIPMENT."

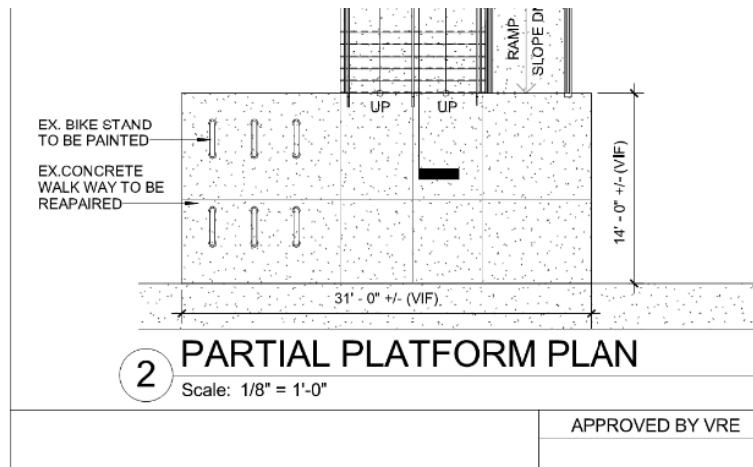
Dashed lines between Columns E-9 and E-2 on Drawing E-112 indicate new conduit routed below grade noted by Keynotes 6, 8 and 20 on E-112.

**Question #12:** Pay item 5 includes "removal of existing deteriorated sidewalk, sidewalk construction [...] curing and protection." However, neither drawing C-101 *Existing conditions and demolition plan*, nor C-601 *Suggested sequence of construction*, nor A-112 R *Existing platform rehabilitation plan* show the extent of the sidewalk demolition and reconstruction.

Can you confirm if this section of drawing A-112 R should read "to be replaced" instead of "to be repaired" and is the full extent of the sidewalk demolition and reconstruction scope of pay item 5?

Please also clarify existing and new sidewalk thicknesses or provide standard drawing.





**Response #12:** See Addendum No. 2. Updated Drawing A-112R, Partial Platform Plan 2, should read “to be replaced” instead of “to be repaired”.

The detail represents the full extent of the removal of existing deteriorated concrete sidewalk. See amended Drawing A-112R.

The typical sidewalk detail is provided on Drawing C-303. Assume an existing sidewalk thickness of 6-inches.

**Question #13:** Due to the number of projects currently out for bid, we request a 1 week extension for the RFI Cut-off date from Aug 28<sup>th</sup> to September 4<sup>th</sup>. This will allow time for the subcontractors to review the plans & specs and get questions submitted.

**Response #13:** See Addendum No. 1.

**Question #14:** IFB, Section VII Insurance Requirements, 02. Builder’s Risk Insurance requires the Contractor’s builder’s risk policy is to continue in force until delivery to and acceptance by the VRE Contracting Officer or his/her designated recipient. Builder’s risk insurance ends upon Substantial Completion or at the point the Work is put to its intended use by the Owner, whichever is earlier. Contractor seeks the below revision:

**02. BUILDERS’S RISK INSURANCE**

*Such coverage shall continue in force and effect until **Substantial Completion** delivery to and acceptance by the VRE Contracting officer or his/her designated recipient. . .”*

**Response #14:** Per General Provision No. 64, this solicitation precludes the submission of exceptions, conditions, qualifications or exclusions. The Bidder must respond to the solicitation as presented by VRE without alteration or exception.

**Question #15:** IFB, Section VII Insurance Requirements, 02. outlines the Commercial General Liability Insurance requirements including the limit of \$5 million per occurrence. This coverage is written on a “per occurrence” and “aggregate” limits basis. Please confirm the aggregate limit is \$5 million

**Response #15:** Confirmed.

**Question #16:** IFB, Section VII Insurance Requirements, 06.B.9 and Attachment K, Norfolk Southern Public Projects Manual, Special Provisions, 14.A.2.i lists the endorsements/forms that are not acceptable in regard to the Railroad Protective Liability policy to be issued to Norfolk Southern Railway, including any endorsements/forms not specifically authorized in item 06.B.8. Please be advised that carriers issue these policies with other standard endorsements, including the following:

- Economic and Trade Sanctions Condition Form
- Physical Damage to Property Definition Changes
- Limited Seepage, Pollution and Contamination Coverage Endorsement
- Cap of Losses from Certified Acts of Terrorism
- Asbestos Exclusion Endorsement
- Lead Exclusion Endorsement
- Silica or Silica-Related Dust Exclusion

Please confirm these are acceptable endorsements.

**Response #16:** Proof of insurance coverage is not required with nor shall be submitted as part of the Bid Package. VRE will work with the Contractor regarding insurance endorsements/requirements acceptable to NS, prior to award of a contract.

**Question #17:** IFB, Section 07. VRE Insurance Coverage Requirements states the Contractor must maintain \$5 million in umbrella liability coverage. This coverage is written on a “per occurrence” and “aggregate” limit basis. Please confirm the applicable aggregate limit is also \$5 million.

**Response #17:** Confirmed.

**Question #18:** IFB section 01 35 23 section 1.05 Safety personnel article B can be interpreted two ways: in case where the project does not meet the \$5,000,000 value, but where at least one of the 5 bullet points (bridge work above tracks, tunnel work over tracks, cranes greater than 50 tons, confined space entry, excavations greater than 4’) apply, confirm if the SSM must be on site at all times of the project or if the SSM must only be present when works involving such bullet points happen.

**Response #18:** See Addendum No. 2 for updated Specification 01 35 23.



**Question #19:** General Condition Item 43 references tax exempt status for materials purchased for the project by VRE. Shall the contractor exclude taxes on materials from their bid?

**Response #19:** No. Materials furnished by the Contractor for this project are not exempt from state sales and use tax.

**Question #20:** Bid Item #10 Stairs on Grade is listed as 216 SF of “Projected Tread Area” but the 37 treads x 4’w as shown on S-201 only equals 148 SF. If you add in the three 5’x5’ Landings, it comes to 223 SF of walking surface. How do the landings get paid for? Please clarify how this Bid Item will be paid for?

**Response #20:** See Addendum No. 2. See amended drawing G-003 quantity and pay item description has been adjusted to include the stair landings.

**Question #21:** Section 034100 Precast Struct Conc; para 2.11 Commercial Finishes, lists 8 different types of finishes for the concrete. Please clarify which type of finish is required for the precast platform slabs on this project?

**Response #21:** Section 2.11 of the Precast Structural Concrete specification lists the various types of Commercial Finishes. Section 2.11.H. indicates that a broom finish shall be applied to exterior concrete platforms that are used for public traffic. Further, it indicates that the broom finish must be applied immediately after float finishing. Float finishing is described in Section 2.11.E.

**Question #22:** Section 034100 Precast Struct Conc; para 2.3 – are the precast slabs required to have Prestressing Tendons per para 2.3, or can reg reinforcing bars be used per para 2.2?

**Response #22:** The use of prestressing tendons versus reinforcing steel is up to the Contractor as long as the requirements set forth on the contract drawings and specifications are satisfied (for example, the thickness of the platform slab must match what is shown on the drawings).

**Question #23:** Drawing A-803R please provide standard drawings (column C).

**Response #23:** See Addendum No. 2. See amended drawing A-803R; reference to standard drawings has been deleted.

**Question #24:** Several notes (column E) mention “as required throughout”. These are not shown on drawing A-801R. More generally, the sign inventory on drawing A-801R does not match the sign schedule on drawing A-083R. Please clarify.

Item #44 is for stations without parking lots, however, Rolling Road station has a parking lot. Confirm if this sign is required.



**Response #24:** See Addendum No. 2. See amended drawings A-802R, A-803R, A-804R. A-805R and A-806R for signage clarifications. The sign schedule on drawing A-803R has been coordinated with drawing A-801R.

**Question #25:** Plan sheets A-111 and C-601 call for reference of detail 1/A-451R for Stair 1. We have not found sheet A-451R in the drawings, can you provide the location or provide the drawing in an addendum?

**Response #25:** Drawing A-451R (Sheet 41 of 51) is included in the plan set posted on VRE's website.

**Question #26:** Is the Contractor responsible for payment of the Land Use Permit?

**Response #26:** The VDOT Land Use Permit has been paid for and obtained by VRE.

**Question #27:** Has VRE secured any other permits?

**Response #27:** VRE has secured the Land Disturbance and Stormwater Permit from Fairfax County; see "IV. Special Provisions" within the "Invitation to Bid" for the status of the Fairfax County Building Permit.

**Question #28:** Has full funding been secured for the project?

**Response #28:** See Section I, "Introduction To IFB" Provision No. 3 of the Invitation to Bid for the status of the Project Funding.

**Question #29:** What is the number of trains per day crossing within 50 lf of the construction work?

**Response #29:** 16 VRE trains (3 do not stop at the Rolling Road station) and 6 Amtrak trains which do not stop at the Rolling Road station. Also assume 1-2 NS trains a day. Additionally, see the response to Question #5.

**Question #30:** What are the hours that NSR trains operate on these tracks?

**Response #30:** See the response to Question #5.

**Question #31:** There are notes on dwg A-112R & A-451R at the existing Platforms and Conc Ramp about "Clean Stains and Patch Damaged Floor" but there are no quantities listed or any way to estimate the required repairs. There are similar notes the existing 4'w stair and sidewalk calling for repairs. How many SF of Conc Slab Repair and Conc Step Repair should we include in our bids? If you cannot provide us with quantities to bid on, I would recommend that you tell us an allowance amount to include in our bid for this repair work.



**Response #31:** See Addendum No. 2. See amended drawing G-004, which has been revised to add pay item 18 for “Concrete Surface Repair” and an estimated quantity for these repairs has been provided.

