



ALASKA RAILROAD CORPORATION

327 W. Ship Creek Ave.

Anchorage, AK 99501

wallaces@akrr.com

Phone (907)265-2425

Cell (907)744-0031

ADDENDUM NO. 3

Invitation to Bid (ITB) 26-18-214518

Seward Freight Dock Expansion 1 Construction

Alaska Railroad Corporation

Date: May 29, 2026

This Addendum is issued to provide clarification in response to bidder questions, update cost schedule, provide contact information for rail transport, provide prime bidder list, and provide additional design and specification documents.

The deadline to submit questions is June 4, 2026. Questions received after this date will not be accepted or responded to. Responses to questions received by the deadline will be issued, if necessary, by written addendum.

Modification to Additive Alternate Bid Items:

The Invitation to Bid is hereby modified as follows:

All Additive Alternate Bid Items (Items A1 through A5) are hereby designated as mandatory bid schedule items. Bidders are required to provide pricing for each additive alternate item listed in the Cost Schedule. Failure to provide pricing for any additive alternate bid item shall render the bid **non-responsive**. Notwithstanding this requirement to bid all items, the Alaska Railroad Corporation (ARRC) reserves the right to determine, at its sole discretion, which items will be included in the final award, consistent with the solicitation's award criteria, available funding, and project priorities.

Revised Drawings and Additional Contract Documents

The revised plan set drawings issued with this Addendum supersede in their entirety the previously issued drawings. All bidders shall base their bids solely on the revised drawings provided herein. Any references to earlier versions of the drawings shall be disregarded. In addition, this Addendum includes **new supplementary documents and/or attachments**, which are hereby incorporated into the Contract Documents. Bidders are responsible for reviewing and incorporating all requirements, conditions, and information contained in both the revised drawings and newly issued documents into their bids.

Dropbox Location of Addendum 3 Revised Drawings and Additional Contract Documents:

https://www.dropbox.com/scl/fo/433ta69jde6lamn1bkcsM/AJS29CX1eU3wx_C3W1uiSdM?rlkey=mg5fvazp2ffe6a46nkdfphhi6&st=o44st97w&dl=0

Failure to acknowledge and incorporate these updated and additional materials may result in the bid being deemed **non-responsive**.

The Contract Documents are hereby modified to incorporate updated and additional materials as follows:

D. Revised Plan Sheets (Superseding)

The following revised plan sheets are issued with this Addendum and **supersede the previously issued drawings in their entirety**. Bidders shall base their bids on these revised sheets:

- Cover Sheet – Sheet 1 of 37
- Demolition Plan – Sheet 6 of 37
- Base Bid Storm Plan and Profile – Sheet 18 of 37
- Expanded Freight Dock Plan and Elevation – Sheet 22 of 37
- OCSPTM Plan, Details, and Schedules – Sheet 23 of 37
- Vibrocompaction Plan – Sheet 25 of 37
- Mooring Dolphin Details – Sheet 34 of 37 (*Reference Questions 30 & 33*)
- Anode Plan and Details – Sheet 36 of 37

E. Reference Grading Plan

A Reference Grading Plan is included for informational purposes.

F. Added Specification Revisions

The following specification and drawing revisions are included and incorporated into the Contract Documents:

- Sheet 18 revisions pertaining to DEC water requirements
 - Specification 627
 - Specification 706
- (Note: These revisions are not associated with a specific bidder question.)*

G. As-Built Drawings (Reference Only)

The following as-built documents are provided **for reference only** and are not part of the bid requirements:

- ARRC Dock Sediment Control Groin (1996), Sheets 1–2
- Alaska Railroad Corporation New Seward Railroad Dock (2000), Sheets 1–17

H. Environmental Documents (Reference and Applicable to Questions 27 & 29)

The following environmental permitting and compliance documents are included for reference and shall be considered as applicable to the project:

ADEC 401

- ADEC_POA-2024-00197 v1.0 Cert
- Resurrection Bay Updates Correspondence

City of Seward

- Floodplain Permit – Freight Dock (February 2025)

EFH Consultation

- NMFS EFH AKRO-2024-01047 MARAD Response
- NMFS EFH Comments

ESA Consultations

- NMFS Biological Opinion (AKRO-2024-03274)
- USFWS Biological Opinion

Incidental Harassment Authorizations (IHAs)

- Protected Species Monitoring Plan (April 21, 2026)
- NMFS IHA Final Issuance
- USFWS Correspondence (March 27, 2026)

NEPA Documentation

- Finding of No Significant Impact (FONSI) – Final
- Environmental Assessment (Final, August 11, 2025)

USACE Permitting

- POA-2024-00197 Permit Documentation (including signed, unsigned, and transmittals)
- Concrete Aggregate Coordination Documentation
- **I. Additional Plan Document**
- Birchwood Yard Layout – Sheetpile Stockpile Plan

All other terms and conditions of the referenced solicitation remain unchanged.

Questions and Answers:

1. Where can I find the plan holders list on your web site?
[Answered in Addendum No. 1.](#)
2. For bonding/surety reasons, what is the Engineer's Estimate or budget for the project?
[Answered in Addendum No. 1.](#)
3. Corps Permit Page 3 of 9, full length silt curtain used on the south end of the dock expansion between the sheet pile construction and the west side of the sediment groin. If this is a requirement, please explain in further detail. Where, when, to install, when to remove.
[Answered in Addendum No. 2.](#)
4. Could the engineer provide an estimated pulling strength required to remove the spin fin piles? Is the thought that these can be pulled without damage?
[Answered in Addendum No. 2.](#)
5. Are any of the existing dolphin piles filled with concrete or gravel?
[Answered in Addendum No. 2.](#)
6. Several times the Corps permit refers to "in-water work year". Please define.
[Answered in Addendum No. 2.](#)
7. 2.1.2 Mitigation Measures 3. Says in-water work will be conducted at the lowest points of the tidal cycle when feasible. Is it reasonable to think piles could be driven and pulled at any tide, some fill operations would be better off at lower tides, filling above the tide levels for the most part?
[Answered in Addendum No. 2.](#)
8. Who is responsible for sunflower sea star surveys and relocating them?
[Answered in Addendum No. 2.](#)
9. Sheet 5 of 37 shows survey control. Assuming points 601, 602, and 603 are most likely destroyed by the cruise ship dock demolition, are there any replacement control points available?
[Answered in Addendum No. 2.](#)

10. Could you provide quantities for the Install South Slope Armor Rock, the Install East Slope Riprap, and various layers of fill for the Sheet Pile Dock Extension?
[The Answered in Addendum No. 2.](#)
11. Could you provide Sheet 11 of 37 with existing topography, bathymetry shown through the extension area?
[Provided attached to this Addendum 3 as Reference Grading Plan dated 5/28/2026.](#)
12. Will you be providing Open Cell Dock construction specifications or do we use the railroad standard specs for piling?
[Answered in Addendum No. 2.](#)
13. Will Builder's Risk be required on this project?
[Answered in Addendum No. 2.](#)
14. Will Railroad Protective insurance be required?
[Answered in Addendum No. 2.](#)
15. For the Bid Items No. 2 and 3, Salvaging armor rock, will this be paid by cross section of existing or cross section of the resultant stockpile, or another method?
[Answered in Addendum No. 2.](#)
16. If additional riprap or armor is required, is the existing stockpile at the dock storage area available for use on this project at no cost to the contractor?
[Answered in Addendum No. 2.](#)
17. For alternate Item A2 do you have existing depths along the face?
[Answered in Addendum No. 2.](#)
18. Note on Sheet 23 of 37 says PS27.5 may be substituted with PS31's. What sheets are allowed to be PS27.5?
[Answered in Addendum No. 2.](#)
19. Regarding owner furnished sheet piling, are they all PS31 or are there some PS27.5?
[Answered in Addendum No. 2.](#)
20. The permit does not allow impact pile driving July 15 to September 15. Am I missing something or will in-water work be allowed year round except for impact pile driving?
[Answered in Addendum No. 2.](#)
21. If longer sheet pile is cut for 60' foot sheets, does the railroad want the cutoffs or will the contractor be required to deal with them?
[Answered in Addendum No. 2.](#)

22. What is the pin pile specification, diameter, wall thickness, etc for the fender assemblies?
[Answered in Addendum No. 2.](#)
23. In the past there have been some projects where the question of compatibility between 2 different sheet pile manufactures was an issue. Is that going to be a concern where the expansion ties into the existing X Pile on this project?
[Answered in Addendum No. 2.](#)
24. What is the pin pile specification, diameter, wall thickness, etc for the fender assemblies?
[Answered in Addendum No. 2.](#)
25. In the past there have been some projects where the question of compatibility between 2 different sheet pile manufactures was an issue. Is that going to be a concern where the expansion ties into the existing X Pile on this project?
[The Answered in Addendum No. 2.](#)
26. I believe Harris Sand and Gravel replaced a batter pile on the dolphin in 2020. Was the damaged pile pulled in it's entirety, or was it cut off and replaced with a new spin fin pile?
[Answered in Addendum No. 2.](#)
27. Within the provided IHA permit a Marine Mammal Monitoring Plan was referenced but not included in the bid package. Please provide the referenced plan.
[All Environmental Documents are now included in the reference documents. Contractor is advised that only the Phase 1 portion of the program is included in the Contract Documents. "Compensatory Mitigation is by others". Required mitigation includes the protected species monitoring program and other mitigation measures listed in the EA.](#)
28. A In questions No. 20 and No. 6, ARRC referenced a "Project Description and Mitigation Measures" document which is appended to the NEPA Environmental Assessment. Neither the referenced project description nor the NEPA Environmental Assessment have been included in the document packages provided by ARRC. Please provide the NEPA EA and associated Project Description and Mitigation Measures for review by all bidders.
[Vibratory pile driving is allowed during the July 15 to September 15 closure window for impact driving.](#)
29. A In questions No. 20 and No. 6, ARRC referenced a "Project Description and Mitigation Measures" document which is appended to the NEPA Environmental Assessment. Neither the referenced project description nor the NEPA Environmental Assessment have been included in the document packages provided by ARRC. Please provide the NEPA EA and associated Project Description and Mitigation Measures for review by all bidders.
[See Response to Question 27](#)
30. A Does the ARRC have a spreader bar that the Contractor could you to pick 4 each 75' sheets at a time?
[No.](#)
31. The 10lb anode (6"x12") has a 1/4" x 2" x 22" core listed on the drawings. The standard 10lb anode has a 3/16" x 1-1/4" x 16" core. Please advise if the standard core be acceptable.
[A 10lb anode with 3/16" x 1-1/4" x 16" core will be acceptable.](#)

32. We have significant concerns that the existing SPIN FIN piles which are called out to be removed and salvaged will be unable to be removed as desired. Per Section 505 of the specifications, ARRC has specified that the vibratory hammer must meet the following minimum requirements: "6,600 in-lb eccentric moment, 250 ton driving force, and 150 ton line pull". ARRC's response to Question No. 4 in Addendum No. 2 is inadequate to determine if this specified hammer size is sufficient to remove the SPIN FIN piles. Further, as SPIN FIN piles are a patented PND design, the actual pulling strength required to remove the pile cannot be adequately analyzed by the contractor without direct input from the Engineer. Please confirm that the vibratory hammer size outlined in the specifications is believed to be adequate to remove the existing SPIN FIN dolphin pile or advise otherwise.

To alleviate concerns regarding the Spin Fin™ removal, a modified plan will be provided with this addendum that specifies use of a casing cutter to cut off the piles above the existing Spin Fins™ and below the new sheet pile tip elevation. See updated Sheet 6 & 34.

33. A Further to question 4. And 26. on Addenda 2, if the previous contractor was unable to pull the spin fin pile, it is highly unlikely others will. If this is the case will the contractor be allowed to cut off the piles, provide new spin fins for the new dolphin, and reroute any tail walls that the remaining pile sections would interfere with?

The pile damage was the limiting factor when removal was attempted. See response to Question 30.

34. The existing stockpile of riprap varies greatly in size. Will this be acceptable in the new installations as is, or will the Contractor be responsible to sort the rock into the appropriate sizes? Are there records as to what classes of riprap were placed in the stockpile?

Yes, the ARRC riprap may be substituted for Type A riprap.

35. Please verify Item No. A-2 was not awarded in the 2019 Harris Sand & Gravel contract.

Item No. A-2 – Concrete Placement, Dolphin Foundation: Work includes all equipment, materials, and labor required to remove material from within each pile within the array to a minimum depth of (10) feet below the mudline elevation (*if necessary*), dispose of said material within the area identified by the Owner (*assume Seward Yard*), and to place a

Page 20 of 92

minimum of seven (7) cubic yards of Owner furnished concrete, to within a maximum of 1.5 inches of the cutoff elevation, of each pile indicated by the Owner. If extraction of material from within the piles is required, the Owner may have smaller diameter pipe pile within its Birchwood Yard that can be made available for the Contractor's use to aid in its removal. Concrete is to be consolidated within the pipe pile using vibratory means and methods to the greatest depth practicable.

The accepted quantity will be paid for at the agreed contingent sum unit price and in accordance with Section 109.

The piling was filled with fine aggregate, not concrete.

36. Please provide a top cut off elevation for the fender pin piles shown on sheet 27 of the drawings.

The top of the pin pile will be near the top of the fender panel sleeve. The top of the fender panel sleeve is at Elev +21'-5".

37. Are there specifications for the lowering devices for the poles? Do you want an external or internal drive system? And do you want top or bottom latching?

See section 740-2.22 HIGH TOWER LUMINAIRE LOWERING SYSTEM of the ARRC Standard Specifications for Construction.

38. The ITB indicates the pre-bid is mandatory. Will you be distributing a list of meeting attendees? How does ARRC know who is eligible to bid based on the MANDATORY nature of this pre-construction meeting? Can a list of contractors eligible to bid this project, based off the attendance of yesterday's meeting, be provided to all bidders?

Mandatory Pre-Bid Conference Attendance Requirement – Clarification of Eligible Prime Bidders

The Invitation to Bid is hereby modified and clarified as follows:

In accordance with the requirement that the Pre-Bid Conference held on **May 19, 2026**, was **mandatory for all prime bidders**:

Vendors that had a confirmed representative in attendance at the mandatory Pre-Bid Conference

- a. shall be considered eligible to submit a bid as a **Prime Contractor**.
- b. Following a review and cross-reference of the official planholders list and the Pre-Bid Conference attendance records (including participant names and verified email domains), the following firms are confirmed to have satisfied this requirement and are therefore eligible to submit bids as Prime Bidders:
 - PND Engineers
 - Pacific Pile & Marine
 - Granite Construction Company
 - Duwamish Services LLC
 - Brice Incorporated
 - Kiewit Infrastructure West Co.
 - Manson Construction Co.
 - Turnagain (attendance recorded; identity reasonably matched to planholder)
 - Sailfin Marine Observing & Consulting, LLC (attendance confirmed via associated project correspondence)

Additional verification efforts were conducted for unidentified attendees (Ceejay and Monte); however, no confirmed association with non-attending planholders was established. Firms that did not attend the mandatory conference may still participate in this solicitation **as subcontractors** to eligible Prime Bidders, subject to all other solicitation requirements. Failure to meet the mandatory attendance requirement as outlined above will result in a bid being deemed **non-responsive** if submitted by an ineligible firm as Prime Contractor.

Please acknowledge receipt of this and all addenda in your firms Supply Bid Form (Form 395-0129).

Sincerely,


Contract Administration Specialist
Alaska Railroad Corporation