



**ALASKA RAILROAD CORPORATION**  
327 W. Ship Creek Ave.  
Anchorage, AK 99501.

**July 25, 2018**

**Addendum 1**

ITB # 18-24-26677

Bridge 147.5 Replace Pony Truss with Through Plate Girder

Addendum number 1 is issued for Questions and an extension of time.

**The Closing Date for this has changed. This ITB will close as follows:  
Bids will be received until August 16th, 2018 @ 3:00 PM local Alaska time.**

**Addendum number 2 for additional questions already sent in will be issued early next week.**

**Also included with this addendum are the site visit sign in sheet and photos of the 147.4 change out by ARRC.**

**All other terms and conditions remain unchanged.**

**If there are any questions regarding this addendum please let me know.**

**Thank you,**

Greg Goemer  
Sr. Contract Administrator  
Alaska Railroad Corporation

## BR. 147.5 REPLACEMENT ADDENDUM 1 QUESTIONS AND RESPONSES

1. On pages 114 and 170 of the ITB, there is language regarding breaking down line items of work greater than \$100,000. Do we need to submit this breakdown with the bid, or is the intent of this language to provide a lump sum breakdown for payment purposes and will be submitted after the bid?

*Answer: See paragraph one of SC-10 Lump Sum Price Bid Items.*

2. In regards to the bid schedule, what are the dollar amounts to be used for Contingent Sum Items 641(4) Temporary Erosion and Pollution Control Additives and 641(6) Withholding?

641(4) as a contingency item usually gets some Owner budgetary number to insert in the Cost Schedule.

*Answer: These items are grayed out as the Contractor doesn't provide a sum for these items as they are paid based on the directive to authorize the work or a withheld amount for violations of the contract. No sum has been assigned or determined.*

3. In regards to the bid schedule what is the quantity to be used for Pay Item Number 611(1) Rip-Rap, Class  $\frac{3}{4}$  Armoring?

The Cost Schedule for Riprap should have a quantity associated with it so we can extend the price with a bid unit price.

*Answer: See plan sheet 5 of 34. 830 CY's.*

4. Reference is made to Section SC-01 **Escrow Bid Documents** – please clarify if all bidders are required to submit this information with the bid proposal or if it is to be submitted by the apparent low bidder only.

*Answer: See SC-01 paragraph 3. Submittal of Bid Documentation*

5. Reference is made to **Section 203-4.01 METHOD OF MEASUREMENT** and **Section 203-4.01 BASIS OF PAYMENT** for Excavation and Embankment – there is no bid item to compensate for any of the work identified in these specification sections.

*Answer: See the last paragraph of Technical Specification 203. Payment is under the Lump Sum Bid Item covering this work.*

6. Please clarify where the approach spans are currently stored.

*Answer: See SC-21 Owner Furnished Materials*

7. Section **203 EXCAVATION AND EMBANKMENT** makes reference to “Additional slope tracking will be required after topsoil placement” In the last paragraph on page 123. Please provide quantities for topsoil placement and a provision for payment.

*Answer: No topsoil will be hauled to the site. Contractor will be required to re-spread and track existing topsoil that is removed from fill areas in upland areas. This will be subsidiary to Section 203 Excavation and Embankment.*

8. Drawing No. 4 of 34 indicates the VOLUME OF FILL = +/- 920 CY and Drawing No. 5 of 34 indicates the BORROW = +/- 4675 CY. Please clarify.

*Answer: See complete note on sheet 4 of 34. “Area of Fill Below High Tide Line”*

9. Reference is made to **Section 202 REMOVAL OF STRUCTURES AND OBSTRUCTIONS** – the first paragraph in this section states: “When the bid does not include pay items for removal of structures and obstructions as set out in this Section, perform such work under Section 203 or as specified”. Section 203 specifically covers Excavation and Embankment for which there are no bid items or payment provision. Additionally the last sentence in Section 202-5.01 BASIS OF PAYMENT indicates removing and disposing or relocating of all structures will be paid under the Lump Sum Bid Item covering this work. Please provide a bid item for Bridge Removal or clarify where this work is to be paid.

*Answer: Section 202 Removal of Structures and Obstructions, Delete the first paragraph in its entirety and replace with the following: 202-1.01 DESCRIPTION. Remove and dispose or salvage all bridges, buildings, fences, guardrail, structures, old pavements, abandoned utilities and any other obstructions which are not designated or permitted to remain, except for the obstructions to be removed and disposed of under other items in the Contract. Backfill the resulting trenches, holes and pits. Preserve from injury and defacement all vegetation and objects not scheduled to be removed.*

10. There is not a bid item for the gravel fill. Is this to be added or do we place it in the lump sums for the different phases?

The bid documents are calling for placement of AKRR provided borrow material. Can you please add a line item to the bid schedule to account for this similar to the rip rap bid item? It doesn't make a ton of sense to spread the borrow throughout the structures bid items.

*Answer: The ARRC intends to haul to the site 11,930 Cubic Yards of Type A material. Below is the ARRC's estimated quantities and breakdown by area for the fill.*

<b>FILL AREA/DESCRIPTION</b>	<b>CUBIC YARDS</b>
<b>NEW GRADE BORROW</b>	<b>4,675</b>
<b>NEW GRADE BORROW FOR FROST REMOVAL</b>	<b>1,400</b>
<b>CONSTRUCTION PADS</b>	<b>2,250</b>
<b>TEMP STAGING AREA</b>	<b>1,615</b>
<b>COMPACTION FACTOR 10%</b>	<b>995</b>
<b>WASTE FACTOR 10%</b>	<b>995</b>
<b>TYPE A ESTIMATED VOLUME</b>	<b>11,930</b>

*The cost to place the materials from the ARRC's on rail side dumps per the contract documents shall be included in the Contractor's Lump Sum prices.*

11. Please verify if the removed structures are to be transported and offloaded at the Birchwood Yard for disposal by ARRC or if the Contractor is responsible for disposal of all materials.

*Answer: See note 3. On plan sheet 1 of 34.*

12. There was discussion during the pre-bid site visit with respect to the ARRC submitting a permit modification to the Department of Fish and Game to allow access to the site from the Glenn Highway. Please verify if this permit modification has been submitted and if it will be issued prior to the bid date (currently August 2, 2018). Ideally we would like to see language that would allow the Contractor to develop a temporary road for worker and equipment access from the Glenn Highway along the north bank of the North Channel of the Knik River.

*Answer: No permit has been submitted. Only preliminary discussions with ADF&G where had. The ARRC is not going to pursue an access permit from the Glenn Highway. The Contractor will need to secure a permit if they wish to gain access from the Glenn Highway. The person to contact at ADF&G is Sarah Wilber (907-861-3206)*

13. Reference is made to Section SC-02 **Contract Time** Note No. 2 – the last sentence states “No in-water work may occur prior to October 1, 2018”. Please define the limits of in-water work; i.e. is this Ordinary High Water or is it physically in-water as this would essentially be from bank to bank based on site visit observations.

*Answer: Work above Ordinary High Water may take place at any time. See project permits for when work may take place.*

14. The TEMPORARY CONSTRUCTION plan on Sheet 4 of 6 included in the USACE permit shows OPTIONAL TEMPORARY FALSEWORK PILING, UP TO 12 - 2' dia. & TEMPORARY CONSTRUCTION BRIDGE SUPPORTED ON UP TO 8 – 2' dia. Please verify if the number of temporary piling is limited to 20 total piling for the project or if the Contractor may install more than 20 for temporary works.

*Answer: The Contractor would not be limited to 20 temporary pile. ADF&G and the USACE would need to be notified and a copy of the plan sent to them for concurrence and acceptance. It is the ARRC's experience that additional temporary pile is not an issue.*

15. Considering the short advertisement period, the logistics for site access as it relates to permit language, the potential for not being able to start work prior to October 1 (see question no. 14), and the remaining questions above we respectfully request that ARRC postpone the bid submission date to afford all interested bidders sufficient time to prepare a competitive and responsive bid proposal.

*Answer: The new closing date is August 16.*

16. Removal of Steel. Will ARRC provide rail cars for the disposal of steel structures removed? Will the rail cars be sent directly to the Barge for disposal or does the contractor need to re-handle the material?

*Answer: The ARRC will provide rail cars for the removal of the steel structures from the project site to the ARRC Birchwood rail yard. If the contractor would like to arrange transportation of the removed materials directly to another location they will be required to contact the ARRC's Marketing Department to arrange for the transportation and cost.*

17. Clearing & Grubbing: Will there be a designated area on site available for disposal of cleared material.

*Answer: Yes, within the ARRC ROW as directed by the ARRC Representative.*

18. Material Compaction: Due to winter construction and the high likelihood of frozen material, compaction requirements will be exceptionally difficult to achieve. Typical compaction requires water to achieve. In winter conditions, use of water is impractical. Normal road construction shuts down in winter due to the difficulty in obtaining compaction. How do you anticipate the ability to achieve 95% compaction? Will there be any flexibility in the compaction requirements?

*Answer: See 203-3.04, last paragraph.*

19. Concrete Appendix F, Section 501 Cast-in-Place Concrete, Paragraph 3.8 A indicates that the Contractor is to engage a a special inspector and qualified testing and inspection agency. In the plans, Page 7 of 34, concrete notes and specifications, special instructions indicate that the Owner shall employ special inspectors to inspect concrete items. Please clarify this apparent contradiction.

*Answer: Owner will provide onsite inspection for acceptance of the concrete and handle test cylinders.*

20. Appendix I of the solicitation document contains the bid schedule. There are a few omissions that need to be addressed:

1. 611(1) – Rip-Rap does not include a bid quantity.

*Answer: See response to Question 3.*

2. 641(4) – Temporary Erosion and Pollution Control Additives – This is a CS bid item but it does not include a value. Shall we assume a bid amount of \$0.00?

*Answer: See response to Question 2.*

3. 641(6) – Withholding – Same as 641(4) above; no CS value

*Answer: See response to Question 2.*

21. Is the Contractor going to be responsible for any of the AK SHPO requested documentation?

*Answer: No*

22. Will it be possible to arrange the work train for concrete deliveries, or should the contractor plan to mix concrete on site?

*Answer: Yes the ARRC will provide transportation of the concrete trucks to the site.*

23. 203-3.03 Embankment Construction says to not place rocks over 6 inches in largest dimension within 3 feet of the finish profile grade. Will the material imported by ARRC be less than 6 inches or will the Contractor be required to screen it to size?

*Answer: Material will be less than 6 inches. But there may be an occasional oversized rock that the contractor will be expected to remove.*

24. To clarify the work pad will be made from ARRC supplied material but be built by the contractor.

*Answer: Correct.*

25. Reiterate all material must be removed by contractor when completed.

*Answer: All materials will be removed by the contractor prior to substantial completion of the project.*

26. Can you provide the ARRC man hours required to pre-assemble and install the single span performed by ARRC?

*Answer: 8 man crew (including crane operator and attendant) took about 2 weeks with an average track time of 8 hours/day to assemble span. 1½ days to rollout, drill anchors, roll-in and tie in track. This is provided as information only!*

27. Please provide company name (and contact info) that assisted ARRC with the dolly system in the completion of the prior single span installation.

*Answer: ARRC designed the falsework and runway system internally. The ARRC will not provide the design at this time. The ARRC will be willing to discuss it with the successful bidder.*

28. Drawing 21 of 34: Drawing B indicates "auger out" of material. Can other means (not an auger) be utilized to remove the material from the pile?

*Answer: Other means can be utilized with approval from ARRC.*

29. Pile Bearing. In order to properly size and determine the appropriate pile driving hammers to use, we need the anticipated bearing requirement at tip elevation. There is no indication on the plans. Can you provide this information?

*Answer: 85 tons per pile.*

30. Sheet 24 of 34, Knee Brace, Closure Plate, Curb Plate and Misc. Parts, shows 4 elastomeric bearings. Where do these go on the structure? Are these detailed and go with the TPG spans?

*Answer: All elastomeric pads shall be placed between sole plates and masonry plates of the spans. Refer to 123' Standard TPG Bridge Replacement shop drawings sheet 1 of 21.*

31. Sheet 27 of 34, Approach Span General Assembly, Span Parts, Bolster, Abut. Cap, shows 8 elastomeric bearings. Where do these go on the structure? Are these detailed and go with the 26 ft. approach spans?

*Answer: All elastomeric pads shall be placed between sole plates and/or masonry plates, bolsters, cap. Refer to sheets 15, 16, 18 and 19 of 34.*

32. For 26 ft. ballast deck approach spans, sheet 12 of 13 shows 16 elastomeric bearing pads. Where do these go? It appears this span would only require 4 bearings, 2 at each end. Two spans would then require 8 total.

*Answer: Correct. 26ft Ballast Deck plan set (13 sheets) can be referred to as a shop drawing. Refer to Bridge 147.5 Bridge Replacement plan set (sheet 27 of 34) for quantities required for the project.*

33. There are only 3 TPG spans on this project. Correct? Contract plans refer to 1st, 2nd to 4th and 5th spans.

*Answer: Correct. Refer to note on sheets 25 and 26 of 34.*

34. For TPG spans, there are 12 elastomeric bearing assemblies total, 4 per each span. Correct?

*Answer: Correct.*

35. Is there a change in loading point of Equipment from Birchwood to Anchorage Yard

*Answer: Equipment for Mobilization and Demobilization will be at the Anchorage Yard. Interim movement of equipment from the site maybe from the Spur Track located at the Site Visit location (see Bridge Site Visit Meeting Location Exhibit) if it is in the ARRC's best interest.*