



**ALASKA RAILROAD CORPORATION**  
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July 1, 2019

**Addendum Number 2**  
**Invitation to Bid 19-22-207294**  
**Locomotive Refueling Facility Construction**

**This addendum is being issued to provide information as follows:** : THE CLOSING DATE FOR THIS SOLICITATION HAS CHANGED AS FOLLOWS, SEALED BIDS WILL BE RECEIVED AT RECEPTIONS, ALASKA RAILROAD CORP. 327 W. SHIP CREEK AVENUE, ANCHORAGE AK 99501 UNTIL 3:00 PM LOCAL TIME ON, **JULY 11, 2019** AT WHICH TIME BIDS WILL BE PUBLICLY OPENED.

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**BID INFORMATION, CONDITIONS & INSTRUCTIONS:**

Closing date changed to July 11<sup>th</sup>, 2019.

**BIDDER QUESTIONS:**

1. From the site visit it is apparent that the steel fuel containment from the island slab to the first rail will have to be removed and then reinstalled. The trench detail shown on C3.0 does not show any details on how you would want this re installed. The pan is fully welded and will need to be cut to be removed and we assume we would need to install an embed in the concrete wall to weld the pan back. Please review and provide a detail on what AKRR will expect us to provide on both sides of the Island in regards to the fuel pan. *Contractor to provide/re-install steel containment liner to match existing.*
2. For the builders risk insurance, will the AKRR require earthquake and flood coverage for the policy? *No, earthquake or flood endorsements are not required for builders risk coverage.*
3. Please clarify what is included in the “hauling concrete” and “hauling soil” unit price bid items. Are these items ONLY the cost of hauling, or do they include the cost of excavation (or demolition, in the case of the concrete) and loading? *Transportation/cartage costs only.*
4. What is the “basis for bid” thickness of the existing concrete? *Recommend 8-inches be used for bidding purposes.*
5. On the site walk, it was noted that there is a metal panel on either side of the concrete island getting demolished that appears to be part of the steel containment system. This

piece is tied into the existing concrete slab via nelson studs, and is not depicted in any of the details showing new work (Sheet C3.0). Does this metal panel get demolished with the concrete? *Metal containment pan will need to be cut prior to demolition. After construction of new scope items, provide re-establish containment to match existing.* If so, Details A/C3.0 and 1/C3.0 show the top of the new slab flush with the existing steel containment system, which will result in the elevation of the slab being roughly 2 inches lower than it is now. Is that the intent? *Intent is match the existing grade*

6. Your prevailing wage data in the bid package is not the current edition. *Use current edition.*
7. Your ITB references liquidated damages but there are no amounts shown. *References are in boilerplate material, there are no Liquidated Damages provisions for this Work.*
8. Please confirm that ARR personnel will perform all drain down services for the existing fuel tanks & piping prior to start of demolition activity by the contractors. *ARRC will perform drain-down work.*
9. Is there any operable isolation valves between the existing fuel tanks & the fueling island that can be utilized? *Isolation valves are present in the Pump Building.*
10. Reference: Mechanical / Welding The drawing package did not appear to provide any welding specification notes that would be applicable to the process piping or reference to the applicable ASME code. Please provide specification direction for process piping welding and inspection requirements. *Pipe welding specifications will be per Alaska Railroad Corporation 'Pipe Welding and Weld Examination' Division 15, Section 15117.*
11. Reference: Demo and Salvage; Drawing sheet C1.0  
Drawing sheet M1.1 (Decommissioning note 1.4) states that "the existing Snyder automatic nozzles are to be reused" from the 5 ea OPW arms scheduled for removal. Drawing sheet C1.0 indicates that there are 6 each existing fueling cranes to demolished. *There are 5 existing fuel loading arms.*
12. Please clarify if the contractor is to provide the new loading arms with new automatic nozzles. The note on M1.1 implies that the existing may be reused. Does the ARRC have additional inventory to account for the additional loading arms being provided? Or are these to be provided by the contractor? *Contractor shall provide all new automatic nozzles and turn over salvaged units to the facility to utilize as spare inventory.*
13. Please clarify the auto nozzle reuse and the quantity of existing fuel loading arms. There are five existing fuel loading arms. *There are 5 existing fuel loading arms*
14. Reference: M1.1; Commissioning Note 1 and 2.

Commissioning Note 1 on M1.1 states that “Fuel for testing will be provided for by ARRC”. Note 2 states that “Tank truck shall be provided for by the contractor”. Can it be assumed that ARRC will provide for the tanker truck that delivers the fuel and the contractor is to provide the tanker truck required for flushing activities? **Yes**

15. Reference: M1.1 Commissioning Note 6

Note 6 on M1.1 provides direction for system flushing requirements. Will any fuel quality testing be required during the flush activities? **No**

Is the fuel used for flushing to remain the property of ARR or is it the contractor’s responsibility to dispose of the fuel used for flushing? **Fuel will remain property of ARRC**

16. Reference: M1.1 Decommissioning Note 2.

Is the contractor responsible for cleaning the existing AST prior to abandoning in place? **Yes, per 18 AAC 75.065 (o) “A field-constructed aboveground oil storage tank removed from service for more than one year must be free of accumulated oil, marked with the words “Out of Service” and the date taken out of service, secured in a manner to prevent unauthorized use, and either blank flanged or otherwise disconnected from facility piping. The owner operator shall notify the department when a tank is removed from service and when the actions required by this subsection are completed.”**

17. Reference: Existing Platform area demolition (C3.0)

During the site visit it was observed that the existing concrete platform has a steel “drip edge” integrated into the concrete platform that would direct spills into the existing steel containment pan. This “drip edge” and integration is not well defined on the construction drawings. Please confirm that the contractor shall be responsible for incorporating this “drip edge” into the new concrete platform and integrating with the existing steel containment. Additionally, please confirm that any repairs or upgrades to the existing steel containment are outside of this scope of work unless damaged by the contractor during onsite work.

**Match existing drip edge and reference attached section for further details.**

18. Reference: Canopy Protective Coatings Sheet S1.0

Sheet S1.0 provides protective coating direction for the pipe support steel (same as mechanical piping). However, there is not specific direction for the coating of the Pre-engineered steel canopy. For a basis of bid please advise what coating system is expected for the steel canopy. Industrial Coating system or galvanized?

**EEL recommends galvanized, at owners option any steel exterior coating/finish may be selected.**

19. Reference: M1.0 (Equipment Schedule PDM1) and M1.1 (Material Specifications note #19)

The Positive Displacement Meter description under the equipment schedule on sheet M1.0 does not specify temperature compensation or a ticket printer whereas, Sheet

M1.1 (note 19) specifies both. Please confirm that both temperature compensation and a ticket printer are desired. Is there a preference to weather mechanical or electronic temperature compensation is provided?

*Provide meter with mechanical temperature compensation and ticket printer.*

20. We could not locate a detail that shows reinforcing within the new “fueling platform slab”. Is this slab to receive reinforcing? Can the contractor assume it shall be #4 rebar 12” each way O.C. (Reference C2.0 and C3.0; Fueling Platform Slab)

*Provide #4 rebar 12” OC each way.*

21. Reference M3.2 Note 6; EFSO’s Note 6 on M3.2 calls for 4 each EFSO’s and to coordinate with ARRC for locations and to provide EFSO switch at primary egress location. During the site visit EFSO’s were observed next to the start stop controls on the existing oil/lube crane columns (5ea).

Please verify the total number of EFSO’s required and advise if ARRC knows where they plan to have these located. Additionally, please advise of where the anticipated primary egress route EFSO will be located.

*4 EFSO’s are to be provided, locations will be identified by ARRC personnel. Primary egress routes will likely be East of the tanks and west of the last refueling arm (Verify with ARRC personnel).*

22. Reference: Anticipated Award Date

Can AAR advise of the anticipated award date and NTP for preconstruction activities? We realize onsite work cannot begin until Sept 1st 2019.

*Contractor should expect award by July 19, 2019 and a NTP by July 31, 2019*

23. Reference: Existing Conditions / Utilities.

On C1.0 there is a call out to “Relocate utilities to avoid conflicts with TFS and Tanks”. Please advise what known utilities are being referenced? Drawings identify existing utilities (com, UGE, fuel) Are any of these utilities “primary” and under the jurisdiction of a utility company? Or are these “secondary” ARRC utilities?

*Electrical is secondary, com is unknown, contractor to verify location of utilities and if a conflict exists.*

Please provide additional information regarding existing known utilities specifically the utilities noted on drawing sheet C1.0 for relocation.

*See above.*

24. Reference: Utility locates

In addition to calling the Alaska Dig line will the ARRC provide for any locates should there be “secondary” utilities in the construction site.

*Contractor to retain private utility locate company to identify underground utilities.*

25. Reference: General Requirements

Is there an available submittal register? If not, can it be assumed that the contractor will need to draft the submittal register as part of their QC plan?

*Submittal register has not been prepared. Recommend contractor prepare as part of QC plan.*

26. Reference: General Requirements

Is a SWPP required? *Contractor to verify if their means and methods will disturb more than 1-acre of soil. If so, a SWPP will be required.*

27. Reference: MOA permitting and inspection

Please confirm that the contractor is not responsible for costs associated with permitting and inspections from the MOA.

*ARRC will be responsible for any needed MOA permits*

28. Sheet M1.0 shows ATG connected to an existing TLS-350 Veeder Root. There is nothing about it in the electrical drawings. Do you want me to include wiring the sensors?

*The TLS-350 Veeder Root ATG is not an existing component; contractor to provide ATG and wiring for ATG.*

29. Sheet M1.0 speaks to the Fuel Control Panel. Is mechanical furnishing it. There is nothing shown in the electrical drawings. Do you want me to include wiring the controls and panel. It has a PLC that would need to be programmed per the sequence in the mechanical drawings by the manufacturer.

*Contractor to provide fuel control panel and wiring for fuel control panel.*

30. Sheet M2.0 shows a Level Alarm System. There is a horn and a strobe. Do you want me to include wiring this. Nothing is shown in the electrical drawings.

*Contractor to include wiring for level alarm horn and strobe.*

31. Sheet C1.0 requires that utilities be relocated where the new tanks and TFS shall be located. Please advise if the owners of these utilities have been contacted to perform these relocation services. If not, please advise who shall pay fees for relocation of these utilities.

*See response above (question 24)*

32. It appears as though the two new tank skids will sit directly on the ground. Please clarify if there is any anchorage required for these tanks, or if there is to be any kind of structural template (perhaps 6" of D-1 at least) placed below these tanks.

*See sheet Sheet 4.0 – Detail “Truck Offload Stand Grading Plan” Note 1 which states “Place 12” Type IIA Classified Material below tank foundations to match tank FF.”*

33. Demolition plan C1.0 indicates the removal of the concrete platform in its entirety. Sheet C2.0 directs us to remove steel containment sections in conflict with the trench

alignment. The existing containment system is cast into the concrete platform scheduled for removal, please clarify your intent in regards to how or if the existing containment system shall be reestablished post construction of the new island. Detail 1 on C3.0 appears to requires us to leave 3"+- of the existing concrete and install a bond breaker next to the new trench, if that is the intent, this can be accomplished. Please clarify.

*Metal containment will be cut, as necessary, for demolition and construction of new scope items. Contractor to replace demolished metal containment to match existing.*

34. Reinforcement for the concrete platform at the fuel island is not shown, please verify that it shall be similar to the pump pad (#4 at 12"OC EW)

*Contractor to provide reinforcement #4 rebar at 12" OC each way.*

35. Trench detail 1 on C3.0 does not show construction joints that will be required to cast this trench, please verify that construction joints will be acceptable. If so, please clarify if fuel resistant, standard, or if any at all, water stops will be required.

*Construction joints are acceptable. Fuel resistant water stop will be required.*

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Please acknowledge receipt of this and all addendums in your firm's **Construction Bid Form (Form 395-0121)**. **All other dates, terms and conditions remain unchanged.**

**Please direct all responses and/or questions concerning this solicitation to Timothy Bates, Alaska Railroad Corporation, Contracts, 327 Ship Creek Avenue, Second Floor, Anchorage, AK 99501, telephone number 907-265-2355, fax number 907-265-2439 or at email address [BatesT@akrr.com](mailto:BatesT@akrr.com) .**

Sincerely,

Timothy Bates

Timothy Bates

Contract Administrator

Alaska Railroad Corporation