

RFP Questions and Responses

STATUS DATE: AUGUST 20, 2015

Q#	Questions	WMATA Responses or Clarifications
1	I've reviewed your notice for this project and cannot quite determine if there is any actual track work to be performed. Could you provide some guidance on this issue? We also have a large fleet of hi-rail vehicles and track repair equipment that may be needed by other crafts in performing their work.	There is no laying of track. If you require further clarification - provide very specific work items so we can answer as accurately as possible.
2	Do you know who are the Prime bidders on this? Are the plans available?	WMATA does not have the plan holders list. Pre-Proposal Conference and Site Visits attendees list will be publicized on www.wmata.com before May 8, 2015.
3	We were unable to download the .dwg, .pc3 and .stb files from Volume 7 for this solicitation. Please advise.	Use Autocad software to download these files.
4	We are experts in refurbishment and design of metro systems. I am in Washington, today and tomorrow. Could I visit you tomorrow, at your convenience to discuss your refurbishment for Red Line at WMata.	Refer to http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304 for the information on Pre-Proposal Conference which represents a networking opportunity.
5	The solicitation lists the Preproposal as May 4 but does not give a time. Is it in the morning to allow time for the afternoon site visit? The solicitation says "Attendees shall bring PPE and an approved safety." Approved safety "what"?	Refer to the Synopsis following the link http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304
6	We could provide MBE/DBE trucking services for this project. What should I do in order to let the prime contractors know?	Refer to http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304 for the information on Pre-Proposal Conference which represents a networking opportunity.
7	I would like to obtain a copy of the bidders list for the above referenced project.	WMATA does not have the plan holders list. Pre-Proposal Conference and Site Visits attendees list will be publicized on www.wmata.com before May 8, 2015.
8	Is there an address for the site visit? 2) What day is the 2nd site visit scheduled for and what time?	Refer to the Synopsis here http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304
9	We are a DBE firm specialized in tunnel Ventilation and facilities Design. Is it possible that we could have a conference call today, so I can talk to you, so we can identify our chances and possibility of being a DBE to the awarded firm of this contract.	Refer to http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304 for the information on Pre-Proposal Conference which represents a networking opportunity.
10	It bid like 2 weeks ago and is supposed to start in June I believe?	RFP FQ15093 was publicized on April 16, 2015 and Proposals are due on June 19, 2015. Refer to SECTION 00100, REQUEST FOR PROPOSAL.

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11	Does this project have need for A/E design services, or have they been done already?	The Project requires A/E Services for Design-Build part of the Work. Refer to RFP Technical Specifications for design-build part of the Work in Volume 2 and to RFP Drawings for design-build part of the Work in Volume 3
12	<p>Please see below, these files contain errors and the files couldn't be downloaded. Could you please assist me with them?</p> <p>Volume 6 Parts 4 - WMATA Manual of Design Criteria-6.pdf Volume 7 - DWG To PDF (1).pc3 Volume 7 - WMATA Border_22x34-logo MD.dwg Volume 7 - WMATA Coversheet_22x34.dwg Volume 7 - WMATA Coversheet_22x34.txt Volume 7 - WMATA LOGO Coversheet.dwg</p> <p>.....</p> <p>Volume 7 - Aec Standard (1).stb Volume 7 - WMATA 2014 CAD Standards.pdf Volume 7 - WMATA Full Size.ctb Volume 7 - DC_License_Arch_Stamp.dwg Volume 7 - DC_License_PE_Stamp.dwg Volume 7 - MD_License_Arch_Stamp.dwg Volume 7 - MD_License_PE_Stamp.dwg Volume 7 - VA_License_Arch_Stamp.dwg Volume 7 - VA_License_PE_Stamp.dwg Volume 7 - WMATA LOGO Titlebk.dwg Volume 7 - WMATA Titleblock 22x34.dwg</p>	Use Autocad software and Adobe Acrobat Reader to download these files.
13	Could you kindly confirm if the pre-bid conference for the contract FQ15093 – Red Line Rehabilitation between Friendship Heights and Grosvenor is still on for Monday, May 4th? Much appreciate it.	Pre-Proposal Conference is on Monday, May 4, 2015. Refer to the Synopsis here http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304
14	Is there a pre-registration form to attend the pre-proposal meeting?	No registration forms required. Individuals that plan to attend the pre-proposal conference and site visit are requested to send an email by COB on April 30, 2015 to ggufranova@wmata.com with their name, company name, mailing address, telephone number and email address for each attendee. Refer to the Synopsis here http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304
15	Do we need to sign up or do we just show up?	Individuals that plan to attend the pre-proposal conference and site visit are requested to send an email by COB on April 30, 2015 to ggufranova@wmata.com with their name, company name, mailing address, telephone number and email address for each attendee. Refer to the Synopsis here http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304
16	The RFP does not discuss any LEED requirements. Please confirm none are required.	LEED requirements do not apply to this RFP.
17	The RFP does not discuss the need for a computational fluid dynamics (CFD) analysis. Please confirm if WMATA has already prepared one or if an analysis is not required.	A computational fluid dynamics (CFD) analysis is not required for this RFP.

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<p>18</p>	<p>The RFP indicates discusses VECPs, but the language seems to be geared toward a post award condition. Please confirm if VECPs are permitted prior to award and can include parts 1 through 4 of the RFP</p>	<p>Value Engineering Change Proposals (VECP) for this Project cannot be submitted with the Proposal for any parts of the work. The Proposer must adhere to the technical evaluation requirements as set forth in Section 00200 INSTRUCTIONS TO PROPOSERS. VECP can be submitted during the performance of the Contract in accordance with Section 00721 VALUE ENGINEERING INCENTIVE.</p>
<p>19</p>	<p>Specification 01111, section 1.04.A discusses the responsibilities of the Designer and indicates that the design, "...shall serve as the Architect of Record and the Engineers of Record for the project." Since the designs for Parts 1 through 4 have been prepared by others, it's assumed the Architect and Engineers of Record will only serve in those roles for Parts 5 and 6 or for any designs developed by the Designer. The original Designer for Parts 1 through 4 shall serve as the Architects/Engineers of Record for those parts.</p>	<p>Your assumption is correct.</p>
<p>20</p>	<p>No erosion and sedimentation control plans were provided with the RFP. Please confirm whether erosion and sedimentation control plans are required.</p>	<p>Depending on the Proposer's means and methods, erosion and sedimentation control plans may be necessary. The Proposer must comply with federal, state and local laws and regulations including the permitting jurisdiction. Examples of potential areas where Proposer's means and methods may deem erosion and sedimentation control plans necessary are for loading, offloading, and staging/lay down areas underneath the Grosvenor Aerial Structure and in the vicinity of the "Area near Portal" on MD RT355 SB. Refer to Clause 1.05 EROSION AND SEDIMENT CONTROL of Section 01570 TEMPORARY CONTROLS.</p>
<p>21</p>	<p>Specification 01111 section 1.04.E.1.a indicates that the Design Engineering Manager needs to be a Professional Engineer with a Graduate degree. None of the other key staff positions require a graduate degree. Please confirm if this is accurate or if an undergraduate degree along with the noted experience would be sufficient.</p>	<p>Amendment 1 will revise Clause 1.04.E.1(a) of Section 01111 DESIGN-BUILDER KEY STAFF to: "A registered Professional Engineer licensed to practice engineering in all jurisdictions where the Project will be constructed, shall have a graduate or undergraduate degree in engineering with a minimum of 15 years' experience in design and design management of complex multi-discipline projects in the transit industry".</p>
<p>22</p>	<p>Specification 01111 section 1.04.E.1.a indicates that the Design Engineering Manager needs to be a Professional Engineer. On similar projects where a multidisciplinary approach is required for the construction of building/station components, an Architect often leads the design team. Please confirm this position needs to be a professional engineer and cannot be a licensed Architect.</p>	<p>The Design Engineering Manager needs to be a Professional Engineer as stated in Clause 1.04.E.1(a) of Section 01111 DESIGN-BUILDER KEY STAFF. A Licensed Architect is not an acceptable substitution for this requirement.</p>
<p>23</p>	<p>Specification 01112 identified stormwater management (for example see section 1.06.D.1.c). None of the design plans show any stormwater management facilities or calculations. Please indicate where this is anticipated as it's not clear from the RFP documents.</p>	<p>The design for Parts 1-4 does not provide for storm water management since the assumption is the Proposer would disturb less than the threshold for requiring storm water management. The Proposer shall comply with federal, state and local laws and regulations including the permitting jurisdiction. Refer to Clauses 1.06.D.1.(c); 1.06.E.1(c); 1.06.F.1(c) of Section 01112 DESIGN AND PROGRAM REQUIREMENTS.</p>
<p>24</p>	<p>Specification 01112 indicates it's only applicable to Parts 5 and 6 of the RFP. 1.06.D.4.c indicates the need for a traffic impact analysis. Parts 5 and 6 do not appear to need a traffic impact analysis. Please confirm an analysis for each location is required.</p>	<p>The proposer shall comply with all the federal, state and local laws and regulations including the permitting jurisdiction. Refer to Clause 1.02 of Section 01112 DESIGN AND PROGRAM REQUIREMENTS.</p>

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25	Specification 01112 section 1.06.D.5.j lists the need for public meeting presentation materials. How many public meetings are anticipated for the project?	Public meeting presentation materials will not be required for this RFP. Clause 1.06.D.5.(j) of Section 01112 DESIGN AND PROGRAM REQUIREMENTS will be revised in Amendment 1.
26	Is the Design-Build team expected to participate in any public meetings?	Refer to Section 00893 COMMUNITY OUTREACH
27	Specification 01570 section 1.08 discusses Construction Noise Control. How often does the contractor need to take a measurement to confirm compliance with the indicated noise levels.	Noise level measurement frequency and intervals must be performed in accordance with local jurisdictional ordinances and codes and in accordance with federal, state and local laws and regulations. Refer to Clause 1.08 of Section 01570 TEMPORARY CONTROLS.
28	In the contract specifications, under Section 01110 – Summary of Work for Bethesda Station (p 263 of PDF) the table states for the Mezzanine Structure that the concrete above the mezzanine metal deck is future work not in this contract. Under Section 01112 - Design and Program Requirements (p 291 of PDF) the General Structural statement of work includes the design of the mezzanine composite slab. Under section 6K the slab is also included. Please clarify the extent of the contact in regards to the mezzanine slab.	Table 01110-01: "Summary of Option 1B Construction" of Section 01110 SUMMARY OF WORK will be revised in Amendment 1. The structural slab concrete above the mezzanine metal deck is required to be constructed as part of this RFP. The topping slab and tiles above the structural slab shall be designed under this RFP but will be constructed under a future contract. Refer to Clause 1.07.C(2) of Section 01112 Design and Program Requirements.
29	Note 4 on sheet T-E-100 states to replace deteriorated cable supports and clean cables from calcification build up. However, this designation is called out where only one activity specifically is mentioned. Should supports be replaced and cables be cleaned everywhere Note 4 is called out?	Note 5 on drawing T-E-100, Note 4 on drawings T-E-101 through T-E-108 and Note 6 on drawing T-E-109 state to replace deteriorated cable supports and clean cables from calcification build up. Specific length of tunnel locations for these notes are marked, however to quantify numbers of cable supports and areas of heavy calcification build up removal, WMATA will issue a revised Section 00434 PRICE PROPOSAL SCHEDULE in the future Amendment. These items will be changed from a lump sum item to unit price items with estimated quantities.
30	Per the schematic diagram for load centers on drawing no. T-E-500, the spacing between load centers is approximately 800'. On drawing no. T-E-105, there is a load center at ~407+87 with the next load center at ~421+93. Please advise whether or not another load center shall be added.	Volume 3 "RFP Drawings for construction part of the Work and RFP Drawings for design-build part of the Work" include reference drawings (as built) Rockville Route Drawing No. FA11-E-10 & M334-158 (PDF Page #404 of 723) of this tunnel area and show an existing Load Center at Sta 415+96. This Load Center is not shown on Drawing T-E-105 at Sta 415+96 which is an error/omission in the RFP Drawings for construction part of the Work. This existing Load Center at Sta 415+96 is to be replaced as part of this Work and is to be included in Proposer's quantifications for replacement. Revised drawing T-E-105 will be issued in the future Amendment.
31	Only 1 of the reference plans on sheet T-E-001 is included in the documents, can you please provide the others	Reference drawings listed on sheet T-E-001 are missing from Volume 3 "RFP Drawings for construction part of the Work and RFP Drawings for design-build part of the Work". Reference drawings listed on sheet T-E-001 will be provided in Amendment 1.
32	Note 17 on sheet A10-E-001 references sheet MM-A-E26, this cannot be found in the contract documents, please provide this plan sheet.	Drawing MM-A-E26 is missing from Volume 3 "RFP Drawings for construction part of the Work and RFP Drawings for design-build part of the Work". Drawing Numbers MM-A-E21, E22, E24, E26, E29 will be provided in Amendment 1.
33	Should ETS A111 be located on the next tunnel wall west on sheet T-E-105?	ETS A111 shall be located on the next tunnel wall west on sheet T-E-105. Revised drawing T-E-105 will be issued in the future Amendment.

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34	Please provide the reference plans listed in construction note 27 on sheet T-E-001	Reference plans listed in construction note 27 on sheet T-E-001 are missing from Volume 3 "RFP Drawings for construction part of the Work and RFP Drawings for design-build part of the Work." Reference plans listed in construction note 27 on sheet T-E-001 will be provided in Amendment 1.
35	Please verify whether the recessed ETS's are supposed to be replaced or not from sheet T-E-100 to T-E-113.	All ETS's (ETS Box#83 through Box#156) are to be replaced per plan note 4 on drawing T-E-100, plan note 3 on drawing T-E-101-108, plan note 5 on drawing T-E-109, plan note 2 on drawings T-E-110-111-112, plan note 1 on drawing T-E-113. All ETS boxes are identified with a legend however some drawings do not mark reference note number, refer to details on sheet T-E-501 for the ETS box numbers associated with which specific mounting configuration.
36	Would you please let me know where I can view bid doc's for the Red Line Metrorail system from Friendship Heights to Grosvenor- Strathmore Station project?	The RFP can be found at this link http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304
37	There seems to be something wrong with the link we received on Friday to download the RFIs. I was able to open it on Friday, but not any more, can you please re-send it?	All RFIs will be posted on http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304 Direct link for RFIs as of 5-1-2015 is: http://www.wmata.com/business/procurement_and_contracting/solicitations/uploads/RFI%205-1-2015.pdf
38	We are a Post-Tensioning (PT) supplier and installer based in Sterling, VA. Our bonded PT system has been widely utilized in the US on highway, railway and heavy civil applications. We are currently approved with the Florida DOT, which is the leading and most stringent specification for PT systems. Our system would meet section 03380 of these specifications. We are requesting that WMATA list Freyssinet as an alternate pre-approved PT system on this project in addition to the 3 other systems already listed (VSL, SDI, DSI). See pages 14 and 15 of section 03380 of the technical specifications.	Clause 2.02 of Section Section 03380 Post-Tensioned Concrete will be revised accordingly in Amendment 1 to include your company in the list of pre-approved companies to provide post tensioning systems for this Project.
39	Can you also tell me if the bid date has changed?	WMATA plans to issue an Amendment within 15-20 business days that will revise the dates for Weekend Single Tracking Access and Total Shutdown Access, i.e. clause 1.07.1 (1), (2) of Section 01141 ACCESS TO SITE and will revise Proposal due date to about July 24, 2015 in Section 00100 Request for Proposal to Volume 1 Contract Specifications.

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<p>40</p>	<p>Can WMATA consider having a two DBE goal formula for this RFP? The design portion should have a separate DBE goal in itself and the construction portion should have a DBE goal also by itself. This is a huge job and it allows for a goal on both portions and give Black, minority and women DBE more opportunities. Can the WMATA DBE office check with the US DOT FTA office about why and how the Miami-Dade County Florida government used a Black goal on the "Earlington Heights Station" back during the Cuban influx the early 80's? That federal grant recipient was allowed to have a Black DBE goal during this period and I believe that WMATA can also apply for such usage of a Black DBE goal on this and other WMATA projects due to white women DBE firms receiving more work that Black DBE firms. The State of Md who receives USDOT funding allows for a MBE goal let's say of 15% then they break that goal out into let's say 10% for African Americans and 5% for Women. If it is legal for Maryland to break out goals into race/gender categories and parts of the WMATA system are in Md., then why can't WMATA use the same principle? Will WMATA risk Management office re-consider using a Wrap Around Insurance program for this contract. It is a big help for subs and makes the primes job easier?</p>	<p>Currently, WMATA sets an overall DBE goal on a contract by contract basis. Design-Build is not an exception. WMATA follows FTA and DOT rules and regulations for setting DBE goals. Please refer to http://www.wmata.com/pdfs/business/DBE%20Methodology%207.30.2013.pdf for clarification. WMATA does not currently have in place a "Controlled Insurance Program" (CIP).</p>
<p>41</p>	<p>Here is the message I get (see below) when I try to download the Volume 7 material from the RFP on the WMATA web site. Can you help with this?</p>	<p>Files were reposted on www.wmata.com. Autocad software must be used to view Volume 7 material.</p>
<p>42</p>	<p>We are a certified DBE contractor, supplier as a regular dealer .I would like a pre bid list if possible for we can reach out to the GC to offer our service to them as a DBE</p>	<p>WMATA does not have the plan holders list. Pre-Proposal Conference and Site Visits attendees list is publicized on www.wmata.com. The list can be downloaded from http://www.wmata.com/business/procurement_and_contracting/solicitations/uploads/FQ15093%20PreProposal%20and%20Site%20Visit%20Attendees.pdf</p>
<p>43</p>	<p>I am unable to download the following Volume 7 files: Volume 7 - DWG To PDF (1).pc3; Volume 7 - WMATA Border_22x34-logo MD.dwg Volume 7 - WMATA Coversheet_22x34.dwg Volume 7 - WMATA LOGO Coversheet.dwg Volume 7 - Aec Standard (1).stb Volume 7 - WMATA Full Size.ctb Volume 7 - DC_License_Arch_Stamp.dwg Volume 7 - DC_License_PE_Stamp.dwg Volume 7 - MD_License_Arch_Stamp.dwg Volume 7 - MD_License_PE_Stamp.dwg Volume 7 - VA_License_Arch_Stamp.dwg Volume 7 - VA_License_PE_Stamp.dwg Volume 7 - WMATA LOGO Titlebk.dwg Volume 7 - WMATA Titleblock_22x34.dwg When I tried to download these files, I received an error message that stated "Failed – No File". I am able to view these type of files, but it appears that they are not linked to the hyperlink on the WMATA site.</p>	<p>Files were reposted on www.wmata.com. Autocad software must be used to view Volume 7 material.</p>
<p>44</p>	<p>My question to you is when is the potential start date for job completion as well as referring to your documents, what's the next course of action needed by to abide by contract produce.</p>	<p>Refer to Section 00103 Project Solicitation Schedule to Volume 1 Contract Specifications. If you intend to submit a Proposal, please refer to the RFP on all the WMATA requirements http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304. If you intend to work as a Subcontractor, you will need to contact the potential Proposers. List of Pre-Proposal Conference and Site Visit Attendees can be downloaded from this link http://www.wmata.com/business/procurement_and_contracting/solicitations/uploads/FQ15093%20PreProposal%20and%20Site%20Visit%20Attendees.pdf</p>

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45	Could you kindly send us the pdf copy of the volume 7 you just posted? In the field office we do not have the AutoCAD software to access this. Thanks and much appreciate the help.	Autocad Files in Volume 7 are needed for Design work during the performance of the Contract in order to comply with WMATA Computer-Aided Drafting (CAD) Standards Manual. If you intend only to view the files, Autocad Viewer can be used.
46	Please provide as-built information regarding the existing roof and skylight construction for Grosvenor-Strathmore Station Canopy and Mezzanine Roof	Refer to Amendment 1.
47	Section 02220, Section 3.01 Demolition states to salvage granite platform edge slabs and deliver to location designated by the Authority. However Section 4415, Section 3.02D indicates we are to reuse as much of the stone as possible. Please clarify WMATA's intent for the Granite.	Clause 3.02.D of Section 04415 GRANITE will be revised in Amendment 2 as follows: " <i>Remove all existing granite edge stone from platform in accordance with Section 04415 and replace all with new granite edge stone per Section 04415 and the Contract Drawings. Salvage all granite edge stone where possible for WMATA future maintenance use and load, transport and unload salvaged granite edge stone as indicated by the AR to WMATA facility within the vicinity of Metrorail system. Remove and dispose of damaged granite edges.</i> " Clause 3.01.C of Section 02220 DEMOLITION will be revised in Amendment 2 as follows: " <i>Salvage granite platform edge slabs where possible and glass lenses load, transport and unload salvaged granite edge stone as indicated by the AR to WMATA facility within the vicinity of Metrorail system. Remove and dispose of damaged granite edges.</i> "
48	Volume 1, Specification 01110.1.02.I.4.a states "Remove and salvage granite edges if not damaged and return to Authority. Remove and dispose of damaged granite edges. Provide new granite edges for the length of the platform." Drawings Sheets M1272 -144 and 145 show individual damaged granite pieces to be replaced. Is it the intent of the authority for the contractor to furnish only the pieces of granite shaded on said sheets or to furnish all new granite for the complete station?	Clause 1.02.I (4) of Section 01110 SUMMARY OF WORK will be revised in Amendment 2 as follows: " <i>Remove granite edge stone from platform in accordance with Section 04415 and replace with new granite edge stone per Section 04415 and the Contract Drawings. Salvage all granite edge stone where possible for WMATA future maintenance use and load, transport and unload salvaged granite edge stone as indicated by the AR to WMATA facility within the vicinity of Metrorail system. Remove and dispose of damaged granite edges.</i> " Revised sheet M1272-144 and 145 will be provided with the future Amendment. Volume 1, Clause 1.02.I.4(e) of Section 01110 SUMMARY OF WORK will be deleted in Amendment 2.
49	Contract Drawing M1272-114, MOT for Aerial retrofit. The plans state that for piers A5376 and A5403, the barrier will be moved as needed each day to allow for work to be performed on the piers. The work for these piers will require extended lane closures over several days. Is this acceptable?	Drawing A13-C-103 (M1272-114) remains unchanged. Refer to Clause 1.04 of Section 01550 MAINTENANCE OF TRAFFIC, ACCESS, AND PARKING and Drawing A13-C-001 (M1272-110).

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<p>50</p>	<p>Specification 03214.1.06.A states "Do not start concrete paver work unless the ambient temperature of the area in which the work occurs is at least 50°F and rising, and is maintained at not less than 50°F without interruption while the work is being done and for at least three days after completion of setting and grouting the concrete paver and granite aprons." Specification 04415.1.07.A.2 states "Erection and pointing of granite when ambient temperature is below 50F and or tending to fall below 50F is prohibited." Many of the allowable weekend closures are anticipated to occur during temperatures which fall below this level. Can WMATA modify this limit to facilitate installation during the designated weekend RSA's?</p>	<p>Clause 1.06.A of Section 03214 REPLACEMENT OF QUARRY TILE WITH CONCRETE PAVER, Clause 1.07.A.(2) of Section 04415 GRANITE remain unchanged.</p>
<p>51</p>	<p>Spec Section 3110, Part 3 Execution, 3.01 I. states that the formwork/falsework shall be tested by preloading with a load equal to 1.25 times the weight of the wet retrofit concrete. Please confirm this is a single load test and not for each individual pier.</p>	<p>Per Clause 3.01.I of Section 03110 CONCRETE FORMWORK "Formwork and falsework for retrofits over adjacent roadways with vertical clearances less than 20' shall be tested..." This Clause remains unchanged.</p>
<p>52</p>	<p>Volume 1, Section 01110, Table 01110-01: Summary of Option 1B Construction. This table indicates, under the Mezzanine Structure, that the Concrete above the mezzanine metal deck is included in future work, to be completed by others. Please confirm that this contract includes no CIP concrete on the mezzanine structure.</p>	<p>Refer to WMATA response to Question No. 28</p>
<p>53</p>	<p>Volume 1, Section 01110,1.02F2. This note indicates a coating application for the Structure Rehabilitation. Please confirm that this coating references the waterproofing coating at the Medical Center Station passageway and no coating inside the tunnel for this part of work is required. (Part 2 includes the crossover waterproofing).</p>	<p>Refer to Drawing A10-S-400 (M1272-030).</p>
<p>54</p>	<p>On drawing no. A10-E-101, the part number for the 4' LED fixture is for a 2' LED fixture. Please verify that the lights in the Medical Center Crossover are 4'.</p>	<p>4' LED fixture is required.</p>
<p>55</p>	<p>On drawing no. T-E-107, should the fixture at 472+95 be an emergency light?</p>	<p>Drawing T-E-107 will be revised in the future Amendment to note the fixture at 472-95 must be an emergency light.</p>
<p>56</p>	<p>Per spec section 01141 Access to Site section 1.07 I 1&2, it states that the single track and total shutdown access is from 1000 feet north of Friendship Heights Crossover to the north end of Grosvenor platform. Are we to assume that all the work performed between the Friendship Heights platform and the crossover will have to be performed during non-revenue hours during the week? Please advise if the shutdowns can include this area.</p>	<p>Yes, all the work performed between the Friendship Heights platform and the crossover will have to be performed during non-revenue hours during the week. Shutdowns cannot include this area.</p>
<p>57</p>	<p>Please clarify what type of cable should be run between the load centers in the tunnel. Sheets T-E-100 thru T-E-109 shows a homerun cable of (2/C#10+1#10G). Details on sheet T-E-500 shows a (480/277V, 3PH, 4W Multiple ALS conductor cable. The existing breakers that feed the load centers are 3P 100A with a trip of 30A. Please advise.</p>	<p>Provide 2/C#10+#10G from load center to adjacent junction box. From Junction box provide 3/C#10+#10G cable to power source. Consecutive load centers connected to the same 3/C cable shall be alternately connected to two of three phases (A-B, B-C, C-A, etc). T-E-100 to T-E-109 and T-E-500 will be revised in a future Amendment.</p>

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<p>58</p>	<p>Section D, Schedule Compliance, of the Technical Proposal requires Offerors to "Provide both a risk register and a risk analysis in PDF format." Will these attachments count against the 25-page limit?</p>	<p>A Risk register and risk analysis will not count in the 25 page restriction. Refer to future Amendment 2.</p>
<p>59</p>	<p>Section E, Safety, of the Technical Proposal requires Offerors to provide: - Copy of the organizational Health and Safety Program to be followed by the Contractor and all Subcontractors. - Copy of organizational Temporary Fire Protection Plan to be followed by the prime contractor and all subcontractors.</p> <p>Does the COUNTY expect a summary narrative of these plans and their relevant features? Or does the COUNTY expect Offerors to provide these plans in full? If a full-text copy is required, does it count against the 30-page limit?</p>	<p>The Proposer shall check with County what their requirements are. The Proposer shall comply with all the federal, state and local laws and regulations and comply with the requirements of the Solicitation. FACTOR 5 SAFETY will be revised in Amendment 2 to add: Copy of the organizational Health and Safety Program to be followed by the Contractor and all Subcontractors and Copy of organizational Temporary Fire Protection Plan to be followed by the prime contractor and all subcontractors will not count in the 30 page restriction.</p>
<p>60</p>	<p>Please clarify if a Graduate Degree is required for the Key Staff position of Design Engineering Manager as indicated on page 2 of Section 01111, or if a Undergraduate Degree will suffice for this project.</p>	<p>Refer to Amendment 1 and WMATA response to Question No. 21.</p>
<p>61</p>	<p>Drawing T-E-001, General Note 23 states to replace existing cable supports on every channel where cables are located in "heavy calcification areas or where cable supports are broken". Plan drawings T-E-100 thru 113 do not indicate the quantity of cables nor do they indicate the size of the cables in these areas. In order to provide accurate pricing, please provide the quantity and size of cables? If that amount of detail cannot be provided, please provide an average quantity and size?</p>	<p>Refer to WMATA response to Question No. 29.</p>
<p>62</p>	<p>Drawing's T-E-100 thru 113 show the IB and OB Load Centers being fed using 2/C #10 w/ 1 #10 ground single phase 3 wire circuit. As built drawings (refer to as built dwg's FA11 - E4 and E6) show existing load centers as being fed using 3/C #10 w/ 1 #10 ground three phase four wire circuit. The 2/C #10 cabling indicates the new Load Centers (see corresponding new RFP drawing T-E-106) as being fed by a single phase 480v circuit in both the IB and OB tunnels, whereas the existing load centers are being fed by a three phase 480v circuit in both IB and OB tunnels. The existing load centers are connected alternately as follows, first load center connected to A & B Phase the next load center to B & C phase and the last load center to A & C phase. Additionally the typical load center detail on new RFP drawing T-E-500 shows the load centers connected to 3 phase 4 wire circuit. Please clarify which circuiting method is to be utilized?</p>	<p>Provide 2/C#10+#10G from load center to adjacent junction box. From Junction box provide 3/C#10+#10G cable to power source. Consecutive load centers connected to the same 3/C cable shall be alternately connected to two of three phases (A-B, B-C, C-A, etc). T-E-100 to T-E-109 and T-E-500 will be revised in a future Amendment.</p>
<p>63</p>	<p>Drawing T-E-105 - Please confirm the need for additional Load Centers at Approximate Station Location 415+96? Bethesda Reference drawing FA11-E-10 (Part of the Volume 3 reference drawings) shows existing Load Centers at this location.</p>	<p>Refer to WMATA response to Question No. 30.</p>

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64	Drawing T-E-107 - Same as above , Please confirm the need for additional Load Centers at Approximate Station Location 476+35? This is based on Load Centers being located approximately 800' +- apart.	Load Centers are required at Sta. 476+35. Drawing T-E-107 will be revised in the future Amendment to mark the Load Centers requirement at 476+35.
65	Drawing A10-E-101 Sheet No. M1272-049, construction Note 4 states to test all existing to remain and relocated speakers for correct operation and to repair or replace as required. As this is competitive bid and operability and condition of equipment is not known prior to bid, please confirm that bidders shall include only cost for testing of existing to remain and relocated speakers and that costs associated with repair or replacement will be handled through the contract modification procedures?	This is a competitive RFP type of solicitation. Proposer shall not include any price for replacements of speakers. The Design-Builder shall test the existing speakers prior to disturbing. Any repairs to non-functional speakers will be done by WMATA prior to Design-Builder relocating the speakers. The Design-Builder shall be responsible for testing the existing to remain and relocated speakers at the conclusion of the work. Note 4 on Sheet M1272-049 will be revised accordingly in the future Amendment.
66	Drawing S-500 Sheet No. M1272-032 shows the "Type 7" detail on the method of replacement for the vertical unistrut support located in the tunnel . Defect repair table drawings S-601 thru 605 do not indicate where Type 7 repairs are to be made. Are we to assume that areas identified on the tunnel electrical drawings (T-E-100 thru 113) where cable support straps are to be replaced is where the unistrut is be replaced? If not, please provide the quantity and location of the Type 7 repairs?	Refer to WMATA response to Question No. 29. Type 7 Detail on Drawing S-500 provides detail to replace deteriorated cable supports and clean cables from calcification build up. Specific length of tunnel locations for these notes are marked. To quantify numbers of cable supports and areas of heavy calcification build up removal, WMATA will issue a revised Section 00434 PRICE PROPOSAL SCHEDULE in the future Amendment. These items will be changed from a lump sum item to unit price items with estimated quantities.
67	Drawing T-E-001 - Reference Drawings indicated on this drawing and Note 29 have not been provided with the exception of FA11-E-32. Please provide the remaining referenced drawings?	Refer to WMATA response to Question No. 31. Reference Drawings are provided with Amendment 1.
68	Drawing A10-E-001 Note 1, T-E-001 Note 2, and A11-E-001 Note 1 all indicate the contractor shall coordinate work hours with the WMATA AR. Please confirm work hours shall be as specified in specification 01141 Access To Site?	Work hours shall be as specified in Section 01141 ACCESS TO SITE. General Requirements - Division 1 takes precedence over RFP drawings per Section 00802 ORDER OF PRECEDENCE.
69	The following drawings and notes call for Unit Pricing to be provided. The bid form does not provide line items for unit pricing. Several of the items would be very difficult to provide a single unit price for as the sizes might vary, or the work hours times might vary requiring different material or labor costs. Please confirm unit prices are not required as part of this proposal. a. Drawing A10-E-001, Note 15 b. Drawing T-E-001, Note 17 c. Drawing A11-E-001, Notes 16, 18, 19, and 20	Unit pricing requirement will be deleted from: a. Drawing A10-E-001, Note 15 b. Drawing T-E-001, Note 17 c. Drawing A11-E-001, Notes 16 in the future Amendment. Additional clarification and revised notes will be provided in the future Amendment for c. Drawing A11-E-001, Notes 18, 19, and 20.
70	The following drawings and notes call for Power Wires to be RHW-2 Low Smoke, Zero Halogen. Please confirm Power Wiring also needs to comply with specification 16120 as compliance with specification 16120 requires custom manufactured wiring with large minimum order quantities and lead times of as much as 24 weeks? a. Drawing A10-E-001 Note 16 b. Drawing T-E-001 Note 19 c. Drawing A-11-E-001 Note 17	The Design-Builder shall comply with Specification Section 16120 WIRE, CABLE, BUSWAYS and Drawing Notes.
71	Drawing A10-E-001 Note 17 references drawing MM-A-E26 which was not provided. Please provide?	Refer to WMATA response to Question No. 32. Reference Drawings are provided with Amendment 1.

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72	Drawing T-E-001 Note 27 references drawings MM-A-E21, E22, E24, E26, and E29 which were not provided. Please provide?	Refer to WMATA response to Question No. 31. Reference Drawings are provided with Amendment 1.
73	Drawing A-10-G-102 Note 1 calls for the existing cables to be relocated to 15' above the existing safety walk. Please provide cable quantities and sizes to be relocated? Additionally, please confirm cables can be spliced for purposes of relocation?	Note 1 on Drawing A-10-G-102 will be revised in the future Amendment and additional drawings will be provided. Splicing of cables will be permitted for certain types of cables, refer to the future Amendment.
74	Drawing A11-E-501 Note 2 calls for existing cables within conduits being replaced to be replaced from end to end without splice. These cables could be a variety of cables with large variances in pricing and without this information it's impossible to provide a price. Please provide cable quantities, sizes and lengths, or as-built drawings which we can use to determine for pricing?	Note 2 on Drawing A11-E-501 will be revised to state in part: "Relocate or replace conduits and cables which are within 24" from the platform edge. Temporary relocation or replacement of other cables and conduits under the platform edge until the platform replacement/rehabilitation work is complete is at the discretion of the Design-Builder provided that the Design-Builder complies with the requirements of the Solicitation .
75	Drawing A11-E-001 Key Notes 1 and 2 call for the bidder to test existing wiring and repair or replace as required. As this is competitive bid and operability and condition of wiring is not known prior to bid, please confirm that bidders shall include only cost for testing of existing wiring and that costs associated with repair or replacement will be handled through the contract modification procedures?	This is a competitive RFP type of solicitation. Proposer shall include price to disconnect and connect wiring for Pylons and Dioramas. Proposer shall not include pricing for replacing wiring of home runs for the Pylon and Dioramas. The Design-Builder shall test the functionality of fixtures of Pylons and Dioramas, any repairs to make those functional will be done by WMATA. The Design-Builder shall be responsible for testing the fixtures at the conclusion of the work. The Notes on Drawing A11-E-001 will be revised accordingly in the future Amendment.
76	Please clarify mezzanine parapet railing required in Part 6 - New South Mezzanine at Bethesda Station. Note 4 on drawing A09-A-102 indicates to provide precast concrete mezzanine parapet walls with bronze railing. Please confirm that the design builder is to furnish and install this bronze railing.	The Design-builder is to furnish and install bronze railing. Refer to Clause L. Part 6 - Bethesda Station New South Mezzanine Design-Build (Option 1B) of Section 01110 SUMMARY OF WORK, in part "Construct, test and commission all elements of the new south mezzanine ..."
77	Please clarify Montgomery County requirements related to Part 6- New South Mezzanine at Bethesda Station. Note 26 on drawing A09-A-102 indicates structural loading shall comply with Montgomery County requirements. Please confirm that Montgomery County requirements do not apply to Part 6 design. Please confirm that Montgomery County permits, inspections, and code reviews do not apply to Part 6.	WMATA will issue a future Amendment removing any reference to Montgomery County requirements on drawing A09-A-102.
78	Please clarify the mechanical, electrical, and communication rough-in requirements related to Part 6- Option 1 B for construction of the New South Mezzanine at Bethesda Station. Please confirm that the scope of work under Option 1B does not include any mechanical, electrical, and communications sleeves, junction boxes, raceways, pipes, or rough-in to be incorporated in the new work for future work not in this Contract.	WMATA will issue a future Amendment clarifying the mechanical, electrical, and communication rough-in requirements.

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<p>79</p>	<p>Please clarify the elevator and escalator rough-in requirements related to Part 6- Option 1 B for construction of the New South Mezzanine at Bethesda Station. Please confirm that the scope of work under Option 1B related to the elevators and escalators does not include any electrical, and communications sleeves, junction boxes, raceways or rough-in to be incorporated in the new work.</p>	<p>WMATA will issue a future Amendment clarifying rough-ins required for the elevators and escalators. The Designer -Builder shall design, furnish and install conduit for all systems required to connect the elevators and escalators to the Communication Room, Kiosk and any other spaces as required by WMATA criteria. These requirements are noted as follows: Pertinent mechanical specifications and criteria are Standard Specification Section 14200 Hydraulic Elevators, Standard Specification Section 14300 Heavy-Duty Escalator and WMATA Manual of Design Criteria, Section 14 Mechanical, paragraph 14.11 Escalators and paragraph 14.17 Elevators. Pertinent Communications specifications are Standard Specification Section 16732 COMMUNICATIONS - FIRE ALARM, DETECTION AND NOTIFICATION SYSTEM, Section 16733 KIOSK SYSTEMS, 16866 INTERFACE CRITERIA AND RESPONSIBILITIES and WMATA Manual of Design Criteria, Section 27.27.5.5 KIOSK SYSTEM. Pertinent Electrical specification is Standard Specification Section 16130 RACEWAYS, BOXES AND CABINETS.</p>
<p>80</p>	<p>Section 01111 - Summary of Work includes Table 01110-01: Summary of Option 1B Construction. The second to last row indicates that "Functions and systems on the new mezzanine" are Future Work and not in contract. Please confirm that this includes all lighting, systems, etc that are above the metal panel ceiling below the Mezzanine.</p>	<p>WMATA will issue a future Amendment noting the requirements for the 1B work versus the future. All work required to be installed within the new mezzanine framing between the mezzanine top of the structural slab and the finish ceiling above the platform are part of the 1B work as noted in the response to RFI 78. Systems and functions above the top of the structural slab are future work but all rough-ins need to be incorporated into the 1B construction. In addition, the Amendment will address adding the permanent mezzanine lighting to match the north mezzanine lighting.</p>
<p>81</p>	<p>RE: Dwg. M1272-192, 194, and 196 as well as Spec Section 01112 1.07-C.4.k (page 15). Several elements across the referenced drawings are defined as being NIC, not in contract. However the specification section would seem to suggest that they are part of the work to be constructed in this contract, FQ15093. Please advise if any of the shown on the referenced plan sheets is part of this contract.</p>	<p>Clause 1.07.C4 of Section 01112 DESIGN AND PROGRAM REQUIREMENTS covers design requirements for the mezzanine. Refer to the RFP documents in its entirety, the entire new mezzanine is to be designed and only the specified portions are to be built.</p>
<p>82</p>	<p>On the WMATA Red Line Phase 1 FQ8143, photographs were provided by WMATA to help define the scope. For Red Line Phase 2 FQ 15093, please provide photographs for the areas where WMATA has not provided access, for example, under the platform at Bethesda Station, etc.</p>	<p>WMATA will provide photos of the under the platform area in the future Amendment.</p>
<p>83</p>	<p>Reference Volume 1 Contract Specifications: Factor 1 Past Performance states the Proposer shall demonstrate it had completed a least two (2) Design Build projects of similar size and complexity within the last five (5) years. Will WMATA accept current projects that are Substantially Complete or nearing completion to fulfill this requirement?</p>	<p>FACTOR 1 PAST PERFORMANCE will be revised to include current projects that are Substantially Complete to fulfill this requirement. Details of what Substantially Complete means will be provided in Amendment. 2.</p>
<p>84</p>	<p>Reference Volume 1 Contract Specifications: The qualifications for Safety Superintendent require the individual to have both a degree in engineering and be a Certified Safety Professional (CSP). There are many qualified CSP's that do not have an engineering degree, but meet all of the other requirements of the position. Will WMATA consider dropping the requirement for the Safety Superintendent to have both an engineering degree and CSP?</p>	<p>Clause 1.05.D.5(a) of Section 01111 DESIGN-BUILDER KEY STAFF will be revised in Amendment 2 to delete the requirement for an engineering degree.</p>

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85	Please confirm that section 14.11.14 of the WMATA Manual of Design, which states the structural supports of the escalators should be designed for a factor of safety of 5, is applicable at the Bethesda South Mezzanine. Specifically, does this apply to the supporting structural steel, and if so, how?	Paragraph 14.11.14 of Section 14.11 ESCALATORS of the WMATA MANUAL OF DESIGN CRITERIA is applicable to the Design work for The Bethesda South Mezzanine. A factor of safety of 5.0 shall be applied to the supporting structures and their connections that directly support escalator loads.
86	Section 03371, Part 3.01B and the MDE Discharge permit require extensive testing for pressure washing discharge water. Does WMATA have any existing test data for similar operations that can be made available to the contractors for this pressure washing activity?	WMATA does not have any existing test data for similar operations that can be made available to the contractors for this pressure washing activity.
87	Sheet M1272-146, note 14 states "Re-install dispatch office over new pavers." This statement conflicts with drawing M1272-151, note 2 which states "Dispatch office to remain in place during work." Please confirm drawing M1272-151 shall supersede.	Sheet M1272-151, Note 2 shall supersede Sheet M1272-146, Note 14. Sheet M1272-146, Note 14 will be revised in the future Amendment.
88	Sheet M1272-125, detail entitled "Removal of Deteriorated Concrete" calls out piers A5324 and A5366. If unsound concrete is found at other piers, please confirm that additional compensation will be paid for this additional work.	Sheet M1272-125, detail entitled "Removal of Deteriorated Concrete" remains unchanged.
89	Sheet M1272-103, it appears that the CAD line work is missing from the elevation views. Please issue a new drawing.	CAD line work will be added in the future Amendment in Sheet M1272-103.
90	During the weekend RSA's, can the contractor continue work activities during the escort shift change? If not, what times will shift changes occur and how long should the contractor assume operations will be suspended during the exchange?	The Design-Builder can expect to work during the shift change. However, time from Saturday 00:30 to Monday 03:30 equals 51 hours. WMATA took into account 3 hours for miscellaneous disruptions including shift changes and stated that Hours of Work during Weekend Single Tracking Access and Total Shutdown Access makes up 48 hours. Refer to Table 01141-01, HOURS OF WORK.
91	Sheet M1272-020, At station 466+48 indicates North Drive Shaft & Adit. Please clarify/define what is an Adit?	The term will be revised in the future Amendment to "Exit Shaft EA-01".
92	Sheet M1272-105, Dwg 10-FP-102, please advise if the new 4" Dry Standpipe to be installed over this existing tracks is to remain in place?	Notes will be added to Drawing 10-FP-101 (M1272-105) in a future Amendment.
93	Drawing A10-E-101, Construction Key Note #4 refers to the existing speakers in the mezzanine ceiling at the Medical Center Station. The note states "repair or replace in-kind if required." Can the Authority quantify the number of existing speakers that will need to be replaced?	Refer to WMATA response to Question No 65.
94	Drawing T-E-001 lists reference drawings for nine TBS / TPSS substations. Will the Authority provide these drawings to the bidders?	Refer to Amendment 1.
95	Drawing T-E-001, General Note #27 refers to five electrical maintenance maps: MM-A-E21, MM-A-E22, MM-A-E24, MM-A-E26 and MM-A-E29. Will the Authority provide these drawings to the bidders?	Refer to Amendment 1.

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<p>96</p>	<p>Drawing T-E-009, At Pooks Hill Traction Power Substation, there are many ETS cables that need to be installed to the tunnel. Can the Authority confirm the number and size of the usable, existing ETS conduits that traverse from the tunnel, then under Rockville Pike to the TPSS?</p>	<p>Design Builder shall refer to reference drawings listed on Drawing T-E-001 for A11 TPSS Pooks Hill</p>
<p>97</p>	<p>Drawing T-E-009, Plan Note #2 blue light power supply wiring to be tested and replace wiring if defective. Does the Authority have a maximum amount of wiring that the bidder should anticipate replacing?</p>	<p>Currently all the blue lights are functional, WMATA does not anticipate that replacement wiring will be necessary. However Drawing T-E-009, Plan Note #2 remains unchanged.</p>
<p>98</p>	<p>Drawing T-E-500, Typical Schematic Diagram for Load Centers and Receptacles states the installation of 480Y/277V, 3 Phase, 4W ALS cable (4 Wires) to feed the load centers. Drawing T-E-100 (Typical) shows load centers circuited with 2/C#10+#10G (3 Wires). Please clarify what configuration of cabling is required.</p>	<p>Provide 2/C#10+#10G from load center to adjacent junction box. From Junction box provide 3/C#10+#10G cable to power source. Consecutive load centers connected to the same 3/C cable shall be alternately connected to two of three phases (A-B, B-C, C-A, etc). T-E-100 to T-E-109 and T-E-500 will be revised in a future Amendment.</p>
<p>99</p>	<p>Drawing A11-E-201, Key Note #6, directs the replacement of globes and lamps on the existing light fixtures at Grosvenor- Strathmore Station. There is an entire existing light fixture missing under the mezzanine canopy. Will the Authority provide this fixture?</p>	<p>WMATA will furnish the fixtures under the mezzanine canopy, however, the Design-Builder will be responsible for installation. Key note #6 on Drawing A11-E-202 will be revised in a future Amendment.</p>
<p>100</p>	<p>Specification section 01141 Access to Site, Hours of Work. Can work in the AC switchgear rooms at the ends of the station platforms, TBS/TPSS rooms and communications rooms be performed during revenue and non-revenue hours with prior approval?</p>	<p>With prior approval from COR, work in the AC switchgear rooms at the ends of the station platforms, TBS/TPSS rooms and communications rooms may be performed during revenue and non-revenue hours dependent on the nature of the work.</p>

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<p>101</p>	<p>Please provide clarification how to include the additional pricing on the proposal for the following construction notes: a. 1. Sheet A10-E-001 note 15. "Contractor must include unit price for labor during WMATA non-revenue hours" b. 2. Sheet T-E-500 Detail B. "Provide non-metallic FRE cable clamps as an alternate in base bid" Sheet A11-E-001 note 19. "Unit cost for communication wiring: contractor's bid shall include replacing all wiring under platform overhang. Provide unit cost for each type of cable found under platform overhang. The WMATA AR may direct the contractor to re-route some cables in lieu of replacement. Unit cost will be used to determine amount of deduct from contractor's bid price" c. 3. Sheet A11-E-001 note 20. "Unit cost for branch circuit wiring: provide unit cost for replacing lighting and receptacle branch circuit wiring found defective"</p>	<p>a) Refer to WMATA response to Question No. 69. b) For b, Sheet T-E-500 Detail B "Provide non-metallic FRE cable clamps as an alternate in base bid" is to be under a future amendment. Sheet A11-E-001 note 19 will be revised in a future Amendment to state: 19. TO ACCOMMODATE PLATFORM STRUCTURAL REPAIR WORK, TEMPORARILY RELOCATE EXISTING UNDER PLATFORM CABLING, CONDUIT AND WIRING LOCATED WITHIN 24 INCHES OF PLATFORM EDGE AND ANY OTHER CONDUIT AND WIRING THAT MAY INTERFERE WITH STRUCTURAL WORK TO TRACK BED BELOW PLATFORM OVERHANG. PROTECT RELOCATED WIRING DURING STRUCTURAL REPAIR WORK. REINSTALL RELOCATED CABLING, CONDUIT AND WIRING BACK TO ITS ORIGINAL LOCATION UPON CONCLUSION OF STRUCTURAL WORK. MAINTAIN CONTINUITY OF SERVICE FOR ALL CABLING AND WIRING TO ALL CONNECTED DEVICES AND SYSTEMS AT ALL TIMES. c.) 3. Sheet A11-E-001 note 20 will be deleted under a future Amendment.</p>
<p>102</p>	<p>Per note 2 on sheet A11-E-501, if the conduit needs to be replaced, please clarify if that work is limited to one (1) stick of conduit.</p>	<p>Refer to WMATA response to Question No. 74.</p>
<p>103</p>	<p>Is it WMATA's intent to use the unit pricing noted on sheet A11-E-001 note 19 to perform the wiring replacement work included in construction note 2 sheet A11-E-501?</p>	<p>Refer to WMATA response to Question No. 74.</p>
<p>104</p>	<p>Can the drawing files be released in an AutoCad format?</p>	<p>WMATA will issue CAD files to the Design-Builder after Contract award.</p>
<p>105</p>	<p>Will WMATA issue additional pictures of the Crossover work location (Part 2)? Pictures of existing utilities and both South and North tunnel walls would be much appreciated.</p>	<p>Pictures of crossover work location (Part 2) and Pictures of existing utilities and both South and North tunnel walls will be provided as part of a future Amendment.</p>
<p>106</p>	<p>Reference sheet No M1272-011. The Power washing notes indicate to Powerwash tunnel from Station 306+00 to 509+98. The sections given starting on sheet M1272-023 start power washing at station 309+24. Please clarify the correct starting station for this work.</p>	<p>The crossover ends at 308+74 on the north side and adding the 500 feet buffer for the train movement at the crossover, the power washing shall begin at chain marker 309+28 on the low or inbound side. Both M1272-011 and M1272-023 will be revised in a future Amendment</p>
<p>107</p>	<p>Reference sheet No M1272-011. We are directed to clean all signage and station markers in the tunnel. Does WMATA have an asbuilt of the signage in the tunnel or can we include a given quantity of signage/mile of tunnel? Please</p>	<p>Tunnel and ROW Signage as builds drawing will be provided in a future Amendment.</p>
<p>108</p>	<p>Reference sheet No. M1272-033. The notes for the Type 6 repair state to see specification 03720 for measurement and payment. This specification excludes reference to Type 6 repairs. Please provide updated specification for repair?</p>	<p>Sheet No. M1272-033 notes for the Type 6 repair are incorrect and will be revised in a future Amendment.</p>
<p>109</p>	<p>Reference Section 03371, Part 1.01. Can WMATA please provide referenced SSPC-SP 12 Surface Prep Specification? It is our understanding that this method has been withdrawn and replaced with NACE WJ-1,2,3 and 4.</p>	<p>Replace SSPC SP-12 with SSPC-SP 13/NACE No. 6, Surface Preparation of Concrete. Section 03371 Part 1.01 will be revised in a future Amendment.</p>

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<p>110</p>	<p>Reference Section 03720, Part 3.05. Can WMATA please provide referenced SSPC-SP 6 Commercial Blast Cleaning Specification ?</p>	<p>SSPC and NACE standards are available from the organization. An excerpt from the SSPC website is "A commercial blast cleaned surface, when viewed without magnification, shall be free of all visible oil, grease, dust, dirt, mill scale, rust, coating, oxides, corrosion products, and other foreign matter, except for staining as noted". SSPC-SP 6 NACE No. 3 Commercial Blast Cleaning can be downloaded at http://www.sspc.org/sspc-sp-6-nace-no-3-commercial-blast-cleaning.html/.</p>
<p>111</p>	<p>Drawing T-E-001, Note 24 indicates new tunnel lighting fixtures are to be installed and operational prior to removal of the existing tunnel lighting fixtures. Note 27 indicates to use existing electrical sleeves for connecting electrical rooms to tunnel. Please confirm there is sufficient spare capacity in the existing electrical sleeves to install the new feeder cabling prior to removal of the existing feeder cabling</p>	<p>The existing lighting circuits and the new lighting circuits do not need to be functioning in parallel; however the cutover to the new lighting circuit must be completed within one work shift. In some cases it may be necessary to remove the existing lighting circuit cables in order to make sufficient room within the sleeves for the replacement cables. Additionally refer to Drawing T-E-001, Note 25.</p>
<p>112</p>	<p>Specification 01110 Summary of Work, section 1.02-F.3.c states to test the existing ETS control wiring and relay panels located between the tunnel portal and Grosvenor station and replace as required. Drawings T-E-109, Note 2 states to test existing Blue Light power wiring and replace wiring found defective. Drawing 2 T-E-110 through T-E-112, Note 1 states to test existing Blue Light power wiring and replace wiring found defective and Note 2 states to test existing control wiring and communications wiring and replace wiring found defective. As this is a competitive bid and bidders have no way of knowing what wiring will be found defective, please confirm bidders shall include costs for testing only and that replacement of devices and wiring found defective will be paid for through the contract modification procedures</p>	<p>This is a competitive RFP type of solicitation. Remove and replace all existing emergency trip stations (ETS's) and blue lights in or adjacent to the Roadway, and remove and replace the relay panels in the TBS and TPSS. Blue light power supply, ALS control wiring, and 25 pair communications cable is existing to remain except as follows. Test existing wiring and replace wiring found defective. Existing ETS boxes, blue lights, and communications are currently functional and WMATA does not anticipate the need to replace any of the Blue light power supply, ALS control wiring, or 25 pair communications cable. Should cables be tested defective, AR will provide direction. Drawings T-E-109 to T-E-112, Note 2, will be revised in a future Amendment.</p>

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<p>113</p>	<p>The Bethesda Station Contract drawings (FA11) were provided as part of the reference documents and allow the bidder to determine cable routing through and around the tunnel vent shafts at the Bethesda Station. These areas can necessitate extensive additional cable and routing methods. Please provide the Medical Center (FA12) and Friendship Heights (FA10) contract drawings so we are able to determine this same information for their associated tunnel vent shafts, fan shafts, pumping stations, etc.</p>	<p>Applicable FA11 and FA12 as build drawings will be provided as part of a future Amendment.</p>
<p>114</p>	<p>Specification 01110 Summary of Work, section 1.02-1.1.j notes to provide replacement globe light fixtures for missing or defective lights and to test existing light fixtures and repair or replace as required. As this is a competitive bid and bidders have no way of knowing what wiring will be found defective, please confirm bidders shall include costs for testing only and that replacement of devices and wiring found defective will be paid for through the contract modification procedures. Additionally if quantities are provided for fixtures to be replaced and included, please provide fixture type and catalogue information for pricing purposes. The RFP documents currently only include the part number for the globe.</p>	<p>All globes and luminaires shall be replaced under this work. WMATA will provide missing fixtures to the Design-Builder to install. Any defective wiring will be addressed by WMATA. Testing is required by the Design-Builder. Specification 01110 Summary of Work, section 1.02-1.1.j will be revised in a future Amendment.</p>
<p>115</p>	<p>Sections 01110 and 01112, and the RFP drawings for Part 5, indicate to concrete fill and abandon in place existing roof drains and install new downspouts. Please provide mezzanine and platform elevations for existing / as-built conditions.</p>	<p>Refer to RFI # 46</p>
<p>116</p>	<p>Will the date for proposal questions be extended? There are some questions that have risen upon review of Amendment 1. Also, we had previously submitted several questions that have yet to be answered. Will there be another group of RFI answers posted soon?</p>	<p>Per the note on http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304 posted on July 2, 2015 the Proposal due date is extended to August 14, 2015. Proposal due date will be revised in Amendment 2. RFI answers will be provided as soon as the responses are determined.</p>

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117	Are all RFI's confidential to each team?	All RFIs are shared publicly on www.wmata.com together with WMATA responses. Names of companies asking questions are not publicized.
118	Please confirm the Contractor is only required to obtain permits for the Design/Build scope of work items and not the Bid/Build scope of work items.	Refer to Section 00706 PERMITS AND RESPONSIBILITIES in VOLUME 1, CONTRACT SPECIFICATIONS.
119	Please clarify what permits are required for work in WMATA's system and on WMATA property?	WMATA does not issue permits for work on WMATA property and facilities, however per the RFP documents various approvals are required from the CO and/or COR/AR to perform the Work. In addition, the Design-Build elements Parts 5 and 6 may require jurisdictional permits where applicable. Refer to Section 00706 PERMITS AND RESPONSIBILITIES in Volume 1 Contract Specifications and Paragraph 1.04 SUBMITTALS of Section 01141 ACCESS TO SITE in Volume 1 Contract Specifications.
120	Please confirm if the FAR is applicable to this project. If only portions of the FAR are applicable please confirm which specific sections are applicable. Additionally, are the FAR regulations regarding prompt payment applicable? Does the contractor have the right to stop work for non-payment?	<p>WMATA as a grantee follows Federal Transit Administration (FTA) regulations. Per FTA Circular C4220.1F "THIRD PARTY CONTRACTING GUIDANCE" Federal Acquisition Regulation. "The Federal Acquisition Regulation (FAR), 48 CFR Chapter 1, does not apply to federally assisted procurements, absent Federal laws or regulations to the contrary. In the case of FTA programs, FAR Part 31 cost principles apply to grants and cooperative agreements with private for-profit entities. Audits of A&E services listed in 49 U.S.C. Section 5325 must be carried out under FAR Part 31 cost principles. In other circumstances, in the absence of specific guidance for federally assisted projects, other FAR standards might prove useful if the recipient's circumstances are suitable for application of a specific FAR provision under consideration. One major exception concerns at this time concerns the "simplified acquisition threshold." In this matter, FTA is taking the position that the FAR clause 2.101 definition of "simplified acquisition threshold," which was increased from \$100,000 to \$150,000, does not apply to FTA's federally assisted programs absent specific guidance from the Office of Management and Budget (OMB) or DOT, which we have not received as of February 2011. Instead FTA is continuing to use the dollar standard of the underlying original statute, establishing the simplified acquisition threshold, 41 U.S.C. Section 403(11), referred to in the Common Grant Rule for governmental recipients. But when Federal regulations or guidance is issued, FTA will implement it appropriately."</p> <p>FTA requirements regarding prompt payments to contractors and subcontractors may be found in the USDOT DBE rule at 49 CFR Part 26, specifically §26.29 — What Prompt Payment Mechanisms Must Recipients Have? This section of 49 CFR Part 26 is discussed in the FTA Best Practices Procurement Manual (BPPM), Section 7.2.4 - Prompt Payment Mechanisms, which may be found online.</p> <p>FTA does not require grantees to pay their prime contractors within a certain period of time. However, FTA's prompt payment policies are clear in their objective that all contractors be paid in a timely manner, and 30 days would seem to be a necessary commitment for grantees to make for payments to their prime contractors in as much as the prompt payment requirements for primes themselves is not less often than 30 days for payments to subcontractors.</p> <p>Refer to Sections 00744 METHOD OF PAYMENT in Volume 1, Contract Specifications and Section TERMINATION FOR DEFAULT, DAMAGES FOR DELAY, AND TIME EXTENSIONS of Volume 1, Technical Specifications. The Design-Builder would be in breach of contract if he stopped work for non-payment. The Design-Builder would have to show that WMATA either does not intend to make</p>

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<p>121</p>	<p>Access Delay Payments can take several years to be resolved to the point where the Contractor can bill for it as currently displayed by WMATA on existing active work. This means that the General Contractor and Subcontractors have to finance WMATA's access delays, which can be significant. How does WMATA plan on addressing this problem? Is there a current plan in place to improve this process so that the Contractors do not have to price in financing the work for significant periods of time?</p>	<p>Refer to an improved classification of access delays in section 00841 CONSIDERATION AND BASIS OF PAYMENT in Volume 1, Contract Specifications and to Section 00434 PRICE PROPOSAL SCHEDULE, Item 2.1.0.30 "Standby costs due to access delay and cancellation". WMATA has set aside an allowance for these matters.</p>
<p>122</p>	<p>In recent months progress payments have been delayed several months. How long should the contract expect to wait to receive progress payments? Does WMATA intend to pay interest on late progress payments?</p>	<p>Refer to Sections 00744 METHOD OF PAYMENT in Volume 1, Contract Specifications; 01250 CONTRACT MODIFICATION PROCEDURES and 01322 CONTRACT PROGRESS REPORTING in Volume 1, Contract Specifications.</p>
<p>123</p>	<p>How long should the Contractor expect the Authority to process a change order once it is settled so that it can bill for the changed work?</p>	<p>Refer to Sections 00748 CHANGES and 01250 CONTRACT MODIFICATION PROCEDURES in Volume 1, Contract Specifications.</p>
<p>124</p>	<p>Please confirm the time WMATA will review and be ready to negotiate change orders.</p>	<p>WMATA will review the documents in accordance with the Contract Documents. Proposer's attention is drawn to the following Sections of the RFP: Paragraphs B, D, E of Section 00748 CHANGES in Volume 1, Contract Specifications; Paragraphs 1.05 and 1.06 of Section 01250 CONTRACT MODIFICATION PROCEDURES in Volume 1, Contract Specifications; Paragraph B (10) of Section 00841 CONSIDERATION AND BASIS OF PAYMENT in Volume 1, Contract Specifications.</p>
<p>125</p>	<p>Section 00841- B.2. states that delay will be measured relative to Hours of Work only. Access delays on WMATA Line Contracts are significant and it will likely be significant on this contract similar to other line contracts due to the required track access on an operation rail line. Please confirm that WMATA intends to pay for not only the direct access but for the entire proportion of shift in addition to any proved inefficiencies. An example of this would be on a Non-Revenue Weekday Access the contractors are paying 8 hours for 2 hours of work. If WMATA Impacts the work for 1.5 hours then the Contractor would need to be compensated 6 hours just to account for the direct access delay since that 8 hour shift is impacted 75% of the time. In addition, if the Contractor has to come back and do the balance of 1.5 hours worth of work WMATA would be responsible for the inefficiency cost because now another 8 hour shift is needed to perform 1.5 hours worth of work the following night. So, in reality, the Contractor bid 8 hours to do that work but it took 16 hours thus the Contractor should be entitled to 8 hours of delay or an additional 2 hours of inefficiency. Please confirm WMATA intends to address this inefficiency cost and impact in this project and Contract.</p>	<p>The number of the Non-Revenue Weekday Access is specified in Table 01141-02 NUMBER OF NON REVENUE WEEKDAY ACCESS in Volume 1, Contract Specifications. Table 00841-01 BASIS OF PAYMENT FOR AUTHORITY CAUSED DELAY in Volume 1, Contract Specifications, specifies Standby cost compensation for direct labor. These requirements will be enforced.</p>
<p>126</p>	<p>Section 00841- B.2. States that the first 29 minutes and 59 seconds of a clear WMATA access delay will not be paid by WMATA. This means that WMATA has the ability to impact each shift every night on non-revenue access by 24.99% and the contractor has to absorb all the cost of the impact. Being that this is an active line contract on one of the busiest lines of WMATA, access delays are likely to be significant, and every night, as they currently are on active WMATA line Contracts. Does the Authority really want the General Contractors to assume and price the premium of only having 75.01% access on each non revenue shift?</p>	<p>Paragraph B(2) of Section 00841 CONSIDERATION AND BASIS OF PAYMENT does not state that and remains unchanged. Paragraph B(4) of this Section though states that "The Design-Builder will be compensated for the direct labor costs, as standby cost, incurred for the aggregate of delays that exceed 30 minutes relative to the "Hours of Work" specified in Table 00841-01..." and remains unchanged.</p>

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<p>127</p>	<p>Section 00841- B.7 states that a daily signed ticket by a WMATA COR or designee is required. This has been tried by WMATA before, but it is not realistic and does not work in the practice. Typically this COR designee is an inspector or RWIC. A significant amount of the access delays on the system are caused by RWIC or Inspectors not showing up on time, not showing up at all, or leaving early. These RWIC or Inspectors historically will not sign tickets saying that they failed to show up or left early or showed up late. Obviously you cannot get this COR to sign if he did not even show up. This has been a major problem on line contracts. Please clarify how WMATA plans on handling this so that the Contractor can validate the WMATA caused access delay and not constantly be denied payment by WMATA, as has been historically the case.</p>	<p>WMATA will enforce signatures to be provided after each shift on Daily Report, Period of Delay Form by both parties as a mandatory requirement. Paragraph B(7) of Section 00841 CONSIDERATION AND BASIS OF PAYMENT remains unchanged.</p>
<p>128</p>	<p>Section 00841- B.9 States that the Authority will not pay for equipment in direct access delays. Equipment rental and equipment cost on this project is going to be a huge cost. We know that there will be a significant amount of access delays on this project similar to other line projects. There is no good way to price the equipment cost without assuming the worst and including in our base bid the equipment cost for all access delays assumed. Does WMATA really want the contractors to carry this premium in their price? Please consider revising this section to be fair and reasonable so that the equipment can be a part of the access delays.</p>	<p>Refer to Clause 1.07 PAYMENT FOR USE OF EQUIPMENT in Section 01250 CONTRACT MODIFICATION PROCEDURES, VOLUME 1, CONTRACT SPECIFICATIONS.</p>
<p>129</p>	<p>Section 00841- B.9 States that the Authority will not pay for overhead and profit for direct access delays. We know that there will be a significant amount of access delays on this project similar to other ongoing line projects in the WMATA system. If WMATA does not pay for equipment, overhead and profit on access delays, then the contractor has to do that extra work for below its actual costs. This does not seem to be reasonable and fair given there is no way to estimate the exact access delay's prior to them actually occurring. Does WMATA really want the Contractors to carry potential premium additional equipment cost, overhead costs, profit assuming the access delays for the entire job? Please consider revising this section to be fair and reasonable.</p>	<p>Refer to response for 128. Refer to 00841.B.9 in its entirety.</p>
<p>130</p>	<p>Section 00841- B.10 States the "Design Builder waives any right to standby cost where the delays are not documented prior to the completion of the shift and the request for payment is not submitted to the Contracting Officer Representative with the next progress payment or within 60 days, whichever is longer. All the requests shall contain a full written proposal in accordance with Section 00748 CHANGES." a. Please clarify how the General Contractor documents the delay taking into account that "The Design-Builder shall not be entitled to compensation for equipment, overhead, profit or extended overhead costs for Authority caused delay or cancellation" according to Section 00841- B.9 b. If a full proposal is due within 60 days, how quickly will the General Contractor be able to bill for the delay? The current process takes WMATA years to finally issue a Modification for these access delays.</p>	<p>Refer to responses for RFI questions No. 127 and No. 128.</p>

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<p>131</p>	<p>Section 00841- B.11 states that Make-up Access will be provided for total shutdowns for Part 2, Part 3 and Part 6 (Option). In addition it states "The Authority will provide either Make-up Total Shutdown Access or Make-up Weekend Single Tracking Access at its own discretion for other work." Please clarify this statement as it seems to imply that WMATA does not have to provide Make-up Access if it does not desire to. This is unfair and impossible for the Contractor to properly price. How does the Authority plans for the Contractor to make-up the time on the Part 1 - Tunnel Rehabilitation and Part 4 and Part 5 - Grosvenor Strathmore platforms? Please clarify.</p>	<p>The interpretation stated in this question as " WMATA does not have to provide Make-up Access if it does not desire to" is incorrect. WMATA will provide either Make-up Total Shutdown Access or Make-up Weekend Single Tracking Access depending on the nature of the work being impacted, as described in Paragraph 11 of Section 00841 CONSIDERATION AND BASIS OF PAYMENT and Table 00841-01 BASIS OF PAYMENT FOR AUTHORITY CAUSED DELAY in Volume 1, Contract Specifications.</p>
<p>132</p>	<p>Section 00841-Table 00841-01states that the Authority can impact all 18 weekend access events by 24.97% and the Authority would not be required to provide any Make up Access. Given that the Red Line is one of WMATA's busiest lines and based on WMATA's recent past history on providing access, this is a major concern. Does WMATA really want the General Contractor to assume 75.03% access to complete the entire project? Please consider revising this requirement to be more reasonable.</p>	<p>Table 00841-01 BASIS OF PAYMENT FOR AUTHORITY CAUSED DELAY of Section 00841 CONSIDERATION AND BASIS OF PAYMENT in Volume 1, Contract Specifications remains unchanged. In addition, refer to WMATA Response to RFI 131.</p>
<p>133</p>	<p>Section 00841-Table 00841-02 states that WMATA can cancel the work up to 5 hours before the shift on a non-revenue access event. Given that the Red Line is one of WMATA's busiest lines and based on WMATA's recent past history on providing access, this is a major concern. The General Contractor cannot not pay its work crew and un-rent all of its equipment the same night if, for example, he recieves notice from WMATA at 7pm that his crew will not have access for its 12:00am shift. According to this specification, WMATA would not be required to pay. The General Contractor will have to absorb the cost of 8 man hours for the entire crew and shift in order to keep the qualified skilled labor crew, in addition to all equipment cost on the project. Can WMATA extend the 5 hours to 24 hours so Contractors can price this more reasonably?</p>	<p>Table 00841-02 BASIS OF PAYMENT FOR AUTHORITY CAUSED CANCELLATION of Section 00841 will be revised in a future amendment to state that non-revenue weekday authority notice of cancellation is increased to 12 hours.</p>

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<p>134</p>	<p>Section 00877- 00877 Indemnification and Insurance Requirements, pg. 170 C. Article 3 - Commercial General Liability 1. Required Minimum Limits of Coverage: \$25,000,000 Each Occurrence Limit \$25,000,000 General Project Aggregate Limit \$25,000,000 Products and Completed Operations Limit 2. Required Minimum Coverage(s): a. Commercial General Liability (CGL) coverage form shall be ISO Occurrence Form CG0001 (12/04) or its equivalent. Equivalency determination shall be made in WMATA's sole and unreviewable discretion. b. This policy must include coverage for the Terrorism Risk Insurance Act (TRIA). c. Required minimum limits of coverage may be achieved through a combination of the aforementioned CGL coverage form and umbrella excess liability coverage form(s), provided that the umbrella excess liability coverage form(s) provide the same or broader coverage than the prescribed CGL coverage form. d. Policy shall be endorsed with Additional Insured Endorsement(s) in compliance with the "Additional Insured" Article 9 of this Section. Commercial General Liability and Umbrella Excess Liability forms must provide defense coverage for additional insureds. e. Policy shall be endorsed with a Waiver of Subrogation Endorsement(s) in compliance with the Waiver of Subrogation" Article 10 of this Section. f. The definition of "Insured Contract" shall be modified to provide coverage for contractual liability for contracts for construction or demolition operations that are within 50 feet of a railroad, and sidetrack agreements. g. Defense Costs (Allocated Loss Adjustment Expense) must be included and in excess of the policy limits for all primary and Umbrella Excess Policies. h. Policy shall be endorsed with ISO endorsement CG 25 03 03 97; "Designated Construction Project(s) General Aggregate Limit", and designate "Any and all construction projects" as the designated Construction project. i. Policy shall be endorsed with ISO endorsement CG 25 04 03 97; "Designated</p>	<p>Paragraph C. Article 3 – Commercial General Liability of Section 00877 INDEMNIFICATION AND INSURANCE REQUIREMENTS remains unchanged. Note Item 7 under Paragraph C. Article 1 – General Insurance Requirements of Section 00877 INDEMNIFICATION AND INSURANCE REQUIREMENTS which states that “the Design-Builder shall require each Subcontractor, at all tiers, to provide evidence of insurance coverage with types and limits of insurance as the Design-Builder deems adequate for the work the Subcontractor is performing, etc”</p>
<p>135</p>	<p>Section- 00877 Indemnification and Insurance Requirements F. Article 6 – Professional Liability Insurance 1. Should the Design-Builder, any Subcontractor of any tier or any supplier, be required by this contract to provide design services or the services of a professional engineer, including, but not limited to stamping, sealing, or certifying blueprints or other construction-related documents, the Design-Builder, Subcontractors of every tier and suppliers are required to maintain Professional Liability Insurance as follows: a. Minimum Policy Limits of \$10,000,000 each claim. b. Actual coverage or tail coverage must be purchased and maintained for a period of time equal to the statute of repose. c. Coverage can be written on an "Occurrence" or "Claims Made" Basis. d. Coverage can be written on "Non-Admitted" paper. Question: These requirements are acceptable for the major General Contractors and Design Firms but likely will preclude some of the smaller design firms and DBE Designers from participating in the bid. We recommend that this be reduced to \$1 Million in order to allow for smaller design firms and DBE Design Firms participation.</p>	<p>Refer to Item 7 under Paragraph C. Article 1 – General Insurance Requirements of Section 00877 INDEMNIFICATION AND INSURANCE REQUIREMENTS which states that “the Design-Builder shall require each Subcontractor, at all tiers, to provide evidence of insurance coverage with types and limits of insurance as the Design-Builder deems adequate for the work the Subcontractor is performing, etc”. Item 1 of Paragraph F. Article 6 – Professional Liability Insurance will be revised in Amendment 2 to state: “1. Should the Design-Builder be required by this contract to provide design services or the services of a professional engineer, including, but not limited to stamping, sealing, or certifying blueprints or other construction-related documents, the Design-Builder is required to maintain Professional Liability as follows: etc”</p>

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<p>136</p>	<p>Section- 00877 Indemnification and Insurance Requirements F. Article 6 – Professional Liability Insurance G. Article 7 – Pollution Liability Insurance</p> <p>1. Should the Design-Builder, any Subcontractor, of any tier, or any supplier, be required by this contract to perform demolition of any pre-existing structures, moving, removal, or handling of any hazardous materials, the Design-Builder is required to maintain Pollution Liability Coverage as follows:</p> <ul style="list-style-type: none"> a. Minimum Policy Limits of \$5,000,000 each claim. b. Coverage can be written on an "Occurrence" or "Claims Made" Basis. c. Coverage can be written on "Non-Admitted" paper. d. Policy shall be endorsed with Additional Insured Endorsement(s) in compliance with the "Additional Insured" Article of this Section 9. e. Policy shall be endorsed with a Waiver of Subrogation Endorsement(s) in compliance with the Waiver of Subrogation" Article of this Section 10. <p>Question: These Pollution Liability limits are acceptable for the major General Contractors but are likely to preclude significant Subcontractors especially smaller Subcontractors and DBE Subcontractors. We recommend reducing the limit to \$1 Million for Subcontractors.</p>	<p>Refer to Item 7 under Paragraph C. Article 1 – General Insurance Requirements of Section 00877 INDEMNIFICATION AND INSURANCE REQUIREMENTS which states that "the Design-Builder shall require each Subcontractor, at all tiers, to provide evidence of insurance coverage with types and limits of insurance as the Design-Builder deems adequate for the work the Subcontractor is performing, etc"</p>
<p>137</p>	<p>General Conditions - 00777 Indemnification and Insurance Requirements, pg. 151 2. Contractor shall indemnify, defend and hold harmless the Authority, its directors, officers, employees and agents, against any and all claims, liabilities, losses, demands, damages, penalties, costs, charges, remedial costs, environmental claims, fees or other expenses including attorneys' fees, related to, arising from or attributable to any effluent or other hazardous waste, residue, contaminated soil or other similar material discharged from, removed from, or introduced on, about or under the job site; provided, however, that the foregoing indemnity does not apply to loss or damage due to preexisting conditions, whether known or unknown.</p> <p>Question: This Indemnification language does not extend to loss or damage due to pre-existing conditions, whether known or unknown. Owner must retain the risk of any pre-existing site conditions, as this is not an insurable risk for any of the General Contractors and will likely preclude General Contractors from bidding the project.</p>	<p>Paragraph A(2) of Section 00777 INDEMNIFICATION AND INSURANCE REQUIREMENTS remains unchanged. The interpretation of the Paragraph as stated in the RFI is incorrect.</p>

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<p>138</p>	<p>Supplementary Conditions - 00877 Indemnification and Insurance Requirements, pg. 171 E. Article 5 – Business Auto Liability 1. Required Minimum Limits of Coverage: \$2,000,000 Combined Single Limit 2. Required Minimum Coverage(s): a. Business Auto Liability shall be written on ISO Business Auto Coverage Form CA 00 01 03 06, or its equivalent. Equivalency determination shall be made in WMATA's sole and unreviewable discretion. b. Policy shall be endorsed with Additional Insured Endorsement(s) in compliance with the "Additional Insured" Article 9 of this Section. c. Policy shall be endorsed with a Waiver of Subrogation Endorsement(s) in compliance with the "Waiver of Subrogation" Article 10 of this Section. d. Business Auto Liability minimum Combined Single Limit requirements may be obtained through the combination of a Primary Business Auto Liability policy and an Umbrella Excess Liability policy provided that the Umbrella Excess Liability policy complies with items 1 through 3 above</p> <p>Question: Auto limits are acceptable for major General Contractors but are too high for Subcontractors, especially smaller DBE Subcontractors. We recommend reducing limits to \$1 Million in Auto Liability for all Subcontractors so it does not preclude Subcontractors, small Subcontractors and DBE Subcontractors from bidding the work.</p>	<p>Refer to WMATA response to RFI No. 136</p>
<p>139</p>	<p>General Conditions - 00711 Subcontract Agreements, pg. 107 2. No Subcontractor will be permitted to perform work at the Site until the Subcontractor, or the Design-Builder, in compliance with the provisions of Section 00777, INDEMNIFICATION AND INSURANCE REQUIREMENTS, has furnished satisfactory evidence of insurance as required.</p> <p>Question: If the General Contractor meets the requirements as stated, will WMATA permit the Contractor the discretion to set the amount of limits required from its Subcontractors? The limits as stated (\$25M for General Liability, \$2M for Auto Liability, \$10M Professional Liability, & \$5M for Pollution Liability) would increase the cost of the Work and eliminate otherwise qualified Subcontractors especially smaller subcontractors, and DBE Subcontractors. Industry Standard requirements for subcontractors are: \$5M General/Excess Liability (may be a combination thereof), \$1M Auto, and \$1M Professional Liability. Please consider revising these requirements.</p>	<p>Please note Paragraph A(2) of Section 00711 SUBCONTRACT AGREEMENTS states in part: "No Subcontractor will be permitted to perform work at the Site until the Subcontractor, or the Design-Builder, . . . has furnished satisfactory evidence of insurance as required". Refer to Item 7 under Paragraph C. Article 1 – General Insurance Requirements of Section 00877 INDEMNIFICATION AND INSURANCE REQUIREMENTS which states that "the Design-Builder shall require each Subcontractor, at all tiers, to provide evidence of insurance coverage with types and limits of insurance as the Design-Builder deems adequate for the work the Subcontractor is performing, etc"</p>
<p>140</p>	<p>Please be advised that in order to be able to design and price the Part 6 scope appropriately, specifically the mechanical and electrical scopes, our team needs to be able to visit the service areas, specifically the mechanical and electrical rooms at both ends of the Bethesda North/South Station. Please provide a date and time for this site visit.</p>	<p>Photographs of the areas will be provided in a future Amendment. Refer to provided as build drawings for additional information.</p>
<p>141</p>	<p>Volume 1, Section 01111-3. Part 1.05 indicates that the Project Manager for the Design Builder is to be a registered Professional Engineer. There are many construction management professionals with the skill set and experience to successfully manage this project. Will WMATA consider removing this Professional Engineer requirement?</p>	<p>Paragraph 1.05.D(1) Project Manager of Section 01111 DESIGN-BUILDER KEY STAFF in Volume 1 remains unchanged.</p>

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142	Volume 1, Section 1520 Part 1.06. The temporary facilities spec includes a section for Design Builders On-Site Plant. Please clarify what the intent of this plant is?	Design Builders On-Site Plant refers to any items the design-builder determines is necessary to complete the Work according to the Contract Documents.
143	Volume 3 Drawings - Review of the North mezzanine framing plan in the Bethesda Metro Station shows that the structural steel beams were cambered for dead load. Please confirm WMATA requires the steel members to be cambered for dead load to not encroach into the clearance over the dynamic envelope.	<p>Designer shall take into account of all applicable loads for member design in addition to the following requirements stated below:</p> <ul style="list-style-type: none"> a. Stringent deflection limit stated among applicable Codes and WMATA Manual of Design Criteria. b. Minimum clearance required from the platform level to new ceiling underside the South Mezzanine. Use the same clearance height as shown in North Mezzanine. c. Maintain the required clearance over the train dynamic envelope. <p>Designer shall satisfy all of the above requirements in sizing the structural members and if needed camber the beams and girders to meet those requirements.</p>
144	Volume 3 Drawings / Part 6 / Sheet M1272-193 (A-102) - Please confirm that new signage does not need to be illuminated.	Signage does not require illumination.
145	Please provide CAD files of all Volume 3 drawings issued for Part 5 and Part 6.	Refer to response for number 104. WMATA will issue CAD files to the Proposer after Contract award.
146	Volume 1 / Section 01112 / Paragraph L - Please confirm Building and Site Permits are not required for Parts 5 and 6 (Design/Build Scope) of this contract, and that only Trade Permits will be required to be provided by the Contractor.	It is confirmed Building and Site Permits are not required for Parts 5 and 6 (Design/Build Scope) of this contract and that only Trade Permits will be required to be provided by the Contractor.
148	Please confirm that wet and/or dry fire protection systems are not required for this contract for the scopes in Part 5 and 6 (Design/Build).	Confirmed they are not required.
149	WMATA DC Release 9 requires the Bethesda South Mezzanine to be designed for a uniform live load of 150 psf. Are there any conditions of unbalanced live loading that need to be considered (i.e. all or a fraction of this load on one half of the mezzanine only or located directly in front of the elevator only)? It's unlikely to control beam design but could impact column connection design.	Designer shall take into account the full dead load on all spans in combination with floor live loads on spans selected to produce the greatest effect on members, connections and foundation design. Designer to follow applicable Codes and Standards to come up with such worst case scenarios.

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<p>150</p>	<p>Please provide as-builts for the stair constructed at the North mezzanine</p>	<p>Design drawings for the stairs at the North Mezzanine will be provided in a future Amendment.</p>
<p>151</p>	<p>Please confirm who is the AHJ for Part 6, Bethesda South Mezzanine Entrance. Please confirm the design shall meet NFPA 130 and if so address the following:</p> <p>a. Design Criteria Section 27.24.7.1.6.1 calls for the Fire Alarm System to send a canned message to the station public address system. NFPA 130 requires the Fire Alarm Voice Evacuation Message to be on a public address system that meets all NFPA 130 requirements. In our experience the WMATA Fire Alarm and Public Address Systems do not meet NFPA 130 for several reasons. For example noise compensation is not allowed which WMATA has on the Public Address System, Fire Alarm Strobes are required throughout the public space of the station which WMATA normally does not have. Since the Fire Alarm for the new Bethesda South Mezzanine Entrance is to tie into the existing station Fire Alarm system, please clarify bidders' responsibility for existing station systems as it relates to design and construction.</p>	<p>Design Builder is required to tie in to existing systems. WMATA is considered to be Grandfathered in to NFPA 130. The complete design for this system is to be completed under this Work. The construction part will be completed under a future contract.</p>

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<p>152</p>	<p>In a typical design/build process, the construction team includes major subcontractors, such as electrical and mechanical, who work with the design firm in a collaborative effort to provide the most cost effective design. Major subcontractors are willing to participate because they will ultimately construct the work. Given the design and construction of Part 6 are two separate options, should the costs of major subcontractor participation in the design be included and if so, to what extent and where shall the costs be included?</p>	<p>Options 1 and 2 shall remain separated. Exercise of Option 1 and 2 depends on funding availability from Maryland Transit Administration. Per Section 00742 CONTRACT PRICES AND PRICE PROPOSAL SCHEDULE: "A. Payment for the various Proposal items listed in the Price Proposal Schedule shall constitute full compensation for furnishing all plant, labor, equipment, applicances, and material and for performing all operations required to complete the Work in conformity with the RFP Documents and the Approved Final Design Specification Issued for Construction and Approved Final Design Drawings Issued for Construction developed by the Design-Builder. All costs for work not specifically mentioned in the Price Proposal Schedule shall be included in the Contract Prices for the items listed." Per Section 00434 Price Schedule design of New South Mezzanine is included in Option 1, therefore the Proposer shall include all design related work in accordance with the RFP Documents into Option 1.</p>
<p>153</p>	<p>During a recent visit at the Bethesda Metro Station, we noted several items which will need to be relocated temporarily for construction. Please provide as-builts of the following:</p> <ul style="list-style-type: none"> a. Carrier Wireless System (CWS), including cut sheets for the large CWS cabinet located on the South Wall which is conflict with the new construction. b. Cabling on the Vault Wall just above track level that crosses the pre-cast panels that will be removed for the new entrances. c. All devices, conduit and cabling located on the South station wall. 	<ul style="list-style-type: none"> A. WMATA will relocate CWS. Refer to A09-A-100 AM3 B. WMATA will relocate the 4 wires. Refer to 01110-06 AM4 C. WMATA will relocate All devices, conduit and cabling located on the South station wall. Refer to A09-A-301 AM3
<p>154</p>	<p>Specification 01110, Table 01110-01, second to last row includes reference to chemical/biological sensor. In our experience this work is typically designed and constructed separately. Please confirm if this needs to be included in the bidders scope.</p>	<p>Table 01110-01 Summary of Option 1B Construction of Section 01110 SUMMARY OF WORK will be revised in a future Amendment to remove reference to chemical/biological sensors.</p>
<p>155</p>	<p>Part 6 - Bethesda South Mezzanine</p> <p>Does the existing switchgear / transformers have adequate capacity to add new loads? What is the available capacity in existing switchgear and UPS to add new loads?</p> <p>Does existing 480 volt switchgear have spare breakers / spaces to add new loads?</p> <p>Does existing UPS / batteries have adequate capacity to add new loads?</p>	<p>Refer to RFP Drawings for construction part of the Work and RFP Drawings for design-build part of the Work for in situ conditions.</p>

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156	Our RFI No. 55 requested a site visit to see, specifically, the mechanical and electrical rooms at both ends of the Bethesda North/South Station. We also respectfully request the opportunity to visit the platform plenum to determine what elements need to be relocated. We understand this will require confined space equipment and the personnel entering the plenum being confined space trained. Our team is prepared to perform this visit. Please provide a date and time for this site visit.	Due to security reasons WMATA will not arrange requested site visits. Photographs of the areas will be provided in a future Amendment. Refer to provided as build drawings for additional information.
157	Part 6, Volume 3 Drawings, sheet M1272, Sheet Notes No. 16, 17, 22, and 32 for Phase 1B related to signage - Please confirm the signage scope for Part 6 for this contract is limited to these 4 signage elements. Also, please confirm that the current WMATA standards for signage shall be used to provide these signs.	Volume 3 Drawings, sheet M1272-193, Sheet Notes No. 16, 17, 22, and 32 for Phase 1B related to signage. Confirmed that the signage scope for Part 6 is limited to these 4 signage elements. It is confirmed current WMATA standards for signage shall be used to provide these signs. WMATA standards will be provided after Contract Award.
158	Reference Bid Item 2.1.1.5E - Removal of Old Fixtures and Cables in tunnel. It appears this bid item is to be used for the removal of existing light fixtures and associated cabling. As there is no specific bid item should we also use it for removal of the existing Load Centers, Receptacles and their associated wiring?	Item 2.1.1.5E in Price Proposal Schedule of Section 00434 will be revised in Amendment 3 to state: "Remove in tunnel segment all existing unused light fixtures, cables, Load Center Cabinets with Transformer, mounting hardware, and Duplex waterproof outlets".
159	Bid Item 2.1.1.4B - Install all cables for ETS in tunnel including mounting Hardware. It's clear this item is for new work. As there is no bid item for removal of existing cabling, should we also use it for removing the existing cable?	Item 2.1.1.5E in Price Proposal Schedule of Section 00434 includes removal of existing ETS wiring Additional wording to be provided in a future Amendment
160	Part 5 - Volume 3 Drawings, sheet M1272-184 (A-552), Architectural Skylight Plans and Details - Detail 3 on this sheet indicates to provide new wired glass to match existing at new skylight transition. Wired glass does not comply with current code requirements, therefore, the new transition will need to be constructed of laminated glass. Given that the skylight is approximately 40 years old, and the current code requirements, please confirm if WMATA desires to replace the skylight (and the glass) at the new transition only, even if the new glazing does not match the existing, or if the design-build team should provide a fully new structural skylight with up to code glazing for the upper and lower skylights so that all glazing is compliant with code requirements and it is aesthetically consistent.	A11-A-552 was revised in Amendment 2 to show laminated glass in the transition portion, remaining portion for Platform canopy to be raised.
161	Part 5 - Volume 3 Drawings, sheet M1272 - 183 (A551), Architectural Lower Roof Details - Detail 2 indicates to provide new composite metal panel at the lower canopy fascia. Please confirm the design-build team needs to provide new composite panels along the entire lower canopy fascia at the east, west and north sides of the canopy.	The details on drawing A11-A-552 will be revised in a future amendment.
162	We have received several requests from the subcontracting community regarding the time required to prepare pricing and proposals. Does WMATA anticipate that the proposal date will push past July 24, 2015?	Revised Proposal due date of August 31, 2015 was posted on August 04, 2015 on http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304 Amendment 3 will include this revisions as well.
163	SC, 00877, C, Article 1, 6 requires WMATA's approval of any SIR's. We are self insured for workers compensation in Maryland so we will need said approval (which has been provided by WMATA on previous projects).	WMATA will need the Proposer's Maryland Workers' Comp Commission's Certificate of Self-Insurance.

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164	SC, 00877, C, Article 3, 2, j, requires Additional Insured Forms at least as broad as CG 20 10 1 1 85 and CG 20 26 11 85. ISO no longer allows the 11 85 edition to be used. ISO is now using the 04 13 version, which should be used. Please confirm use of the most current ISO version of the CG 20 10, the 04 13, is acceptable.	As long as WMATA is an Additional Insured for both "Ongoing Operations" and "Completed Operations," other forms are acceptable. Refer to Amendment 2.
165	SC, 00877, I, Article 9, c, requires Additional Insured Forms at least as broad as CG 20 10 1 1 85 and CG 20 26 11 85. ISO no longer allows the 11 85 edition to be used. ISO is now using the 04 13 version, which should be used. Please confirm use of the most current ISO version of the CG 20 10, the 04 13, is acceptable.	As long as WMATA is an Additional Insured for both "Ongoing Operations" and "Completed Operations," other forms are acceptable. Refer to Amendment 2.
166	In reference to the bearing replacement work, Note 32 on Sheet M1272-130 refers to As Built sheet no. M220-248 and M220-249. Also M1272-132 references M220-262 thru M22-281. We have not been able to locate these drawings. Can you please either provide these as-built drawings or indicate the load of the existing superstructure.	Reference drawings were provided in Amendment 2.
167	Please confirm that the existing drains in the Medical Center Crossover are currently operational.	The existing track drains in the Medical Center Crossover are currently operational.
168	Please advise as how contractors are to access the inside of the steel tub girders.	Access can be gained on the Grosvenor Aerial Structure through hatches on the side of steel girders at the piers. Man lifts may be required depending on the location.
169	Reference Section 00824, Period of Performance and Project Schedule Part D. This section states that if a DB submits an early completion schedule, "the Authority shall not be liable for any costs incurred because of delay or hindrance should the Design-Builder be unable to complete the Work before the Completion date." Currently the last weekend RSA is March 4th, 2017 and the Completion date is December 3rd, 2017. Additionally, we have been instructed in Section 01141-5 Part I that these RSA hours may be rescheduled if NTP is issued after December 31st, 2015. DB teams are dependent upon these issued RSA dates to include appropriate resource costs such as supervision and equipment in their proposals. Please clarify that DB teams will be entitled to appropriate equipment, OH and profit for these delays?	Refer to Amendment 2 for the revised RSA dates. Paragraph B in Section 00824 PERIOD OF PERFORMANCE AND PROJECT SCHEDULE will be revised in Amendment 3 to state: <i>"If NTP is issued before March 20, 2015 the Design-Builder will have 8 (eight) weekend Single Tracking dates and 12 (twelve) Total Shutdown dates as specified in DIVISION 1, SECTION 001141 ACCESS TO SITE. If NTP is issued after March 20, 2015 the dates specified in Section 001141 ACCESS TO SITE for 8 (eight) weekend Single Tracking dates and 12 (twelve) Total Shutdown dates may be rescheduled. Planned Notice to Proceed date in Section 00103 PROJECT SOLICITATION SCHEDULE will be revised in Amendment 3 from January 5, 2016 to March 10, 2015.</i> Refer to Section 00841 CONSIDERATION AND BASIS OF PAYMENT for various possibilities of cancellations and how WMATA will compensate the Design-Builder. In addition Claims procedure will be included in Amendment 3.
170	Reference Volume 1, Section 00200-14. The RFP requires that proposers are permitted to submit an early completion schedule in addition to a schedule utilizing the Period of Performance set out in Section 00824. How are proposers to address corresponding project costs that would be reflected in an early completion schedule?	Paragraph on "early completion" in Factor 4 SCHEDULE COMPLIANCE will be revised in Amendment 3 to state: No price shall be provided with the early completion narrative in response to this technical evaluation criteria. The Proposer shall indicate only the percentage variance from the Total Contract Price when exercising an early completion scenario. WMATA is not accepting changes to the RSA dates stated in Section 01141 ACCESS TO SITE can not be changed by Proposer. The Proposer may propose fewer quantity of RSA events.
171	Reference Section 00800, Part B9 – This provision states the DB shall not be entitled to equipment, overhead, profit, or extended overhead costs for Authority caused delay or cancellation under this section. It goes on to state that equipment costs can potentially be pursued under Section 00726, etc... We request that all costs be permitted as these standby delays are outside the control of the DB teams?	Section 00730 DISPUTE RESOLUTION will be revised in Amendment 3 to include claims procedure.
172	In Specification 01570, the RFP notes the need to, "comply with local Jurisdictional Authority's erosion and sediment control statutes, ordinances, and requirements including, but not limited to current DC Standards and Specifications for Soil Erosion and Sediment Control (DC E&S)." Since the project is in Montgomery County, MD, please confirm DC E&S does not apply.	Refer to Clause 1.05(B) of Section 01570 TEMPORARY CONTROLS which states in part: <i>"Comply with and provide all necessary drawings, specifications, permits, and certifications necessary to comply with local Jurisdictional Authority's erosion and sediment control statutes, ordinances,..."</i>

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<p>173</p>	<p>In Volume 1 Section 01111 Design-Builder Key Staff, Paragraph 1.04 Designer, Para. E Key Designer Staff, sub-para. 1. Design Engineering Manager: <ul style="list-style-type: none"> • The Design Engineering Manager responsibilities also include but are not limited to managing design sub-consultants that support the Designer, developing and implementing a Design Control Plan (DCP), and a Design Quality Plan (DQP) in carrying out design of Project elements and ensuring that sub-consultants do the same, ‘ • And sub-para. 3. Engineers of Record: ‘Responsibilities also include but are not limited to, implementing the Design Control Plan (DCP) and a Design Quality Plan (DQP), supporting the Design Engineering Manager....’ • What is the difference between the ‘Design Control Plan’ and the ‘Design Quality Plan’. Is this the same document? </p>	<p>Design Quality Plan (DQP) in Volume 1 Section 01111 DESIGN-BUILDER KEY STAFF, Paragraph 1.04 Designer, Para. E Key Designer Staff, sub-para. 1. Design Engineering Manager will be removed in a future Amendment.</p>
<p>174</p>	<p>Are geotechnical reports available for the crossover waterproofing tie-back work?</p>	<p>Yes. A10 Crossover geotechnical report will be provided in a future Amendment.</p>
<p>175</p>	<p>Reference drawings S100 thru S110. The scale check at the bottom of the page is inconsistent with the stationing at the drawing. It appears the scale legend is incorrect. Please confirm this is correct?</p>	<p>You are correct. Revised drawings will be issued in a future Amendment.</p>
<p>176</p>	<p>Reference Volume 1, Section 00200-14. If the selected proposer submits and Earlier Completion Schedule, does WMATA intend to incorporate the earlier completion date and/or stated RSA's submitted by the proposer into the contract agreement for the project?</p>	<p>WMATA is not accepting changes to the stated RSA dates from the Proposer. The Design-Builder may propose fewer quantity of RSA events.</p>
<p>177</p>	<p>Reference Volume 1, Section 00200-14. If a proposer elects to pursue an Earlier Completion Schedule we understand a separate schedule and narrative of the same detail as that stated for the “base” period must be submitted. We also understand CPM schedules will not count in the 25 page restriction. Is an additional page count allowed for an earlier completion schedule narrative?</p>	<p>All page limit restrictions will be removed from Volume 1, Factor 4 SCHEDULE COMPLIANCE in a future Amendment.</p>

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<p>178</p>	<p>We respectfully request a site visit with WMATA to the Grosvenor Station to view the areas under the platform and under the platform edge. The photos provided with the drawings do not provide the information required to develop a complete and accurate proposal due to the amount of electrical items (conduits, pylons, edge lights, etc.) to disconnect, repair, relocate and reconnect under Part 4 of this contract.</p>	<p>WMATA will provide video clips taken of the area under the platform edge. ...NON-DISCLOSURE AGREEMENT: Please note: A Non-Disclosure Agreement (NDA) MUST be executed between WMATA and Proposer for release of the Videos. You are required to complete the "Recipient" portion of the attached "Confidentiality and Non-Disclosure Agreement for Proposers for RFP FQ15093" and send it as an attachment, via electronic mail to the attention of Guzel Gufranova, Contract Administrator at ggufranova@wmata.com. In the "Subject" line of your email, please insert "FQ15093 NDA." In the body of your electronic mail, please insert your name, firm address, telephone number and electronic email address. The Videos will be made available on WMATA's Project Management Software System (PROCORE). The NDA, fully executed by the WMATA Contracting Officer, will be returned to you via electronic mail along with exact details as to how to obtain access to the Videos.</p>
<p>179</p>	<p>Does WMATA anticipate pushing the bid date again?</p>	<p>Refer to WMATA response to RFI No. 162</p>
<p>180</p>	<p>Are there any rumors or thoughts of this bid getting postponed any further out than August 14th</p>	<p>Refer to WMATA response to RFI No. 162</p>
<p>181</p>	<p>In spec section 03720-Repair Of Existing Concrete, Part 2.01-F, Type 8 concrete repair is mentioned. The detail, is shown on page A11-S-502, but no quantities are given. Also, there seem to be no quantities provided for the repairs shown on A11-S-501 relating to the various repair details for the station repair (quantities for the tunnel repairs are given). Will quantities be provided?</p>	<p>Refer to SECTION 00434 Price proposal Schedule item 2.1.4.15D</p>
<p>182</p>	<p>Section 00452, Proposal Data Form – Note 19 indicates that a Proposal Data form is required for named subcontractors. We request that only the Prime Contractor should submit this form as this is an onerous requirement for the subcontracting industry.</p>	<p>Note 19 in Section 00452 PROPOSAL DATA FORM will be deleted in Amendment 3.</p>

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<p>183</p>	<p>Amendment 2 has extended the project schedule from 724 CD to 900 CD which is approximately 8 months after the last total shutdown RSA. Please clarify WMATA's intent on the schedule duration?</p>	<p>Amendment 3 will reduce the Period of Performance to 766 Days. Per Section 00701 DEFINITIONS "Period of Performance: The time allotted in the Contract Documents for completion of the Work. The Period of Performance begins upon the effective date of the Notice to Proceed and ends on the date of Acceptance..." Definition of "Acceptance" in Section 00701 DEFINITIONS will be revised in Amendment 3 to state: Acknowledgement by the Authority of full and satisfactory physical completion and commissioning of all Work including Punch List items, Operation and Maintenance manuals, final inspection, all in accordance with the Contract Documents.</p> <p>Refer to Table 01141-01 Hours of Work in Section 01141 ACCESS TO SITE for the time during which the Design-Builder can do the Work on Site.</p> <p>In addition, note that the Design-Builder can complete the work earlier per Clause D in Section 00824 PERIOD OF PERFORMANCE AND PROJECT SCHEDULE.</p>
<p>184</p>	<p>Given the significant information released in Amendment 2, is WMATA intending to push the bid date again?</p>	<p>Refer to WMATA response to RFI No. 162</p>
<p>185</p>	<p>We kindly request an Extension of the Proposal due date from August 14, 2015 to September 16, 2015. This will allow the Proposers and Subcontractors to generate more DBE participation, avoid the busy vacation season, and determine the most effective work approach and schedule.</p>	<p>Refer to WMATA response to RFI No. 162</p>
<p>186</p>	<p>We respectfully request an additional Pre-Proposal Conference to discuss the project schedule, right-of-way access, and track restrictions.</p>	<p>Additional pre-proposal conference will not be scheduled.</p>
<p>187</p>	<p>Please clarify the location of the elevator shaft on sheet A09-T-001 AM2. The picture of the conduit relocation does not show where the shaft will be placed. Is the HVAC ductwork also in the way? Please give a better orientation of the picture.</p>	<p>Additional photographs and location/orientation descriptions will be provided in a future Amendment.</p>
<p>188</p>	<p>Dwg. Sht. A09-A-100, please clarify if the relocation of the CWS & ETEC cabinets by the AR includes all conduit to the temporary and final locations.</p>	<p>It is confirmed that the relocation of the CWS & ETEC cabinets by the AR includes all conduit to the temporary and final locations. Refer to A09-A-100 AM3</p>
<p>189</p>	<p>Dwg. Sht. A09-A-301, detail 4, please advise what coordination is required with the AR for the existing conduit. Does this coordination include removal or relocation of the devices and conduit by the AR?</p>	<p>Dwg. Sht. A09-A-301, detail 4 was revised in AM3 to state that WMATA will relocate existing devices and conduits on station south wall. Refer to A09-A-301 AM3.</p>
<p>190</p>	<p>For the Bethesda Station, at the existing footings, what is the allowable bearing capacity of the rock?</p>	<p>Under AM3 additional data was provided titled MRWJ-117-1974 MR Subsurface Investigation which can be used in conjunction with reference drawings to perform these calculations.</p>
<p>191</p>	<p>For the Bethesda Station, at the existing footings, what is the working stress capacity of the rock anchors? There are two different embedment lengths; 6'-0" at the single column and 12'-0" at the double columns.</p>	<p>The Design-Builder is responsible to design the proposed mezzanine.</p>

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192	For the Bethesda Station, at the new connection to the Purple Line, the built-up plate girder is subject to an uplift. Will there be a geotechnical engineer on the team to design the required rock anchors?	The Design-Builder is responsible for the new mezzanine design and rock anchors. The Design Builder is responsible to hire their own geotechnical engineer. Refer to Section 01110 1.05 H Geotechnical and Environmental Investigations: Perform additional investigations as needed to complete the Project.
193	For the Bethesda Station, please confirm 4" finish including tile on mezzanine for design purposes.	4" finish includes 5/8" thick tiles on the mezzanine, however required embeded metal ducts (wiring chaseway) and conduits for power and communication are to be installed in the 4" finish. Refer to Section 01112 DESIGN and PROGRAM REQUIREMENTS.
194	Piers A5447, A5435, A5403, A5392, and A5376 do not have enough vertical clearance over adjacent roadways per A13-C-001 to allow for Pier Cap Retrofit work to be performed. Please clarify the limits for work over adjacent roadways and if WMATA will obtain approval for clearances less than 16 feet with State Highway Authority.	Falswork/formwork shall be designed in such a manner as to comply with stated tolerances in A13-C-001. Refer to section 00706 Paragraph A " <i>The Design-Builder shall, without additional expense to the Authority, be responsible for obtaining necessary licenses, permits, and easements and for complying with applicable International, Federal, State, local, or municipal laws, codes, or regulations in connection with the prosecution of the Work</i> ".
195	Are there any restrictions to the number of Pier Cap Retrofits that can be constructed at one time?	There are no restrictions to quantity of pier retrofits that can occur simultaneously. However all work must comply with approved MOT plans and local jurisdictional requirements.
196	During the planned shutdown and single tracking events, will there be any trains (maintenance or other) running on the tracks?	WMATA does not intend to run trains and/or maintenance vehicles in the Design-Builders approved work zone.
197	From drawing A-11-G-001, what is the minimum phase size the contractor is allowed to capture within each zone?	The Design-Builder's work plan including specific phasing minimum sizing is to be submitted to COR and will be reviewed by WMATA on a case by case basis. Refer to General Phasing Note 1.
198	For Grosvenor Station, will the contractor be allowed to stage materials and equipment outside the station and between WMATA tracks? Will the contractor be allowed to use the access road to mobilize equipment and material to the platform?	The Design-Builder will be allowed to stage materials in this area upon approval from WMATA. All materials must be staged in a manner not to impede operations or have the potential to impede operations. The contractor will be permitted to use the access road to mobilize equipment and material to the platform. Refer to Section 01110 – 9 in AM4
199	Drawing A13-S-002 Pier Cap Retrofit Supplemental Note 4 calls to avoid disturbance of the adjacent plantings. However the taller plantings protrude into the proposed location of the Pier Cap Retrofit, does WMATA anticipate these plantings to be removed at no cost to the contractor?	The Design-Builder is to refer to section 00736 PROTECTION OF EXISTING VEGETATION, STRUCTURES, UTILITIES, AND IMPROVEMENTS.
200	Can WMATA please clarify the existing hydrostatic pressure at the Medical Center? Are geotechnical reports available?	Yes. A10 Crossover geotechnical report was provided in AM3. Refer to MRWJ-117-1974 MR Subsurface Investigation

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201	Per addendum #2, note 14 on sheet A-11-E-001 was deleted, but the notes in the specifications in 01110 (1.g) still states that the corroded conduits need to be replaced and the cables can not be spliced, please advise if this is still required. And if so, can you provide as-builts for the conduits and cables in this area?	Refer to Amendment 4 for revised wording. 01110-04 AM4.
202	Section 01111, DB Key Staff, Part D2A. For the Construction Manager position, can WMATA revise this specification to include construction management degrees in addition to engineering?	Section 01111, Design-Builder Key Staff, Part D2 will be revised in AM4 to state that an Engineering and/or a Construction Management degree will be accepted.
203	As of 8/6/15, the project website states "WMATA will be revising Revenue Service Adjustment dates to a later date for each of the Weekend Single Tracking Access Dates and for Total Shutdown Access Dates in the future Amendment" Please clarify if the dates are going to be revised from the most recent Amendment 2.	This statement was deleted from http://www.wmata.com/business/procurement_and_contracting/solicitations/view.cfm?solicitation_id=3304
204	The purpose of this email is to inquire as to whether you have selected or are in need of 3rd party inspections for the Red line Rehabilitation project.	WMATA does not directly hire 3rd party inspection firm for this project. Refer to contract documents for independent testing requirements.
205	Per Part 5 of Addendum 3, photo #14 shows a cut-out area for the slab demolition. Referring to sheet A09-A-100, note D3 is "Remove pylons". This implies that there should be no slab demolition required. Please clarify.	The arrows shown on part 5 of Amendment 3 are approximate areas of where the photographs were taken from. Refer to the drawings for the cut out areas and affected features locations.
206	Per Part 5 of Addendum 3, photo #20 shows a cut-out area for the slab demolition. Referring to sheet A09-A-100, note D2 is "Remove and restore existing diorama for salvage or re-use". This implies that there should be no slab demolition required. Please clarify.	The arrows shown on part 5 of Amendment 3 are approximate areas of where the photographs were taken from. Refer to the drawings for the cut out areas and affected features locations.
207	Per Part 5 of Addendum 3, photo #21 shows a cut-out area for the slab demolition. Referring to sheet A09-A-100, note D2 is "Remove and restore existing diorama for salvage or re-use". This implies that there should be no slab demolition required. Please clarify.	The arrows shown on part 5 of Amendment 3 are approximate areas of where the photographs were taken from. Refer to the drawings for the cut out areas and affected features locations.
208	Per Part 5 of Addendum 3, photo #25 & 26 shows a cut-out area for the slab demolition. The pictures are labeled as a "west stair column". Referring to sheet A09-A-100, there is no indication of any structural work needed at this area. Please clarify.	The arrows shown on part 5 of Amendment 3 are approximate areas of where the photographs were taken from. Refer to the drawings for the cut out areas and affected features locations.
209	Per Part 5 of Addendum 3, photo #27 & 28 shows a cut-out area for the slab demolition. The pictures are labeled as a "stair footing". Referring to sheet A09-A-100, there is no indication of any structural work needed at this area. Please clarify.	The arrows shown on part 5 of Amendment 3 are approximate areas of where the photographs were taken from. Refer to the drawings for the cut out areas and affected features locations.
210	Please advise if cables at the Bethesda station that need to be relocated for the stair / elevator and escalator pits can be spliced? Please note that some of these cables could potentially affect the train control system. Can we assume that WMATA will relocate any ATC cables? If so, please identify these cables.	The Design-Builder may find sufficient slack to reroute and temporarily support and protect such cables where possible during construction. Cables which must be permanently relocated for the new mezzanine are the responsibility of Design-Builder. Refer to provided reference drawings for additional information.