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July 27, 2022

Addendum Number 2

ITB 22-41-209504
Bridge 147.4 Pier Replacements

This Addendum is being issued to provide information as follows:

Question & Answers:

1. **Q:** Will ARRC build a crossing at the gravel pad south of Bridge 147.5 to assist offloading railcars?

A: A timber plank crossing will be provided to the contractor. The location and installation schedule must be coordinated and scheduled with ARRC.

2. **Q:** Could you provide the specs on the ARRC equipment hauler/lowboy? Deck dimensions and max weight.

A: See Attachment (Attachment A2-1)

3. **Q:** At the prebid conference, ARRC said the ramp would be available to offload. Will it include the crane mats required and the timbers that are required along the tracks?

A: The ARRC will make its large steel ramp and crane mat timbers available to the contractor for heavy equipment offload. Although the weight of this ramp is unknown, it is substantial.

4. **Q:** 1. Addendum 1, Q#8, states the contractor may utilize the material from the neighboring gravel pad, located at the south end of BR 147.5 for construction and necessary pads. Can the railroad provide an approximate quantity of the stockpiled/pad material at BR 147.5?

A: Please see attached survey drawing labeled "Attachment A2-2 Existing Site Conditions Survey Drawing". The contractor shall be permitted to use the pad or gravel materials from the existing pads located at the south end of BR147.5. If required, material removal must not undercut the railroad embankment and finished side slopes must be established per AREMA standards for mainline track. All disturbed areas must be stabilized, as required.

a. This approximate quantity will help determine how much imported material we potentially need for access pad(s) at Br 147.4 and future conversations with ARRC marketing.

A: If required, the contractor must make their own estimation of the existing pad(s) volume and estimated volume of material needed for proposed, new pad(s) construction and or access. Please reference survey drawing and project documents for site layout details.

b. We had a conversation with ARRC marketing (Tim) this afternoon, and they stated all the air dumps were completely unavailable and being utilized by another haul project in Portage from the end of passenger season until they could no longer haul this season. If this is true, can ARRC support the project if imported material (other than Br 147.5) is required?

A: If required, for pad construction ARRC shall make at least 20, 50CY Air dump cars available for additional material transport (approximately 1000CY). ARRC will only provide the transportation of contractor furnished material. There is a potential that the quantity of cars may be increased based on schedule and availability of the cars. The contractor shall be required to supply, load and unload the 50CY side dump cars in an efficient, clean and timely fashion. Loading operations must be approved by ARRC, scheduled and supported by the contractor and must occur within a 30 mile radius of the project location. Additional material transport may be arranged at the expense of the contractor. All material deposited at the site shall become the property of ARRC.

5. **Q:** Could you please give us the thoughts behind the temporary bracing shown on Drawing 4? Is there concern that the remaining concrete piers need bracing or was the thinking that bracing may be desired for the beam under the 123' span that is used for jacking?

A: Please see response to Question # 8, also please note Question #6. One of the proposed purposes of the phasing plan, as described, is to allow the contractor to partially remove the existing pier to an elevation that will allow for the smooth installation of the bolster beam. As noted, the pier demolition has the potential to run into unforeseen issues, so partial removal of the existing pier may expedite span change out efficiency and reduce risk for both the owner and contractor.

6. **Q:** The concrete piers at 147.5 had short rail sections stacked inside the concrete that made cutting and coring extremely difficult and time consuming. Should the contractor anticipate the same conditions here?

A: The specific contents of the existing concrete pier structure, including the composition of the concrete and steel reinforcement is unknown. It is likely that rail sections and other foreign objects are embedded in the pier as noted.

7. **Q:** The description of the pier removal on page 143 of the RFP states that the first phase of the work consists of cutting the full cross section of the pier to an elevation that allows the installation of the new steel plate girder pier cap. It goes on to say the pier is to remain in service so Contractor needs to submit a bracing plan. This doesn't seem to agree with the sequence on Drawing 4 of 16.

A: Item No. 5 (202.0024.1) – Removal of Pier indicates, “The removal of the existing structure shall be completed in a minimum of two (2) phases and each required phase shall be subsidiary to this Work”.

Plan Drawing No. 5 of 16 under *Construction Plan and Jacking Notes* indicates the following: “The suggested construction sequence provided in these plans is conceptual. The contractor shall submit a detailed construction phasing plan for Approval...”

Proposed construction phasing as outlined in the plans, including the proposed removal and bracing of a portion the existing pier (as outlined in Phase 3 on sheet 4 of the plans), may reduce the required span change out and track outage time. However, the contractor is not restricted to that proposed construction phasing method. The contractor should submit a detailed sequence plan for span change out, as outlined in the contract documents.

8. **Q:** Please clarify quantity under Additive Alternative A.2 - Install Owner Furnished Riprap, Class III (611.0002.1)

A: 1,870 Tons or owner furnished riprap. This riprap will be installed around the perimeter of the maintenance pad and as directed by ARRC.

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
Contract Administrator