



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

January 22, 2024

Addendum 2 (rev 1)

ITB #23-78-211574

Talkeetna River Bridge 227.1 Rehabilitation

Addendum number 2 has been issued for questions and clarifications.

The Closing Date for this ITB has changed.

Bids will be received until January 30, 2024 @ 3:00 PM Alaska time.

Questions:

1. Special Provision 504-2.01 Materials, 1. Structural Steel. Structural steel shall be high-strength weathering steel of the type and grade specified on the Drawings for each component. Acceptable weathering steel materials are ASTM A588, Grade A, B, or C (plates and bars) and ASTM A709 Grade 50W (rolled shapes). Drawings Sheet 4 of 28 Remarks for Steel notes ASTM A709 Grade 50. General Condition 3.6 doesn't list the Special Provisions. Which type of Steel shall be required Grade 50 or Grade 50W?

General Condition 3.6.1.3 Technical Specifications is equivalent to Special Provisions for this contract. For weathering vs non-weathering steel designations, please refer to the Bill of Materials in the Drawings for specific components. There is a mix of steel types for this project. Weathering steel shall be used on new walkway supporting members and bearings. Non-weathering steel shall be used on truss rehabilitation for painted steel. SP 504-2.01.1 should be modified as follows: "Structural steel shall be high-strength steel of the type and grade specified on the Drawings for each component. Acceptable non-weathering steel materials are ASTM A36, ASTM A709 Gr 36, or ASTM A709 Gr 50 unless noted otherwise on the Drawings. Acceptable weathering steel materials are ASTM A588, Grade A, B, or C (plates and bars) and ASTM A709 Grade 50W (rolled shapes) unless noted otherwise on the Drawings."

2. SC-11 Rail Operations Coordination "The proposed bridge will be constructed outside of the peak passenger train season which typically ends around the middle of September." Will construction between trains and/or at night be allowed between April and September 2024?
Work will be permitted between trains and/or at night from June and September.
Work will be coordinated with the ARRC Flagger for working windows.
Prior to any trains going over the Bridge all 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.

3. Would ARRC consider granting and extension of time to allow fabricators to provide competitive numbers?

The bid closing date will be extended until January 30, 2024.

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