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February 21, 2025

Addendum Number 1

ITB 25-11-314850 - Fabrication and Supply of 2~79' Deck Plate Girder Spans and 1~30' Rolled Beam Span for Bridge 114.3

ITB closing date, Offers will be received UNTIL 3:00 P.M. LOCAL TIME ON MARCH 6, 2025

This addendum is being issued to provide information as follows:

1. Coatings? For all material (aside for the rails and grating) what are we to coat this in (If it needs coatings at all)? No coatings. See detail on sheet 2 for type of steel.
2. For the galvanized rails, is metalizing an acceptable alternative? If it is, will you want an Epoxy/poly top coat to create a smooth finish? No, flame sprayed metalizing is not acceptable for the tubular railings as it will not coat the inside surface in the same way as hot-dipped galvanizing without specialized equipment. However, if the fabricator has such equipment to coat the inside of the square tube handrails available, then flame sprayed metalizing will be allowed in accordance with ARRC SSC 716-2.07 (standard specifications) where a minimum of 10 mils zinc is applied to all surfaces.
3. FOB location? Your dwg and Bid sheet are contradictory. In some areas it says the FOB location is Ship creek, Whittier and also Seattle. Which is correct? The material ultimately needs to end up at ARRC's park spur in Anchorage on 12/1/2025. If the fabricator is in the lower 48, the FOB location will be PCC in Seattle. If the fabricator is in Alaska the delivery location and method can be discussed with that company prior to issuing a Notice to Proceed.
4. Project due date? According to your bid sheet, the due date for material is April 1st. What I believe this is meant to say is that on April 1st you are sending in the 100% completed dwgs (not that the material is due that day). Please confirm if the latter is correct and please let me know of when the actual due date is for the material. This material to be in Anchorage no later than 12/1/2025. Shipping from PCC to Anchorage takes approximately 6 weeks, Material needs to be loaded at PCC by 10/20/2025
5. What is your project date for approval of the job? Anticipate receiving a Notice to proceed no later than 3/14/2025
6. For the 79' lg spans, these will need to be spliced due to lengths of available material. I do not see anything in your dwgs that show how we need to go about the splicing. Let me know what you require. **A no splice option is preferred.** Nucor Steel is one option for a steel mill that can produce this volume of steel. With the approval of ARRC, if significant cost savings by fabricating the members with a splice can be demonstrated, then the acceptable Locations of splices in the girder as follows:
    - Top flange: approximately 0.15-0.25L from the end. Max one splice per flange.
    - Web: approximately 0.4L from the end
    - Bottom flange: approximately 0.15-0.25L from the end. Opposite of top flange (i.e., if top flange spliced at left end, bottom flange spliced at right end). Max one splice per flange
    - Alternate girder flange splice and web locations between adjacent beams.

Sincerely,

C. Lee Thompson
Contract Administrator
Alaska Railroad Corporation