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July 22, 2022

Addendum Number 1

ITB 22-02-209508

Trail River Bridge 25.7 and Falls Creek Bridge 25.4 Replacements

This Addendum is being issued to provide information as follows:

1. Bid Due date is changed to 3:00 pm, August 10, 2022.
2. Remove and replace the Bid Schedule with Attachment 1. All changes are in red.
3. Reference Attachment 2.3 – ARRC s2-78.06 ModXing Helmericks, remove in its entirety. This attachment is an older version of another attachment.

Question & Answers:

4. Q: The project currently has a closing date of 8/3/22. With a site visit the week prior to closing date it is tight for clarification clean up. Also project 147.4 closes the same week. Can ARRC please postpone the closing date to 8/10/22 for project 25.7?
A: ARRC has taken this under advisement, the due date will be updated to 8/10/22 with all questions due to the Owner NLT 8/3/2022.
5. Q: Will Railroad Protective insurance be required on this project?
A: Yes, please add the following
“If any part of the work to be performed on ARRC Property is located within fifty feet (50’) of a railroad track, then the Permittee/Contractor shall also obtain Railroad Protective Liability insurance (Alaska Railroad Corporation as named insured) with limits of liability of not less than \$5,000,000 Combined Single Limit for Bodily Injury and Property Damage per each accident or loss.”
6. Q: Please confirm Builders Risk will be required on this project.
A: Builders Risk is required for this project.
7. Q: Plan sheet 5 of 12 for Falls Creek (Pile Layout) shows elevations that are referenced as pile cutoff elevation. Plan sheet S4 for Trail River (Pile Layout) shows elevations but there is no reference to what these elevations are referencing. Request confirmation that elevations on S4 are pile cutoff elevations as well.

A: Elevations shown on Plan Sheet S4 are pile cutoff elevations. Contractor can verify elevations for pile cutoffs based on the design “Low Chord” elevations shown in the plans as well.

8. Q: There are no reference to pile tip elevations for either structure. There is no way for contractor to do independent pile takeoffs or calculate pile lengths or splices required at either structure. Please provide estimated pile tip elevations for pile on both structures.

A: Estimated pile tip elevations can be estimated based off the cutoff elevations provided in the plans and the notes provided therein (Bridge 25.4 – Sheet 2, Pile Driving Notes, Note 1 and Bridge 25.7 – Sheet S1, Pile Driving Notes, Note 1).

9. Q: There is no geotech report or boring logs for either bridge structure. Can owner provide one or both of these?

A: The Owner does not have geotechnical data for Bridge 25.4; however, geotechnical data from the AKDOT&PF’s adjacent structure is provided herein (Attachment A1-01). Geotechnical data collected by the Owner for Bridge 25.7 and AKDOT&PF’s report for the adjacent highway bridge are provided herein as well (Attachment A1-04, A1-05, A1-06, A1-07).

10. Q: Can owner provide as-built drawings for the existing bridges?

A: Available drawings for Bridges 25.4 and 25.7 and adjacent AKDOT&PF bridges are provided herein (Attachment A1-02, A1-03, A1-08, A1-09, A1-10, A1-11, A1-12, A1-13).

11. Q: Appendix G states to provide structural steel piles in sections no less than 40 feet nominal. Based on bid schedule qty’s, appears average pile length at both structures is anticipated to be 60’.(1) Piling are required to be hot dip galvanized to 10’ below mudline. Max length of pile that can be dipped in the vats is 40’. With a 60’ pile length, specs don’ really allow for a HDG top section with bare bottom section (would have to be a single pile section). Please provide clarification on what will be allowed to meet the HDG criteria and length requirements of the galvanizing vats.(2)

A:

(1) Reference Appendix G, page 194, Item No. A-19, remove and replace with the following:

“Provide structural steel piles in sections no less than 20-feet (nominal).…”

(2) Reference Appendix G, page 194, Item No. A-19, remove the following:

“Hot-dip galvanize steel piles to the minimum thickness from the top to a distance not less than 10 feet below the finished ground line. Steel piles that do not protrude above the final ground line do not require galvanizing.”

(3) Reference Appendix G, page 212, Item No. B-16, remove and replace with the following:

“Provide structural steel piles in sections no less than 20-feet (nominal).…”

(4) Reference Appendix G, page 212, Item No. B-16, remove the following:

“Hot-dip galvanize steel piles to the minimum thickness from the top to a distance not less than 10 feet below the finished ground line. Steel piles that do not protrude above the final ground line do not require galvanizing.”

(5) Reference Appendix G, page 213, Item No. B-17, remove and replace with the following:

“Provide structural steel piles in sections no less than 20-feet (nominal).…”

(6) Reference Appendix G, page 213, Item No. B-17, remove and replace with the following:

“Hot-dip galvanize steel piles to the minimum thickness from the top to a distance not less than 10 feet below the finished ground line. Steel piles that do not protrude above the final ground line do not require galvanizing.”

12. Q: Piling are required to be Hot Dip Galvanized to 10’ below mudline. There are no drawings with original ground contour that would enable us to calculate required length of galvanizing on the piles. Please provide original ground contours for each bridge accordingly.

A: All piles must be galvanized per the Plans and Appendix G. Available survey contours are in Attachment A1-14. Not bathometric survey is available for BR 25.7 but river bottom profile is approximated in the Plans.

13. Q: Project will require significant IWW at both bridge locations in piling installation and removal, rip rap installation, and channel excavation. With no permits contained in the RFP documents, it is unclear what IWW work restrictions and guidelines the contractor will be held to. Please provide all relevant permit documents accordingly.

A: See attachment A1-15 and A1-16 for draft permit applications. Permits will not be issued by the Kenai Borough until late August/ early September 2022.

14. Q: Appendix B references a 60 day offer acceptance period for purposes of contract award. With pile procurement, precast concrete fabrication and delivery, and structural steel fabrication and delivery all potentially impacting the project schedule, can ARRC expedite contract award on this project?

A: Although possible in some special cases, ARRC does not anticipate a 60-day award period. This is standard procurement language and contractors can expect to see a signed contract anywhere from 2 to 2.5 weeks after the bid closing. This is not; however, guaranteed and the contract process may take longer should unexpected issues be encountered, as noted in the referenced section.

15. Q: Bid schedule contains 3 separate options for grade of piling required on the project. Assume decision will be made based on cost and available funds. However, grade of piling may also impact schedule on the project. There is currently no means of incorporating schedule impacts caused by piling grade on the project. Please clarify how this will be addressed in the RFP.

A: Pile grade will be selected by ARRC after award based on cost and material lead times. The selected pile grade must allow the project to meet substantial completion.

16. Q: Project requires CIP concrete fill in the steel piling. There is no reference to curing requirements other than general reference to AREMA chapter 8. With Trail River access being based on “over the top” construction method, cure time on piling will be a potentially major issue on schedule. Is the intent to hold to a 7 day wet cure as referenced in Chapter 8? Can owner provide additional details on cure time, strength requirements prior to loading, and/or cold weather concrete requirements (How do you provide cold weather cure on an element that is below the waterline and/or mudline? Please clarify work requirements on pile fill curing accordingly.

A: ARRC has no minimum cure time requirements, no minimum strength requirements prior to loading, and no cold weather requirements for the concrete inside the piles.

17. Q: Section SC-11 (Page 162) references 8 to 48 hour track outages with 30 day notice, and the potential for longer closures scheduled with 45 day notice, but appears to only be allowing 1 for span changeouts . With a 3' + grade raise being required at Trail River, all this language in SC-11 does not really seem relevant, as the track will have to be out of service throughout construction if building “over the top” as referenced in the plans. Item No A-17 specifications (Page 194) states “ARRC anticipates a 30-90 day track closure to perform the work. Contractor must submit a schedule showing work dates and closure duration to be approved by ARRC”. This language seems more reasonable than Section SC-11 based on the work required, but is clearly in conflict. Please clarify which spec contractor will be held to for this project.

A: SC-11 is ARRC standard language but still allows the Contractor to propose shutdowns longer than those described so long as ARRC approves the shutdown plan. ARRC anticipates a 30-90 day shutdown for this project.

18. Q: There is no 30-90 day shutdown referenced in the specifications for Falls Creek (BR 25.4). Assuming the 30-90 day closure is allowed by spec for Trail River (BR 25.7), will contractor be allowed the same 30-90 day window at Falls Creek (assuming they are concurrent closures)?

A: ARRC anticipates a 30-90 day shutdown to complete the project scope for both BR 25.4 and BR 25.7 concurrently.

19. Q: Project work, schedule and track closure requirements may dictate that work at Trail River occur from both ends of the bridge simultaneously. What provisions have been made between ARRC and AKDOT regarding gaining access off the Seward Highway on the north end of the bridge? (Allowable lane closure requirements, guardrail removal/reinstallation/etc).

A: If the Contractor’s selected method of access requires AKDOT&PF facility use, then the Contractor must coordinate with AKDOT&PF and acquire all necessary permits. AKDOT&PF facilities affected by the Contractor’s must be restored per the direction of AKDOT&PF.

20. Q: Trail River BR 25.7 plan sheet S5 shows pile cleanout and concrete fill being required in all piling. Plan sheet S6 shows typical plan of building over the top on this

structure (1 span at a time). With a 12 span bridge, this will mean 84 days of concrete cure time on the structure (winter construction could add to this). Assuming ITB plan sheet 194 is correct, and we are allowed a 30-90 day track closure, this still does not work with 84 days being made up by cure. With 7/8" wall piling on this project, is there even a need for the concrete fill in the pile? Is there any way to get rid of it regardless? Tight timeline for construction and over the top construction on this project makes allotting this much time for concrete cure a major obstacle.

A: See previous response on concrete curing.

21. Q: Falls Creek BR 25.4 plan sheet 2, Summary of Estimated Qty's notes makes reference to Ref 1, Dwgs in various locations. We cannot find any Ref 1 Dwgs in the RFP documents. Please clarify.

A: See attachment "Ref1_CBD_Standards"

22. Q: Falls Creek BR 25.4 plan sheet S2, notes below Summary of Estimated Qty's. One note says "Quantities provided for estimating and planning purposes only. Contractor is responsible to furnish all project material to meet plan requirements". Another note says "Current single pile row bents caps in inventory (9) have only two (2) Dywidag blockouts for anchors. Two (2) additional holes will need to be field cored". So is ARRC providing the single pile row bent caps then? If so, where are they located? Who loads and hauls them? If the caps only have two (2) dywidag rod blockouts, are those located properly to fit a four (4) hole dywidag layout? If they are at the center of the pile cap, they won't work (see sht 4 elevation view).

A: ARRC is furnishing the 28-ft CBD spans, single row bent caps, and double row bent caps. They will be delivered to the Seward Yard on rail cars. See Appendix G items B-11, B-12, and B-13.

23. Q: We are attempting to quote the 32 elastomeric bearings shown on plan sheet 2 of 12 in the summary of estimated quantities table. In that table, bearings are noted as "laminated", but there were no further details. Is there a drawing available that shows the internal laminations?

A: See attachment "Ref1_CBD_Standards"

All other terms and conditions remain unchanged.

Acknowledge receipt of this and all addenda in your firm's Construction Bid Form (Form 395-0121).

Sincerely,



Michele Hope
Contract Administrator