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January 18, 2023

Addendum 1
ITB #22-78-210387
Whittier Barge Slip Rehabilitation

Addendum number 1 has been issued for questions/ clarification.

The Closing Date for this ITB has changed.

Bids will be received until January 27, 2023 @ 3:00 PM Alaska time.

Questions:


1. I see 4 G3 gratings and 4 G4 gratings but the number required is shown as 6 each. Could you please confirm?
Quantities for grating on Detail C-4 (g3 grating) and Detail D-4 (g4grating) should be four each.
2. Would it be possible to get a copy of AREMA Ch15, Part 3 or a good location/website to find this? Along the line of references called out I also see subsections called out ex. 504-3.01.2, can you tell me what reference this is from. **American Railway Engineering and Maintenance of Way (AREMA) publishes a standards manual in which chapter 15 refers to Steel Structures. It should be accessible on line with an AREMA search. Due to copyright infringement I cannot post the specification. 504-3.01.2 is a reference to the SSHC Construction requirements.**
3. For work item #4, 4) Demo damaged section of (1) existing girder and replace with pre-fabricated girder. The print repair plan requires the use of hardware and strongbacks to stitch the pre fab girder back. Does the contractor have the option of performing full penetration weld seam to effect repairs with independent NDT inspection?
No, not at this time.
4. In regards to LBP has a TCLP test been conducted on existing coatings, and if so would results be available to contractor.
Yes, please see the attachment included herein.
5. Does the Contractor have to remove all legacy coatings from all the steel that is to be removed and scrapped? **Coatings shall be removed as required for all areas in which the legacy coating may be disturbed such as torching, cutting, or welding activities; otherwise removal of coatings is not required by Owner.**
6. I assume this doesn't apply to galvanized grating or other galvanized components? **Same answer as above.**

7. Does the Contractor have to remove only the legacy coatings in areas that may be disturbed (cut, welded, etc.) or the entire components? **Same answer as above.**
8. It mentions recoating, other than hot sticking damaged galvanized components and welds, is there additional recoating required? **Recoating is required for all steel components and hardware in which the coating was removed, damaged, or disturbed.**
9. Could you provide an approximate elevation of the bottom of the Girder 1 splice when the slip in on the storage beam? I'm trying to determine if that cutting/splicing will be affected by high tide, waves, and tour boat wakes. **When on the maintenance blocks (as will be during all work by the contractor) the bottom of Girder 1 in the area of work is typically not in the water during extreme high tides absent wave and wake action. Storm surges, wave action, and similar water disturbances during high tides may occasionally wet the girder.**
10. On Drawing 12, Section D, a note "15/15" dia in web". Not sure what is wanted. **Plans should read "15/16" DIA", not "15/15" DIA."**

Please acknowledge receipt of this and all addendums in your firm's Supply Bid Form. 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