



Alaska Railroad Corporation
327 W. Ship Creek Ave.
Anchorage, AK 99501

January 18, 2024

Addendum 1

ITB #23-78-211574

Talkeetna River Bridge 227.1 Rehabilitation

Addendum number 1 has been issued for questions and clarifications.

The Closing Date for this ITB has not changed.

Bids will be received until January 24, 2024 @ 3:00 PM Alaska time.

Questions:

1. Truss Rehab Steel Notes: 3. Any Bolts for Temporary Fit That Are Fully-Stressed, shall not be re-used. Can Temporary Fit Bolts be left Snug tight as defined by AISC prior to the placement and/or replacement of steel plates and angles and still allow train traffic? - **This situation only applies to stringer and floorbeam bottom flange replacements. New connections or rivet replacements should be tightened fully. While there are potential time savings with only tensioning a percentage of bolts. Bolts must be fully tensioned to specification prior to train traffic. Temporary bolts may be re-used as temporary bolts after being tensioned if in good condition and approved by the Engineer. Temporary bolts should be marked red and not used as permanent bolts. No fully tensioned temporary bolts should be reused in the permanent condition regardless of if the connection is slip-critical or bearing.**
2. Can bolts that have been Snug Tight (not fully tensioned) be used as permanent bolts? - **Bolts that meet the contract document requirements and have not been tightened beyond snug tight may be reused or used as permanent bolts if in good condition and approved by the Engineer.**
3. Technical Specification, Section 504 – Steel Structures, Subsection 504-3.01.2 Fabrication, states “Fabricate steel bridge members, except for rolled shapes, at a plant certified under the American Institute of Steel Construction (AISC) Quality Certification Program for Steel Bridge Fabricators at the “Advanced Bridge” level with a Fracture Control Endorsement.
 - a. Is a Fracture Control Endorsement certification required for this project? - **A Fracture Critical Endorsement is not required for this project. Per contract specifications all material certifications indicating appropriate testing requirements are met, including but not limited to impact testing, shall be provided for all members.**
 - b. Will a Simple and/or Intermediate Certification be allowed on this project? – **Intermediate Certification is allowed.**

4. We are told that there is a supply issue with A536 Nuts not being available. Will A563 GrDH3 be an acceptable alternative? - **A563 Grade DH3 nuts are an acceptable alternative if A563 Grade C3 nuts are not available. Grade C3 is recommended and preferred.**
5. Appendix I Cost Schedule, Notes: 2 states, "Refer to Drawings for contingent sum quantities estimated.", Sheet, 4 of 28 Bill of Material – Truss Member Splice (Item 504.0001.3 – Structural Steel, Truss Member Splice) Line 1, 2, 3, 4 and 5 provides no quantities for the Contractor to estimate. Please provide an estimate quantity for the Contractor to estimate. - **The bill of material (sheet 4) and summary table (sheet 3) for item 504.0001.3 are prepared based on the assumption that one splice of each type is required (Bottom chord L0-L2/L5-L7, Bottom chord L2-L5, Diagonal L3-U4/L4-U3) for a total of 3 splices. The bill of material on sheet 4 is updated as follows (highlighted text):**

Bill of Material - Truss Member Splice (Item 504.0001.3 - Structural Steel, Truss Member Splice)								
Line	Quantity	Unit	Description	Mark	Size	Length	Lifting Weight (lbs)	Remarks
1	2	EA.	Steel Cover Plate	L01L	5/8"x16"	10'-6"	405	ASTM A709 Gr 50, See Details on Sheet 17
2	1	EA.	Steel Cheese Plate	SCPL	3/4"x16"	10'-6"	439	ASTM A709 Gr 50, See Details on Sheet 17
3	1	EA.	Steel Splice Plate	SSPD3	3/8"x12 3/4"	6'-1 5/8"	100	ASTM A709 Gr 50, See Details on Sheet 17
4	1	EA.	Steel Fill Plate	SFPD3	1 1/4"x12 3/4"	3'-11 5/8"	215	ASTM A709 Gr 50, See Details on Sheet 17
5	1	EA.	Steel Cheese Plate	SCPD3	3/4"x12 3/4"	2'-1 1/2"	69.2	ASTM A709 Gr 50, See Details on Sheet 17
6	55	EA.	High Strength Bolt		7/8" Dia.	2 1/2"		ASTM F3125, A325, Type 3
7	49	EA.	High Strength Bolt		7/8" Dia.	3 1/4"		ASTM F3125, A325, Type 3
8	55	EA.	High Strength Bolt		7/8" Dia.	3 3/4"		ASTM F3125, A325, Type 3
9	159	EA.	Heavy Hex Nut		7/8" Dia.			ASTM A563, Grade C3
10	159	EA.	Washer, Flat, Round		7/8" Dia.			ASTM F436, Type 3
NOTE: BOLT QUANTITIES INCLUDE 5% ADDITIONAL. QUANTITIES SHOWN ARE FOR ONE SPLICE EACH OF L0-L2 BOTTOM CHORD, L2-L5 BOTTOM CHORD, AND L3-U4 DIAGONAL.								

6. Appendix I Cost Schedule, Notes: 2 states, "Contingent sum items may be measured in discrete units as agreed to by the Owner for quantities exceeding the estimated value." Please provide a definition for "Discrete Units". - **The contingent sum item will be measured and paid on a time and materials basis in accordance with Appendix C, Statement of Services, Item No. 504.0001.3 – Structural Steel, Truss Member Splice.**
7. Due to the amount of materials to be estimated and the sequencing of the work, will the ARRC consider extending the bid for 2 weeks? – **No, we are unable to extend the bid date at this time.**
8. For this project, do you want the existing bridge structure included in the Builders Risk Insurance? If so, what value is the existing bridge for insurance purposes? - **No**
9. Do you have as-builts of the existing structure? – **Please see the Drop Box Link**
<https://www.dropbox.com/scl/fo/3ev8kxa8okxsrby82ck/h?rlkey=9ve8tdvr8d3ioqvuzr3zu0ulq&dl=0>

10. If the contractor elects to suspend scaffolding or a work platform from the existing structure for access, what loading limits are allowed? – The contractor will have their engineers review the bridge members that scaffolding is proposed to hang from to ensure it doesn't not yield the member or add additional stress such that it would compromise the member under live loads. All scaffolding designed to hang from the bridge will have to be submitted for review by ARRC. All details and supporting calculations for proposed scaffolding suspended from the bridge superstructure shall be included with the Contractor's erection plan submittals for review and approval by the Owner. Due to the potentially infinite combinations of loading configurations and scaffolding layouts, the Contractor, or their design subconsultant, is responsible for the design of scaffolding and verification of the proposed stresses for the affected members. Stresses due to bridge dead load, train live load (E65 minimum), impact, and construction live loading shall not exceed the limits noted in the AREMA Manual for Railway Engineering, Chapter 15 – Steel Structures with allowances for temporary stress increases during erection.
11. Just following up from the question asked previously (see email below from Jan. 3rd). Are steel fabricators with AISC Certifications other than "Advanced Bridge" with "Fracture Critical Endorsement" allowed to fabricate the steel members required for the project? – Not needed unless the work affects a fracture critical member - covered under Contingent Sum. See response to Question 3 above.

Clarification:

Please Replace the Bid Bond form in its entirety with the one attached herein.

All other terms and conditions remain unchanged.

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

Thank you,

Greg C Goemer

Sr. Contract Administrator
Alaska Railroad Corporation