

December 19, 2025

Addendum No. 5

RFP Number: 26-T003

Title: North Texas MOVES BUILD GRANT- TRE Double Tracking Construction Project

This Addendum is issued to answer the submitted questions. ****Answers are in RED****

1. Can you please provide your requirements for the zone of influence specifically in relation to the proposed walls (and temp shoring needed to install the permanent walls)? Using the provided cross sections, it appears the temporary shoring required could have a potential to increase depending on what the requirements are for the zone of influence. —

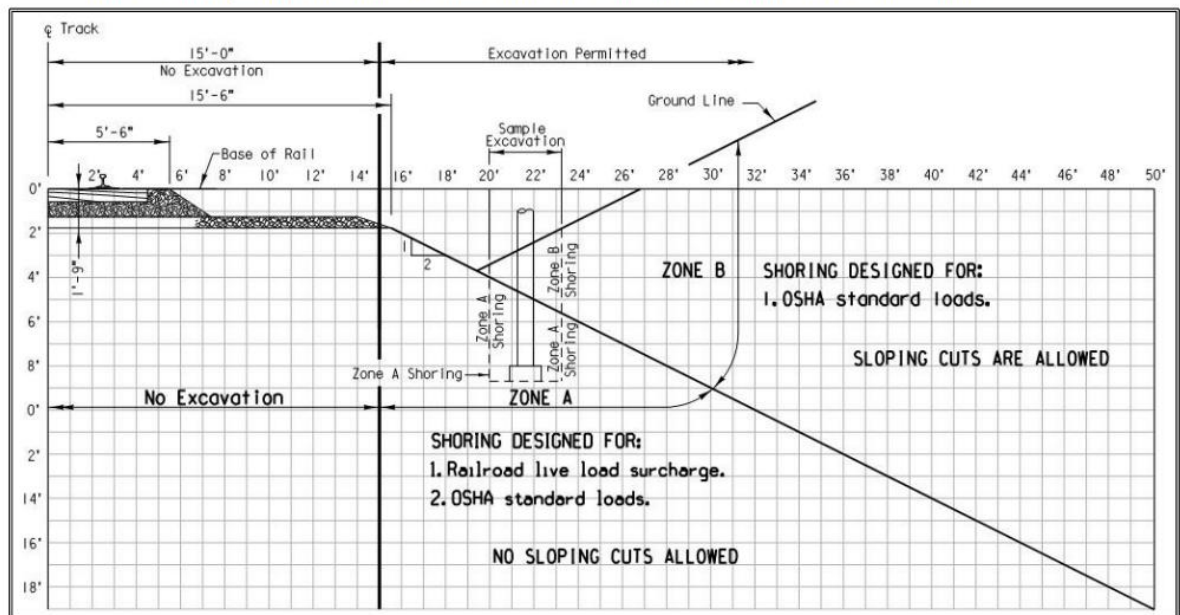


FIGURE 1

UPRR & BNSF GUIDELINES FOR TEMPORARY SHORING, 12/7/2021

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Zone of influence from UPRR & BNSF Guidelines for Temporary Shoring.

2. Sheet # 212A provides 3 different types of Fences (A, A-1, & B). The wall plans do not specify which type to use, just that it shall be 4'. Can you please clarify whether we are to use TY A or A-1 fence? - **Use TY A fence.**
3. For the wall backfill details, TY C Filter Material and Grade 2/3 Coarse Aggregate are called out. Can you please provide the gradation requirements for these materials? - **This material will be the AS backfill as shown in the Geotechnical Report. The plans will be revised to show 2' width behind the wall with the same material for the full height. The AS backfill will be subsidiary to related items.**
4. There appears to be a minor quantity error on the Bid Price Proposal Form for Bid Item 40.05.01 30" Drilled Shafts & 40.05.02 36" Drilled Shafts. Using the plans, the quantities

- should be as follows: 40.05.01 30" Drill Shafts – 8,837 LF vs. 8,860 LF & 40.05.02 36" Drilled Shafts – 3,520 LF vs 3,497 LF. Please confirm. - **The plan sheets are correct. The Bid form will be revised.**
5. Bid item 40.05.05 CIP Retaining Wall has a quantity of 19,854 CY. This appears to be a typo. Can you please verify this quantity? Was it meant to be bid per SF vs CY? - **This is to be SF. Bid form will be revised**
 6. Bid Item 40.08.07 RWP & Flagging Allowance has a LS of \$864,000. Is this a not to exceed value and the contractor bears the risk of any overage unless there are circumstances outside of their control? – **Yes**
 7. If a Contractor chooses to perform work simultaneously in two areas (one on either side of the Trinity Lakes Station), would this require two flaggers? - **# of flaggers depends on # of crews working and location of crews. Sight distance of the crews to the flagger is the critical component related to the # of flaggers required. Flagger must be able to see and ensure all crews working under his/her control are cleared up for trains to move through the work zone. Since there is a large curve east of Trinity Lakes Station sight distance will be an issue, so flaggers would need to increase if working west and east of Trinity Lakes Station.**
 8. Can the proposed retaining wall calculations be provided? - **Calculations will not be a part of the bid package**
 9. For the DS Fascia wall RW-04, can you provide bottom of wall elevations? All that is provided in the plan & profile is proposed grade. If you look at the details for the DS Fascia walls on sheet 211, it shows the wall being 1' below top of ballast. If this needs to be accounted for, the quantities for these walls will increase. - **Will provide bottom of wall elevations. Detail on Sheet 211 will be used. Quantities should be accurate but will be verified when bottom of wall elevations are added.**
 10. For the DS Fascia Walls, will a Drill & Epoxy Alternate method for installation of the stud anchors in the drilled shafts be allowed? - **Alternative methods will be allowed with Engineered calculations showing equivalent capacity and installation method that doesn't conflict with DS reinforcing.**
 11. RW-04 in the tables on pdf page 28 & 61 of the Geotechnical Report show this wall as deleted. However, it is still shown in the plans. Can you please confirm whether it is deleted or not? – **This wall has not been deleted**
 12. For Bid Item 10003 - 10.01.03 - Subgrade 3,000 CY. Can more detail be provided for what this bid item is to include? – **This is to account for any areas that require the 8-inch soil correction outlined in the track subgrade section of the Geotech report.**
 13. For Bid Item 10034 - 10.04.26 - Site Restoration 4 EA. Can more detail be provided for what this bid item is to include? – **This item is for cleanup and restoration of the area at the four bridge locations after construction at the bridges has been completed.**
 14. Please confirm if the Ballast Drains are to use Detail 2 or 4 on sheet 144. Also, is the contractor to use the details on sheet 134-146 as applicable for the ballast drain details? Do the ballast drains detailed at retaining walls require cleanouts? – **Type 4 drains**
 15. Please confirm the 66" RCP & 36" CMP do not require SET. Are they just mitered pipe ends? – **Mitered pipe ends**
 16. It appears that RW-02/02A/03/05/08/09 & part of 06 require ballast drains, please confirm. Also, please confirm whether RW-01 & RWTL require ballast drains. **RW-02/02A/03/05/08/09 & part of 06 require ballast drains. RW01 and RWTL do not require drains.**
 17. When will the revised & added plans/specifications/documents/etc. be provided that are necessary from the Q&A responses? – **This will be addressed in the final addendum the week of Dec 29.**

18. Per addendum 3 the revised submission date is 1/12/2026 at 2:00pm CST. We request this date be moved to 1/14/2026 @ 2:00pm CST to allow vendors and subcontractors to provide the most competitive proposals. **An addendum will be issued to extend the submission date from 1/12/2026 to 1/14/2026.**
19. Will the final Contract include provisions allowing Contractor relief for differing site conditions and owner-caused delays? If the Proposer suggests such language in its proposal, will Trinity Metro agree to consider the same? **– Yes, this can be considered during negotiations with the awardee.**
20. Section 7.6(1). Will Trinity Metro allow Contractor to recover its reasonable demobilization, cancellation charges in the event of a termination for convenience? **This can be considered during negotiations with the vendor.**
21. Section 6.36. Most contracts that contain liquidated damage clauses clarify that they are to be the Owner's sole remedy for delay. Will Trinity Metro agree to include such a clause in its contract? **– Yes, you can propose additional language if needed.**
22. Section 6.36. The liquidated damages are substantial and creates substantial risk to the Contractor. Will Trinity Metro agree to a negotiated cap on the liquidated damages so that Proposer can reduce its risk allocation? **This will be addressed in the final addendum the week of Dec 29.**
23. Section 6.32. The contract currently provides for a broad form indemnification obligation which substantially increases Proposer's risk. So as to allow Proposer to reduce its risk money from the bid, will Trinity Metro consider modifying the indemnification obligations to a comparative negligence standard? Proposer can suggest proposed language with its bid. **You can propose additional language if needed. The indemnification section follows our standard language.**
24. Section 6.30. The RFP currently only allows for Trinity Metro to recover attorney's fees in the event of legal action to enforce the contract. Will Trinity Metro agree to allow for a mutual right to an award of reasonable attorney's fees to the substantially prevailing party in any litigation/arbitration? **– We are open to negotiating attorney fees. You can propose additional language if needed. The indemnification section follows our standard language.**
25. Section 6.36 of the RFP, Liquidated Damages, states what we feel is a punitive amount of financial risk to the contractor should an incident occur for track movement delays. Given that much of the work is within the foul zone, and that some time periods during the day have 15 minutes between train movements, and that there is a limited nighttime window, this shifts an enormous amount of financial risk to the contractor. **This will be addressed in the final addendum the week of Dec 29.**
26. To make the risk more amenable, will Trinity Metro consider reducing the amount of Liquidated Damages and/or place a cap on the amount of damages that can be assessed to the contractor? **This will be addressed in the final addendum the week of Dec 29.**
27. We feel due to the size of the project that the LD amounts stated are many times higher than industry standard. **This will be addressed in the final addendum the week of Dec 29.**
28. Please Provide the detail for the ballast drain for the trench wall. **- Ballast drain is not required for the trench wall.**
29. RW01 has a height over 2.5' max height per detail on sheet S-020. Is this detail acceptable for this wall? **-The detail is acceptable. The plans will be clarified.**

30. The Concrete Finishing Spec 033550 under section E is a mock up going to be required? Is the finish for the walls a smooth finish please confirm. – Mock up not required for the walls. The finish will be smooth.
31. Will the Form B limits remain in place during the special events (Texas State Fair and FIFA World Cup)? – Yes, Form B work will be allowed during the special events.
32. Exhibit D notes Exhibit F General Provision in multiple locations. Please confirm Exhibit F has been provided with the previous documents and if not please provide Exhibit F along with any other exhibits that would apply. – Exhibit D is not part of this solicitation and should be removed.
33. The insurance requirements outlined in Exhibit D differ from the requirements stated in 6.7 Insurance Requirements of RFP 26-T003 NT Build Grant - TRE Double Track Construction Project. Please confirm which document takes precedent. – Exhibit D is not part of this solicitation and should be removed.
34. Section 6 (b) Construction Services Milestone includes i Inwood Bridge Span Fabrication as Milestone A. Reviewing the current plans set, there does not appear to be an Inwood Bridge Span or a steel bridge section. Please verify where this information can be found. – Exhibit D is not part of this solicitation and should be removed.
35. Section D (e) States "The Contractor shall not be entitled to monetary delay damages for delay to any milestone including the "Contract Completion for Final Acceptance" milestone, for delay caused by a third party (i.e., any entity not fitting into the definition of either Authority or the Contractor in Exhibit F, General – Exhibit D is not part of this solicitation and should be removed.
36. Provisions, Section 1 Definitions). The Contractor has the express obligation to mitigate delay including, but not limited, to third-party delays." – Exhibit D is not part of this solicitation and should be removed.
37. Please verify if this excludes the potential impacts, delays, and entitlement to damages from the Track work and signal/systems contractor that is currently excluded from this contract. This work will have a significant affect on both the substantial completion and final completion dates. – Exhibit D is not part of this solicitation and should be removed.
38. Exhibit D appears to apply to Solicitation No P-2095112, which is the solicitation number for the Dallas Area Rapid Transit P-2095112 - TRE Double Tracking Construction project that is separate from this 26-T003 - North Texas MOVES BUILD GRANT - TRE Double Tracking Construction Project. Please confirm Exhibit D is applicable to this solicitation. – Exhibit D is not part of this solicitation and should be removed.
39. Due to the unknowns on the exact location of the Flint Hills Petroleum line, will there be a future bid item for matting/protection of the line that runs parallel to & under the proposed retaining walls? Or should bidders consider this subsidiary to the various bid items? No bid items for matting or protection will be provided.
40. There appears to be a discrepancy in the bid item quantities for the HP 14x89 Piles. It appears the quantity for 1009 – Pile Driven Through Ground should be 1950 LF (Instead of 2,110 LF) & 1010 – Pile in Sockets should be 2,860 LF (Instead of 2,700 LF). Please confirm. This is correct, bid form to be updated to reflect these numbers.

41. Please confirm the dates for the Texas State Fair and the FIFA World Cup.

Day of the Week	DATE	TIME
Sunday	June 14, 2026	TBD
Wednesday	June 17, 2026	TBD
Monday	June 22, 2026	TBD
Thursday	June 25, 2026	TBD
Saturday	June 27, 2026	TBD
Tuesday	June 30, 2026	TBD
Friday	July 3, 2026	TBD
Monday	July 6, 2026	TBD
Tuesday	July 14, 2026	TBD

42. Is the use of Limestone subballast acceptable? No

43. Are details on the walkway grating available? Sheet S-030 notes serated bar grating and the plans also reference details on S-060, but not details are included on that sheet. No additional details will be provided, the additional grating requirements are on sheet S-047

44. For the demolition of the existing bridges, the track will be removed by the track and systems contractor. Who is responsible for the removal of the existing ballast material from the structures? This will be addressed in the final addendum the week of Dec 29.

45. Railroad flagging is being carried under an allowance item. Based on the length of the project and likely multiple areas with concurrent work occurring, if additional flagging is requested that will result in costs beyond the allowance amount, will the allowance be increased? This will be addressed in the final addendum the week of Dec 29.

46. Will a 404 permit be required for the work in the waterways? Yes

47. The temporary shoring as detailed on sheet S-032 need to be removed or left in place based on proximity to the track and zone of influence? If left in place will this material need to meet Buy America Requirements? It may be left in place, but it will need to meet the Buy America Requirements and follow the shoring notes on sheet S-046

48. The monitoring notes includes a contingency plan for track settlement. If track settlement does occur, who is responsible for the work associated with the contingency plan? Contractor is responsible for the work associated with the track settlement and might be supplemented by the railroad/Herzog surfacing machine. The contingency plan may include additional surfacing of the track by the railroad crews, which the railroad may charge the contractor for.

49. Who is responsible for inspection and certifying the track if settlement occurs? If during the contractor monitoring of the track, settlement occurs and the contractor must remediate the settlement, the railroad will then inspect the track after the remediation and determine if the remediation was completed satisfactorily. As noted previously, the railroad/Herzog might supplement with their own surfacing equipment. The contractor's monitoring will determine if the thresholds are exceeded.
50. Please confirm if hazardous materials is anticipated to be encountered on the project. Being an old RR corridor, there is potential to encounter hazardous materials, though there are no known areas.
51. Please provide a list of any environmental permits Trinity Metro has applied for or currently has for this project. This will be addressed in the final addendum the week of Dec 29.
52. Question 5 of Addendum 2 notes that Specification 02316 was provided, but does not seem to be attached to Addendum 2, and does not appear to be included with 2025-02-18-TRE Double Track IFB Specifications that was included with the initial RFP. Please advise where this specification can be found. Plan and spec changes will be issued soon.
53. This provision prohibits Contractor from relief for any third party delays. Is it the intent that this includes delays caused by Owner's third party contractors? Will the Owner agree to clarify that Contractor will be entitled to both time and cost relief for any delays caused by Owner or its other contractors? This will be addressed in the final addendum the week of Dec 29.
54. Will Owner agree to entertain caps on the LD's so as to allow Contractor to reduce its allocated risk money? This will be addressed in the final addendum the week of Dec 29.
55. Is it the intent for the Key Personnel LD's to be one time only payments? Would the Owner agree to allow language clarifying that these penalties would not apply if Contractor provided Owner advanced notice of the removal of one of its Key Personnel, provided Owner approves of the replacement? This will be addressed in the final addendum the week of Dec 29.
56. These insurance requirements differ from those in the RFP. Which provisions should the Contractor look to when pricing its bid? This will be addressed in the final addendum the week of Dec 29.
57. Answer for Question #20 indicates a change in scope for relocating a signal house to Precinct Line Rd. Does this remove the associated embankment and stairway for the relocated 6x6, and what is the disposition of the existing meter pole that is in conflict with planned embankment if so? The proposed stairs, equipment, and pad will be removed from the plan sheet. The existing meter and pole supplying power to the house should no longer be needed.

The deadline for question submissions has ended as of December 18, 2025, at 5:00 pm CST.

End of Addendum # 5