INVITATION FOR BIDS (IFB) No. 025-013

CONSTRUCTION OF THE ALEXANDRIA STATION IMPROVEMENTS AND KING STREET & COMMONWEALTH AVENUE BRIDGE REPLACEMENT PROJECT

QUESTIONS AND ANSWERS- SET NO. 4

Below are questions VRE received as of **August 4, 2025**, at 2:00 P.M. EST, with responses. Whenever possible, questions are presented as originally asked. Otherwise, the questions or inquiries are presented to capture the main thrust or idea. Please note that not all questions submitted by this date are addressed in this set. Additional responses will be posted as they are finalized.

Question #1: Specification 01 35 14 has milestone completion dates for Phases 1 - 7. (see pdf pages 156-165). These do not align with milestone dates in 01 32 19, 3.1.A.1. Please clarify. Additionally, are the dates in pages 156-165 contractual requirements as they relate to the phasing?

Response #1: Section 01 35 14, 1.4.A identifies phase completion dates. These are separate from the milestone completion dates specified in Specification Section 01 32 19, 3.1.A.1.

Section 01 35 14, 1.4.A states: "Phase milestones are provided for reference below and do not take precedence over contractual milestones."

The dates referenced on pages 156-165 are contractual requirements as they relate to the phasing and for coordination between the contractors defined in Specification Section 01 35 14.

Question #2: Many activities by this Contractor depend on 4th Track Contractor / CSX production. Given that this Contractor's interim milestones and substantial completion dates do not move and depend on 4th Track / CSX durations, what durations for work by others should bidders assume?

Response #2: A detailed construction schedule for the 4th track will be determined by the CSXT contractor under the same requirements detailed in Specification Section 01 35 14 and durations of individual activities will be determined based on their means and methods. The 4th track project schedule will be available for review and coordination as detailed in Specification Section 01 35 14.

In the vicinity of the bridges and station, it is anticipated that the duration from the interim milestones to the end of the respective phases will be utilized by the CSXT contractor to complete the grading, track, signaling and associated work. During this time, the Contractor may continue to work simultaneously with the CSXT contractor.

Question #3: The Technical Specifications (Attachment A) section 01 32 13-3, 3.1.C.1 states the liquid dated damages of $10,224, per calendar day refers to the milestone dates for completing the East Bridge work and West Bridge work. Please provide the schedule from CSXT for completing the track installation for the "4th Track". The construction completion of both bridges are directly tied to CSXT completing the track work. How can the contractor be responsible to meet milestones and final completion without having these schedules?

Response #3: A detailed construction schedule for the 4th track will be determined by the CSXT contractor under the same requirements detailed in Specification Section 01 35 14 and durations of individual activities will be determined based on their means and methods. The 4th track schedule will be available for review and coordination as detailed in Specification Section 01 35 14.

In the vicinity of the bridges and station, it is anticipated that the duration from the interim milestones to the end of the respective phases will be utilized by the CSXT contractor to complete the grading, track, signaling and associated work. During this time, the Contractor may continue to work simultaneously with the CSXT contractor.

Question #4: Please provide all the train schedules for CSX, VRE, Amtrak, and WMATA? These schedules are crucial to determining the stop work outages for trains through the site.

Response #4: The publicly available Federal Railroad Administration (FRA) Grade Crossing Inventory records reflect an average total of 67 trains through the project site each day. This is inclusive of CSXT, VRE, and Amtrak trains. The Contractor can expect a combination of approximately 50 passenger trains from Amtrak and VRE.

WMATA's operations are on a separate, adjacent set of tracks, and their schedule information is also publicly available on WMATA's website.

Question #5: Division 27. Is the contractor to use maxcell innerduct for fiber optic cabling?

Response #5: Maxcell innerduct can be submitted as a technical submittal, and will be evaluated for its suitability. VRE more commonly uses HDPE innerduct to protect the fiber and provide future ease of access; however, alternatives providing equivalency will be considered.

Question #6: Volume C, DWG# S1-311. Is it acceptable to pour the elevator foundation shear keys before pouring the foundation slab, or are the shear keys required to be poured monolithically with the foundation slab?

Response #6: The foundation slab and foundation shear keys shall be poured monolithically. It is not acceptable to pour them separately.

Question #7: Phase 1 Stage 1 (see Technical Specifications sheet 169-173) includes SOE and jump span installation under temporary outages. The plans indicate that tracks may be taken out of service during this phase, but do not define the number, duration, or schedule of outages. The CSX phasing diagram suggests the ability to take all three tracks out of service, but this is not clearly defined. Please clarify whether a "temporary outage" refers to all tracks or only the track physically impacted by the work. We understand that no outages or modifications are allowed during the November 15–January 15 moratorium.

Response #7: A temporary outage is limited to the track that is physically impacted by work. VRE anticipates up to three (3) temporary weekend outages to install the temporary jump spans and any support of excavation (SOE) necessary to install the temporary jump spans. During each outage, only a single track may be taken out of service at a time.

The exact timing and durations of these weekend outages shall be coordinated with and approved by CSXT as required by Specification Sections 01 35 13 and 01 35 14.

Question #8: Specification 01 35 14 VRE phasing drawings show west platforms having select demo occurring while still running trains on proposed tracks 5 & 4. (Ref Phase 1-2, 1-3).

A. Is there a minimum platform length that must be kept open for passengers during this or any phase?

B. May platforms be demolished and removed during phase 1-2, 1-3? In particular, may we remove the platform shown as note 3 in these phases?

Response #8:

A. **Minimum Platform Length Requirements:**
A minimum platform length of 210 feet must remain open.

B. **Platform Demolition During Phases 1-2 and 1-3**
Yes, Activities 2 & 3 on Phase 1, Stage 2 drawing, and Activity 7 on the drawing for Phase 1, Stage 3 are for selective demolition and removal of platform sections.

Question #9: IFB Section V Paragraph 49 states that flagging support will be provided by VRE for the duration of the project. Has CSX agreed to assign full time flagging support from NTP through Substantial Completion?

Similarly, please confirm CSX is prepared to support multiple shifts as necessary to meet the phasing requirements and milestones outlined in the specifications.

Response #9: The intent is for CSXT to provide flagging support from NTP through Substantial Completion with the potential for multiple shifts subject to coordination and approval by CSXT. See Specification Section 01 11 00, Part 1.13.B.2 and Section 01 35 13, Part 106 for guidance on flagging requests.

Question #10: There are no requirements in the drawings or specifications that indicate the Contractor is required to temporarily support ballast during platform demolition. We assume that we will be able to demolish platforms to the extent shown in each phase without installing any temporary formwork to retain ballast and no additional sequencing of demolition not shown on the phasing plans or drawings will be required. Please confirm no temporary ballast retaining measures are required during platform demolition.

Response #10:

- See Specification Section 01 33 00, Exhibit B, Part 3 for guidance on railroad temporary protective structures.
- See Specification Section 01 35 13, Part 1.05.A for guidance on protecting and safeguarding CSXT facilities.
- See Specification Section 02 41 00, Section 3.2, for guidance on protecting CSXT property (tracks) to remain and occupants (passengers on trains) from injury and discomfort.
- See Specification 31 09 16 for guidance on track and wall monitoring to ensure stability and adherence to CSXT standards and requirements.
- See Specification Sections 31 22 00, 31 23 00, and 31 23 19, Part 3.1.B for guidance on protecting existing features (track).
- See Specification Section 31 23 16, Part 1.4.B for guidance on track protection submittals, and Part 3.4.C for protecting other facilities (track) from damage.

Question #11: IFB Section IV Paragraph 12.A states that the Contractor will be eligible for an extension of Contract Time and reimbursement for "actual, verified direct costs incurred" in the event that CSXT is unable to provide flagging support. IFC Section IV Paragraph 12.C goes into further detail and specifies that in order to be eligible for an extension of Contract Time and direct costs, the Contract "must have received written confirmation from CSXT that the specific outage and/or Railroad Flagging Protection Services were approved and scheduled."

A) Please confirm that the Contractor will be eligible for an extension of time and reimbursement for direct costs in the event CSX is unavailable to provide flagging support (i.e. CSX does not approve requests for flagging support due to CSX not having personnel available to support the request).

B) Please confirm that "actual, verified direct costs" include Contractor extended overhead.

Response #11: The Contractor shall comply with Part IV, Special Provisions, Section 12 for flagging coordination/anticipated loss of days.

Question #12: Specification 01 33 00.1.05.B.a.i states that an additional 30 calendar days will be required to review any submittals that require host railroad approval. This specification sections goes on to detail different types of submittals (shop drawings, product data, etc.), and makes no mention of requiring host railroad review for any submittals other than work plans (01 33 00.1.7.E).

Please confirm no action submittals outside of proposed work plans will be required to be reviewed by the host railroad and/or WMATA JDAC.

Response #12: In addition to proposed work plans, CSXT will review submittals related to the tracks, rail roadbed, and bridges. CSXT also reserves the right to review any other submittals at their discretion.

WMATA reviews are limited to submittals identified in the JDAC Manual. A link to the manual is included in the Special Provisions.

Question #13: Specification 01 32 19 3.1 A.1 stipulates milestone dates for CSX use of tracks. What condition must the station be in to allow CSX to use tracks? For example, must platforms be complete and open to the public?

Response #13: Platforms do not need to be fully complete at the milestones specified in Specification Section 01 32 19, 3.1.A.1.

Completion of the platforms and the number of available boarding edges are required for the phase milestones specified in Specification Section 01 35 13.

Per Specification Section 01 35 13, 1.4.B, the Contractor shall maintain the number of available tracks and boarding edges identified in each phase of the Alexandria Corridor Phasing Diagrams.

Question #14: What approvals and restrictions has the City of Alexandria and/or VDOT, whoever is the AHJ, put on the occupancy of King and Commonwealth Streets? Are bidders to assume any phasing restrictions on street use? For example, may both King and Commonwealth be reduced to a single lane at the same time? May the road be completely shut off to traffic?

Response #14: The Contractor is responsible for satisfying the requirements necessary to obtain a Maintenance of Traffic (MOT) permit from the City of Alexandria. The City of Alexandria's permit guidelines are available at https://www.alexandriava.gov/permits/permit-guidelines-transportation-environmental-services. Also, refer to sheets G-007 through G-009 for the current DSP/DSUP Conditions.

Question #15: In order to obtain Railroad Protective Liability Insurance, could you please provide number of trains per day.

Response #15: The publicly available Federal Railroad Administration (FRA) Grade Crossing Inventory records reflect an average total of 67 trains through the project site each day. This is inclusive of CSXT, VRE, and Amtrak trains. The Contractor can expect a combination of approximately 50 passenger trains from Amtrak and VRE.

Question #16: Sheets S2-508 & 509 and S3-506 show a shop weld between the sole plates and the floor beam. May this be a field weld?

Response #16: Field weld is permissible. Sole plates shall be in full contact with the bottom flange and welded all around on all sides

Question #17: Attachment A, Exhibit B. VRE Alexandria Station and King & Commonwealth Bridges Suggested Phasing Diagrams. Please provide durations for the following CSX operations:

A. Removal and installation of tracks for SOE and jump span construction during temporary outages of tracks 3, 4 & 5 during Phase 1 Stage 1.
B. Removal of track from jump span, bridge superstructure and asphalt underlayment area for Phase 1 Stage 3.
C. Installation of tracks 2 & 3 and final alignment and profile for Phase 1 Stage 3
D. Removal of track from jump spans, bridge superstructure and asphalt underlayment area for Phase 2 Stage 2.
E. Installation of tracks 4 & 5 and final alignment and profile for Phase 2 Stage 2

Response #17:

A. VRE anticipates up to three (3) temporary weekend outages to install the temporary jump spans and any support of excavation (SOE) necessary to install the temporary jump spans. During each outage, only a single track may be taken out of service at a time. The exact timing and durations of these weekend outages shall be coordinated with and approved by CSXT as required by Specification Section 01 35 14.

B. The durations for removal of track from the jump span and bridge superstructure will be determined by CSXT and coordinated based on the requirements of Specification Section 01 35 14. Removal of the area for the asphalt underlayment is included in this contract.

C. Installation of tracks No. 2 & 3 and final alignment and profile for VRE Phase 1, Stage 3 is anticipated to be performed between the interim milestone and the end of the respective phase.

D. The durations for removal of track from the jump span and bridge superstructure will be determined by CSXT and coordinated through the requirements of Specification Section 01 35 14. Removal of the area for the asphalt underlayment is included in this contract.

E. Installation of tracks No. 4 & 5 and final alignment and profile for Phase 2, Stage 2 is anticipated to be performed between the interim milestone and the end of the respective phase.

Question #18: Reference Specification Section 31 62 18 – Micropiles and Drawing Sheet 167 of 426 – Bridge General Notes (Sheet 3 of 3), Drawing 174 of 426 – Micropile Table (King Street Bridge), and Drawing 223 of 426 – Micropile Table (Commonwealth Ave. Bridge).

As this is a bid-build project, permanent design is not the responsibility of the General Contractor unless VRE's intent is for the micropiles to be a delegated design to a specialty contractor. Please confirm the following regarding the micropile scope:

A. Is it the Owner's intent that the micropiles are a delegated design item?

B. Should bidders base their pricing on the micropile tables provided in the contract drawings (e.g., assumed capacities, bond lengths, and quantities)?

C. If the final design requirements or actual quantities of piles installed differ from the basis used for bidding, will there be a mechanism for cost and/or time adjustment?

Confirmation is requested to ensure consistent scope interpretation and accurate pricing among all bidders.

Response #18:

A. Confirmed – Micropiles fall under a delegated design.

B. Confirmed – Bidders shall base their pricing on the micropile tables provided in the contract drawings.

C. Confirmed - See Specification Section 01 26 00.

Question #19: Please provide the as-built drawings for the existing King Street and Commonwealth Avenue bridges.

Response #19: Available as-built information for the King Street and Commonwealth Avenue bridges will be made available for review to the successful Bidder after award of the Contract.

Question #20: Section 01 56 00 Temporary Barriers and Enclosures, Part 1, 1.8 Maintenance of Traffic. Item G. Is The contractor responsible for developing road closure and detour plans for King Street and Commonwealth Avenue during the bridge demolition and erection phase of construction?

Response #20: Yes. The Contractor is responsible for satisfying the requirements necessary to obtain a Maintenance of Traffic (MOT) permit from the City of Alexandria. The City of

Alexandria's permit guidelines are available at https://www.alexandriava.gov/permits/permit-guidelines-transportation-environmental-services. Also, refer to sheets G-007 through G-009 for the current DSP/DSUP Conditions.

Question #21: Section 01 56 00 Temporary Barriers and Enclosures, Part 1, 1.8 Maintenance of Traffic, Item G. Please provide allowable lane closure periods for King Street and Commonwealth Avenue.

Response #21: Allowable closure periods will be determined based on the approved Maintenance of Traffic (MOT) permit, with coordination between the City of Alexandria and local stakeholders.

Question #22: VRE has a right to terminate for lack of funding/appropriations. Can VRE provide any information on the status of funding the Project and any appropriations risk?

Response #22: The current total project budget is available on VRE's website, and is fully funded.

Question #23: Specification Section 14 24 23 - Will the owner accept any alternates to Hydraulic Elevators? Specification 14 24 23 only reference Hydraulic Elevators. Please confirm if substitution of Electric Traction MRL Elevators is acceptable.

Response #23: Deviation from the approved design must be designed by the Contractor, and the Contract must demonstrate equivalence to the approved design. An alternate design for the elevators must be submitted to VRE for review and approval in accordance with Specification Section 01 25 00, Substitution Procedures.

Question #24: Specification Section 06 62 00 - Please provide a detail for Downspout and trench Drain connection.

Response #24: Specification Section 06 62 00 is not part of this contract. There is no connection between the proposed roof drains (downspouts) and the proposed trench drains. Roof drains discharge into a pipe as shown in detail 5 on sheet A1-501. This pipe connects to the stormwater collection pipe for the trench drains and the downspouts. See sheets C-224, C-225, C-226 for the stormwater collection pipes.

Question #25: Drawing A1-109 - Drawing A1-109 notes 'Downspout to match existing, typ.' at existing canopy locations. Please confirm the noted are new downspouts in lieu of repairing and re-installing the existing downspouts.

Response #25: Correct, this shall be a new downspout in this location to match the existing.

Question #26: Drawing S1-214 - The west platform lower canopy calls for the use of a 3x8 ledger and 3x8 glulam rafters, see S1-214. The use of 2x8s could provide the required structural support with more accessibility to material and be more cost effective than the 3x8 glulam rafters. Please confirm the use of 2x8s are acceptable.

Response #26: No. The Contractor shall use the sizes as specified on the plan sheets.

Question #27: Drawing A1-712 - The signage drawings indicate that some signs are to be mounted to fences and others are flag mounted, but no specific details are provided regarding bracket types or installation methods. Please confirm if there are required or preferred mounting details for these signs.

Response #27: Mounting hardware shall match the existing sign hardware used for signs of similar size and mounting types. Shop drawings shall be submitted by the Contactor for approval before installation.

Question #28: Specification Section 05 73 00 – Specification Section 057300-3 2.3.B says the exterior railings are to be 316 alloy with a #4 polish. The mill cannot provide the ¾" x 1 ½" rectangular tube in 316 stainless but they can provide in 304. Please confirm 304 is acceptable for all railings, guardrails, wall panels and all exterior stainless steel.

Response #28: No. The specifications will remain as is with no change.

Question #29: Drawing A1-513 - A1-513 details a 1/2" thick metal plate wall panel at the elevator lobby. This seems to be excessive in weight and the aesthetics of this panel could be achieved by other means such as brake metal or bent plate. Please confirm these panels can be produced utilizing other methods such as 14ga stainless steel brake metal. Please revise and update section detail.

Response #29: The plans will remain as is with no change. The panels shall be produced as detailed on the plans.

Question #30: Please define the duration of CSX transition Phase between completion of Phase 2 and beginning of Phase 3.

Response #30: The transition phase is anticipated to last up to seven (7) calendar days.

Question #31: Does the transition Phase between completion of Phase 2 and beginning of Phase 3 tie-in with the CSX train moratorium suggesting that Track 3 remain in service until January 15, 2027?

Response #31: The phase transition is anticipated to occur immediately prior to the CSXT moratorium. Per Specification Section 01 35 14, Track 3 will remain in service until January 15, 2027. At the end of the phase transition, all three (3) tracks must be in service. Phase 3 will begin after the moratorium, with only two (2) tracks in service.

Question #32: If Track 3 must remain in service until January 15, 2027, is it correct to interpret that Track 3 will be out of service from January 16, 2027, until May 27, 2027? Per CSX Phase 3.

Response #32: Correct. **See Addendum No. 05** for adjustment of the CSXT Phase 3 completion date.

Question #33: Based on the above assumptions/interpretation, track 3 will be out of service from January 15, 2027 to February 26, 2027 for Contractor to complete two (2) east bridge superstructures (a time period of approximately 41 days). Please confirm this interpretation.

Response #33: Confirmed.

Question #34: Given the complexity of the project, we respectfully request at least another 2-week bid extension.

Response #34: No further extensions will be granted.

Question #35: With respect to the temporary outages for CSX Phase 2 installation for SOE and Jump Spans, what is the exact time period the contractor can assume for each individual temporary track outage? Please confirm this time period does not include CSX's required time to remove and replace the same tracks.

Response #35:. VRE anticipates up to three (3) temporary weekend outages to install the temporary jump spans and any support of excavation (SOE) necessary to install the temporary jump spans. During each outage, only a single track may be taken out of service at a time.

The exact timing and durations of these weekend outages shall be coordinated with and approved by CSXT as required by Specification Sections 01 35 13 and 01 35 14.

The temporary outage time period includes CSXT required time to remove and replace the same tracks.

Question #36: Drawing No: S3-525 shows 11/16 diameter bolt holes in the HSS Curb and handrail posts for a bolted connection. A bolt and nut will not work in this case, are the holes in the HSS curb to be threaded?

Response #36: The handrail posts are to be through bolted to the HSS section.

Question #37: RFI #29 response from Question and Answers – Set No. 1 states blockouts are not acceptable in regard to SOE and concrete coordination regarding bridge abutments. SOE concept design at the East Platform elevator shaft also shows struts/bracing running through the concrete placement per 1/S1-601. This SOE design will require either block outs or horizontal joints. Advise if this is acceptable at East Platform elevator shaft or if Contractor is to design SOE to achieve monolithic wall placement.

Response #37: The method for the Support of Excavation (SOE) is at the Contractor's discretion; however, any proposed approach must be submitted to VRE for review and approval by both VRE and the Host Railroad.

For instance, the current wall design specifies 10" rebar spacing. If blockouts are to be used, the Contractor must revise the vertical rebar layout accordingly. All proposed blockout locations and the corresponding rebar configuration must be submitted for approval by VRE prior to implementation.

Question #38: Drawing Sheet No.18 states CSX is responsible for the construction of all at-grade crossings, including pedestrian crossings? Specification Section 01 35 14 phasing drawings Overview, 1-1, and 1-2 state they are by CSX. However, drawing G-013 pay item descriptions 17 and 23 seemingly ask the Contractor to include costs for crossings. Please clarify.

Response #38: CSXT is responsible for the construction of the at-grade crossing surface shown on sheet C-239. The Contractor will be responsible for the asphalt approach to the field side of the timbers shown on sheet C-239.

The Contractor will also be responsible for the wood temporary pedestrian crossing. The asphalt temporary construction at-grade crossing installed south of the station in Phase 1, Stage 1, will become the temporary pedestrian crossing for Phase 2, Stage 1.

Question #39: Pay item 5 (Platform - Support of Excavation/Temporary Works) is written to direct the GC to include the costs for the "sheetpile wall as shown on the plans". Pay Item 17 (Platform - Pedestrian Tunnel) is written to direct the GC to include the costs for support of excavation. The only sheet pile wall shown near the platforms is at the pedestrian tunnel and new elevators area. Into which pay item is the GC to include the costs for the support of excavation for the pedestrian tunnel? For the elevator excavation?

Response #39: Costs for support of excavation for the tunnel are part of Pay Item 17. Costs for support of excavation for the elevators are part of Pay Item 5.

Question #40: Sheet 111 of 426, SOE General Note 14 directs the General Contractor to pre-drill then vibrate sheetpile into place. Upon review of the CSX Public Projects Manual this does not appear to be a CSX-requirement. Since the support of excavation system is to be a contractor designed and installed system, will the sheetpile be required by VRE to be installed via vibration methods or may the GC instead drive these sheetpiles into position with an impact hammer?

Response #40: Vibration is the recommended method to adhere to the noise regulations of the City of Alexandria. If the Contractor submits an approval from the City of Alexandria to use an impact hammer and is capable of monitoring CSXT track and infrastructure for lateral or vertical movement during pile driving operations, the use of an impact hammer may be submitted to VRE for consideration as an alternative pile driving method.

Question #41: Details call for a 3 1/2" min to 4" concrete protection course between the support of excavation system and the waterproofing for the elevator shaft. Can this substrate for the waterproofing membrane instead consist of styrofoam blocks between the cells of the sheet pile support of excavation and asphaltic sheets on top of the styrofoam/sheetpiles?

Response #41: No. Styrofoam blocks will not be accepted as substrate for the proposed concrete protection course.

Question #42: Please confirm that the baggage carts and chair lifts referenced on C-211 & C-215 are by VRE and Amtrak.

Response #42: Baggage carts and wheelchair lifts are shown for reference only and are not part of this contract.

Question #43: Are there any contractual requirements to restore the surface asphalt on King Street and Commonwealth Avenue after bridge construction is complete?

Response #43: Yes. Removal of pavement and/or curb, or damage to existing pavement and/or curb, beyond the limits show are the Contractor's responsibility to restore to the satisfaction of the City of Alexandria. Refer to sheet C-207 for King Street requirements and sheet C-208 for Commonwealth Avenue requirements.

Question #44: Please confirm that the crack and spall repair details (Details 2 and 4) on S1-545 apply to the crack and spall repair locations indicated on S3-309, or advise on relevant crack and spall repair details.

Response #44: Yes. These crack repair details apply to the locations indicated on S3-309.

Question #45: Drawing G-018 contains the callout "Proposed Construction Fencing" pointing to the black dashed line. The black dashed line symbolizes the property line according to the legend. Please clarify what the "Proposed Construction Fencing" callout is pointing to.

Response #45: Drawing G-018 indicates the general location of the construction fence. Refer to the C series sheets for locations of proposed construction fence.

Question #46: Please provide a plan for the geotechnical boring locations.

Response #46: Refer to General Note 3 on Plan Sheets C-102 and C-103.

Question #47: Please provide a connection detail for the 8” pipe to the shoring specified in Detail 1/S1-601.

Response #47: Shoring falls under a delegated design.

Question #48: Please provide a connection detail for the raker to the W21x147 pile specified in Detail 1/S1-611.

Response #48: Shoring falls under a delegated design.

Question #49: Please advise if all of the sheet piles will remain in place or if they must be removed.

Response #49: Sheet piles will remain in place and shall be cut off 3ft below grade, as required by the CSXT Public Projects Manual.

Question #50: Please advise if the sheet piles will be coated.

Response #50: Sheet piles will not be coated.

Question #51: Section 01 35 14 1.4C states: No work requiring track outages may occur from November 15th to January 15th of any year, and the maximum number of tracks identified in the Suggested Phasing Plans must be available for railroad traffic. Modifications to track outages will not be considered during this period. Does this apply to Phase 1 Stage 1 of the suggested sequence of construction?

Response #51: Yes, this applies to Phase 1 Stage 1.

Question #52: Please confirm the King Street girders are not to be galvanized prior to painting.

Response #52: Confirmed. King Street girders do not need to be galvanized.

Question #53: Sheet S1-520 indicates waterproofing membrane to be placed along the bottom, sides, and top of the precast pedestrian tunnel. Based on details provided on sheet S1-542 and the section on S1-520, protection board and geodrain appear to be only required for the sides and top of the precast pedestrian tunnel. Please confirm that waterproofing is required for the entire perimeter of the precast sections, and that the protection board and geodrain is only required along the sides and top of the precast sections.

Response #53: Waterproofing is required for the entire perimeter of the tunnel. However, protection board and geodrain are only required along the sides and top of the precast sections.

END OF QUESTION AND ANSWERS- SET NO. 4