



**DALLAS COUNTY
PURCHASING DEPARTMENT**

Records Building, 500 Elm Street, Suite 5500
Dallas, Texas 75202

**Michael Frosch
Purchasing Director**

July 2, 2026

**ADDENDUM #2
IFB 2026-041-7126 CENTRAL TRAIL EXTENSION**

Whereas,

Answers to the questions are as follows:

- 1. Q: What are the Engineers Estimate for this project?**
A: \$5,932,127.00
- 2. Q: Is bidding open to all qualified Materials Testing laboratories, or is eligibility restricted to vendors on a pre-approved list?**
A: The bid is open to all vendors to participate publicly.
- 3. Q: Could you advise whether Dallas County maintains a list of pre-qualified environmental consultants or professional service providers for environmental assessments, environmental compliance, permitting, NEPA documentation, or related environmental services?**
A: The Public Works Department and the SBE Department currently do not maintain a list of pre-qualified environmental consultants or professional service providers for environmental assessments, compliance, permitting, NEPA documentation, or related environmental services.
- 4. Any guidance regarding the proper process for introducing a firm's qualifications to project engineering teams supporting Dallas County projects.**
A: The process is to register as a vendor with Dallas County and ensure your commodity code aligns with your company's skills and capabilities, as well as potential projects you may be interested in. Any engineering-related notifications will be sent to you by email. Finally, please monitor current projects on the Dallas County Purchasing Department website for newly advertised opportunities.
- 5. Due to scheduled summer vacations and summer holidays, will Dallas County please extend the bid due date by three weeks to allow for more competitive bids and greater bidder participation?**
A: Unfortunately, due to the project timeline and required award date, an extension can't be granted at this time unless there are extenuating circumstances. If an

extension or changes are approved, an addendum will be issued to all bidders publicly.

6. Will the 7/02 Pre-Bid meeting be different from 6/25's meeting?

A: No, both pre-bid meetings will be identical.

7. Will we have to use approved DAT vendors?

A: Yes. DART's preferred contractor must be used for work within DART right of way, and all work is being performed under the DART force account/allowance item. Schedule 8, Item 2016 (DART SS) limits work to the named DART Major On-Call Construction Services contractor, Stacy and Witbeck. Please refer to DART General Bid Item Notes 1 & 2, page 417 in the bid book.

8. Are the contractors responsible for all DART shutdowns and getting on the waitlist? Will there be time for DART inspection?

A: Refer to DART.org/DARTSpace. Contractors must coordinate all required DART shutdowns, work windows, scheduling needs, and track allocation. For any work requiring access to DART light rail tracks, the contractor must submit a Track Allocation request in DARTSpace and receive the required approvals before starting work.

9. Can a copy of the pre-bid presentation and sign-in sheet be supplied to the attendees?

A: The pre-bid meetings were not recorded, and the sign-in sheet is available for public view 10-days after project award.

10. What are the engineers' estimate?

A: \$5,932,127.00

11. Are there any fees associated with DART permits?

A: Refer to DART.org/DARTSpace for all fees associated with DART permits and applications.

12. What are the costs for railroad (DART) flagging?

A: DART flagging and Railroad Worker in Charge (RWIC) services are provided via IEA (DART's third-party contractor). Contractors must coordinate directly with IEA to schedule RWIC and flagging and are responsible for all associated costs. A minimum 15-day lead time is required, and no work may begin in the DART right-of-way without an authorized IEA RWIC on site. DART requires at least one RWIC and one flagger for right-of-way work.

Contractors and subcontractors are also responsible for all required DART safety training and certifications. RTRWP training costs \$100 per person and required Worker in Charge (WIC) training must be completed through IEA. All personnel entering the DART right-of-way must complete required training before starting work. FYI: Roadway worker protection and flagging fees are included in the Schedule 8 bid item; other fees are not included in the Schedule 8 allowance.

13. Does DART require training for the contractors' employees?

- A. Yes. Any contractor or subcontractor performing work within the DART right-of-way must comply with all applicable DART Right-of-Entry (ROE) requirements before entering the right-of-way. This includes obtaining the required Right-of-Track/Right-of-Way Protection (RTRWP) safety training and certification, maintaining all required insurance, and being cleared and qualified to work within the DART right-of-way. Upon successful completion, workers receive a certification card that must be renewed annually. In addition, contractors must comply with all applicable railroad safety requirements, including the use of qualified railroad flaggers and any other protective measures required by DART for specific work activities.

These requirements apply equally to the prime contractor and all subcontractors performing work within the DART right-of-way. No personnel, equipment, or construction activities may enter or occur within the DART right-of-way until all required qualifications, safety certifications, insurance, and Right-of-Entry requirements have been satisfied. Please refer to the DART Right-of-Entry Agreement for the complete requirements.

14. Do subcontractors have to go through DART training?

- A. Yes, please refer to the previous answer, which states that subcontractors must go through DART training if they are working within the DART right of way or within 25 feet of the tracks.

15. Is there ROCIP Requirements?

- A. Insurance requirements are provided in the Bid Book under the Dallas County requirements. Contractors should also refer to the DART Construction Right-of-Entry (ROE) Agreement for DART-specific insurance requirements. The Prime Contractor is responsible for securing all required insurance coverage, including any requirements necessary to obtain DART right-of-entry approval.

16. Is TxDot pre-qualification required?

- A. No, TxDOT pre-qualification is not required on this project since the project is not on the state highway system.

Whereas,

Except as provided herein/above, all other specification requirements of the original solicitation referenced shall remain unchanged in full force and effect. This addendum should be signed and returned with your Solicitation package on or before 5/28/2026, @ 2:00 P.M. (CST).