



ALASKA RAILROAD CORPORATION
327 W. Ship Creek Ave.
Anchorage, AK 99501
Phone 907-265-4467
HopeM@akrr.com

January 15, 2024

Addendum Number 2

ITB 23-82-211579

Twentymile River Bridge 64.7 Rehabilitation

This Addendum is being issued to provide information as follows:

1. The Bid Due Date is changed to 3:00 pm, January 19, 2024.
2. Reference Appendix E General Conditions, Article 5 – Bonds, Insurance, and Indemnification, 5.4 Insurance Requirements, add the following:
“ 5.4.16 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.”

Question and Answers:

1. S41 Diaphragm Detail. Sheet 4 of 11 state “Remove and Replace in kind with new bolts if determined in conflict”
 - a. Is this conflict potential at each S41 Diaphragm location top?
Yes, there is an S41 diaphragm at the top and bottom of each diagonal plate installation area.
 - b. Is this conflict potential at each S41 Diaphragm location bottom?
See previous answer to question 1a.
 - c. Does the Diaphragm have to be replaced or can it be removed and trimmed for clearance and re-installed with bolts?
The intent is to leave the existing diaphragm S41 in place. If the Contractor’s means and methods or field conditions require the temporary removal of S41 or some of its rivets, it can be reused (as long as it is undamaged) and must be reinstalled using new bolts.

Note: See photos and the design plans to see how S41 is installed (attachment #1). At the top of the truss the S41 channel legs point upward toward the top flange. At the bottom of the truss the S41 channel legs point down toward the bottom flange. The as-built drawings show this incorrectly.
 - d. Can the Proposed Diagonal Plate be trimmed to clear any conflict?
The diagonal plate is designed to clear conflicts. There still may be unforeseen conflicts or conflicts with the existing S41 diaphragm or other rivets depending on the Contractor’s means and methods and equipment used to tighten bolts. Recommend

the contractor field verify if conflicts are anticipated before ordering any members for this project. Trimming will be allowed with approval of the Engineer so long as the member cross sectional area is not reduced and adequate bolt edge distance is maintained per AISC (minimum of 1.25" from center of bolt hole to edge of part).

- e. Will the ARRC consider making this a Contingent Sum Item? This has the potential to be a considerable amount of work and materials and there is no quantity provided or way to evaluate the situation to estimate a quantity.

No. Contractor is to bid the job as if the diaphragm will not be in conflict. Once construction is underway, if conflicts are encountered and there are no viable alternatives to avoid them, ARRC will issue a directive and go through the change process as outlined by the contract. Therefore, additional work and materials due to conflicts with the diagonal plates will not be subsidiary to the diagonal plate pay item contrary to the plans and specifications.

- f. Does the ARRC have any Asbuilt Plans of this connection?

All as-built plans are provided to the contractor as part of this addendum. (Attachment #2)

See previous note on the difference in installation between the design plans and the as-built drawings.

2. Can the ARRC provide the mentioned As-Built Plans?

See attachment #2.

3. As we remove rivets and replace them with bolts, can the bolts be left Snug tight as defined by AISC prior to the replacement of the diagonals and still allow train traffic?

All bolts must be in place and torqued to specifications prior to train traffic. See notes on sheet 4 of 11 and specifications.

4. Additional time is needed to secure the required material quotes, will the ARRC consider delaying the Bid Due Date for a week?

See Item #1 above.

5. I was trying to find the Alaska Railroad Standard Specifications for Construction – 2023 Edition online and on the ARRC website, as it is referenced a number of times in the Appendix G Statement of Services, and have been unsuccessful in locating a copy. It looks like the Technical Specifications Attachment 2 may have been taken in part from the Standard Specs, but I don't know if I'm just missing something or what? Can you please provide a link where I might find the Alaska Railroad Standard Specifications for Construction – 2023 Edition?

All referenced specifications necessary to build the project are included in the ITB documents. If there are any instances where a specification is missing, please send an email to the contracting officer and we will provide the information necessary.

6. The specifications say the flagger can only work 60 hours per week. On previous projects, the flagger got paid from home to work and including the time to get protection, and at the end of the day releasing protection, picking up flags and driving home. If this will be the case, can the Contractor assume the flagger will stay at or near the Portage area, or how much onsite time can the Contractor assume for actual work per day, assuming 6 days work per week?

Contractor should bid the job as if they will be afforded 60 hours a week of onsite flagging spread over 6 days.

7. The site visit today was an eye opener, access is extremely challenging. Could the bid opening be pushed back a week or 2 to allow Contractors to re-evaluate access options?
Reference Item #1.

8. Detail A S41 Diaphragm Detail, Sheet 4 of 11 says if there is determined to be a conflict with S41 Diaphragm with the diagonal plate install "Remove and replace in kind with new bolts". Is the intent to reuse the existing diaphragm or replace it with a new diaphragm of same measurements?
See previous answer to question 1.

9. The Bill of Materials indicates 24 Pier Nose Protectors. There are 6 piers, and the way we read the drawings, there are 2 Nose Protectors per pier for a total of 12 protectors. Is that correct or are we looking at something wrong?
Correct. Bill of Materials will be revised to reflect 12 nose protectors – 2 per pier.

10. The specifications say to follow the ARRC Standard Specifications for Seed. The Standards, Section 724, says to provide the seed mix as specified in the Special Provisions. I don't see the mix specified in the Special Provisions.

Seed mix requirements:

- 'Arctared' Red Fescue – 15%
- 'Boreal' Red Fescue – 20%
- 'Notran' Tufted Hairgrass – 40%
- 'Wainwright' Slender Wheatgrass – 15%
- Annual Ryegrass – 10%

Fertilizer:

10N-10P-10K-8.5S (or approved equivalent)

11. Q: Do you want Builders Risk to include the existing bridge? If so, we need to know the value of the existing bridge.

Yes, the Builder's Risk Insurance should include the cost of the existing bridge structure; and, the value of the bridge for insurance purposes is \$22M.

12. Do you have a dollar amount to put in the Bid Item 12 Contingent Sum Item?

Reference Bid Item #12, Contingent Sum Item value is \$25,000.

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

Michele Hope
Senior Contract Administrator