



**ALASKA RAILROAD CORPORATION**  
327 W. Ship Creek Ave.  
Anchorage, AK 99501.

**November 1, 2019**

**Addendum 1**

ITB# 19-42-207522

Seward Freight Dock: Damage Repairs and Upgrades

Addendum number 1 is issued for Questions and updated drawings/ plans set.

**The Closing Date for this has not changed. This ITB will close as follows:  
Proposals will be received until November 14, 2019 @ 3:00 PM local Alaska time.**

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**Please replace the following revised documents in their entirety with the updated one attached herin:**

- 1. Index**
- 2. Cost Schedule**
- 3. Insert the following in the paragraph in Appendix C, Scope of Work, page 15 paragraph two;  
Owner Provided Pipe Pile:**

The Owner provided pipe piling, required to complete the work outlined herein, will be delivered to the site in the following quantities, lengths, diameters, wall thicknesses, grades, and coatings:

- 3ea. 40' - 24.000 OD x 0.500WT A252 Grade 5 Straight Seam – Galvanized
- 1ea. 40' - 24.000 OD x 0.500WT A252 Grade 5 Straight Seam – Bare
- 1ea. 10' - 24.000 OD x 0.750WT A252 Grade 5 Straight Seam – Galvanized
- 1ea. 30' - 24.000 OD x 0.750WT A252 Grade 5 Straight Seam – Bare
- 10ea. 40-40.7' - 20.000 OD x 0.500WT A252 Grade 5 Straight Seam – Galvanized

- 4. Attachments 1.a. - Seward Freight Dock Issued for Construction (ICF) 2000.pdf now has all 7 pages.**

## QUESTIONS:

1. Typically the Owner will put an assumed dollar amount in for Contingent Sum. Should we use \$0.00 or will you furnish other amounts to use as contingency.
  - a. The dollar value entered for the Contingent Sum items (3.1, A-3, A-4.1, and A-4.2) shall capture all the work associated with completing the work as defined by the line item. The intent of these items is to allow the Contractor to perform work that may be required in an expedient manner and without utilizing the Change Order process.

The original intent of the Contract was to provide full length piles so that pipe pile splices were not required unless additional length was required. Once the fenders are removed, the Engineer will be able to determine if both of the pin piles are required to be removed and replaced. As the driven lengths of the 0.500WT pipe piles are unknown, the Contractor may assume the following (*also, see revised Cost Schedule*):

    - 8ea. for Item No. A-4.1
    - 3ea. for Item No. A-4.2
  
2. It is clear the pile is being provided by the ARRC. Is it black pipe, galvanized, or some of each? Requested for figuring prep and repairs on splices. Additionally, will the pile to cap welds or pile to pile welds have to be galvanized?
  - a. Pipe pile will be provided as follows to expedite its shipment (*also, see updated Scope of Work*):
    - 3ea. 40' - 24.000 OD x 0.500WT A252 Grade 5 Straight Seam – Galvanized
    - 1ea. 40' - 24.000 OD x 0.500WT A252 Grade 5 Straight Seam – Bare
    - 1ea. 10' - 24.000 OD x 0.750WT A252 Grade 5 Straight Seam – Galvanized
    - 1ea. 30' - 24.000 OD x 0.750WT A252 Grade 5 Straight Seam – Bare
    - 10ea. 40-40.7' - 20.000 OD x 0.500WT A252 Grade 5 Straight Seam – Galvanized
  - b. All welds between coated members are to be repaired either by flame spray metalizing or hot stick method, in accordance with ASTM A780 or AWS C2.23, as noted in the Contract Documents.
  
3. Are the torsion plates going to be fully fabricated and provided by the ARRC?
  - a. The eight (8) torsion plates will be provided by the ARRC. The Contractor shall be responsible for affixing the plates to the pipe pile in the field.
  
4. Is the cutting shoe going to be furnished by the ARRC?
  - a. Yes.
    - 2ea. - 24"Ø Inside Fit Shoe.
    - 4ea. - 20"Ø Inside Fit Shoe.

5. The dolphin cap is to be cut away from its pile foundation “as close as possible to the steel plate without adversely affecting the plate. Could they be cut down 2 feet to allow splicing back at least the 2 good piles by CJP rather than welding to the cap?
  - a. No section of pipe pile less than 5.0’ long shall be spliced and no splices shall be within  $\pm 10.0'$  of the MLLW elevation.
  
6. The last 5’ of pile driven with an impact hammer, if the vibratory hammer gets it that far. The pile will be driven to planned depth or to refusal. What minimum energy hammer should be assumed so refusal will be acceptable? A very small hammer may meet refusal before the intended capacity or depth.
  - a. The original contract indicated the following:
    - Single Action Diesel Hammer: minimum rated energy of 50,000 foot-lbs.
    - Vibratory Hammer: minimum horsepower of 300 h.p. with a minimum eccentric moment of 2,000 inch-lbs.

The Contractor may utilize smaller equipment at its own risk. As there are no driving records from the original construction available for reference, the required pipe capacity of 300 kips (*tension or compression*) may have been achieved at a tip elevation of approximately 111.0’.

If the Contractor utilizes equipment as specified by the original construction and refusal is not met at the abovementioned tip elevation, driving is to continue until either practical refusal (as determined by the Engineer) is met or until the Owner provided pipe pile has been exhausted. Contractor may utilize CAPWAP PDA to determine bearing capacity for pipe piles less than 111.0’ in length if their equipment cannot drive the subject pile beyond the aforementioned length.

7. Ultra High Molecular Weight plastic blocks.....shall be utilized to level the catwalk. Are these provided by the ARRC? If not, any particular spec on it?
  - a. UHMW plastic blocks are only to be utilized in the event that the dolphin cap is reattached to its foundation at an elevation that does not allow the catwalk to be reset level. For example, if the elevation difference between the dock and the deck of the dolphin is 0.25”, then the block between the bearing plate of the catwalk and the deck is to be 0.25” thick. As this deviation is unknown, the Contractor is to supply the blocks.
  - b. Blocks shall be fabricated from virgin polyethylene plastic components manufactured in accordance with ASTM D4020; be ultraviolet light stabilized and suitable for long term exposure; and shall be chemically cross-linked. Materials are locally available up-to 1.0” thick in Anchorage.
  
8. Is the electrical service to be replaced as is or will new components be required?
  - a. Contractor is to assume that the electrical service is to be replaced as is. In the event that new components are required the ARRC will supply them for the Contractor to reinstall if required. Additional costs outside those required for the removal and replacement of the salvaged electrical components will be captured through the Change Order process. A temporary red beacon will be required to be in-place until the dolphin cap is reattached to its pipe pile foundation.

9. Is the cathodic protection to be improved or reattached as is?
- Contractor is to remove and dispose of the existing cathodic protection system. Sacrificial anodes are to be installed under a future contract.
10. It appears possibly 4 pin piles will have to be replaced. Second paragraph states Owner anticipates providing the Contractor with a full length pile. Is this for each pile to be replaced, or is just one pile being provided? Is the provided pile(s) galvanized or black (for possible splicing requirements). Is a driving shoe required on these pin piles?
- Pipe pile was anticipated to be provided full length, but will be provided as follows to replace all four (4) pipe piles with approximately 100' of pipe:
    - 10ea. 40-40.7' - 20.000 OD x 0.500WT A252 Grade 5 Straight Seam – Galvanized
  - All 20"Ø pipe pile is galvanized.
  - 4ea. - 20"Ø Inside Fit Shoes will be provided and affixed to each pin pile.
11. I assume the backing ring should be ¼" instead of 1.4. Are backing rings provided by the ARRC?
- Contractor is to provide the required backing rings or chill rings required to perform the field splices in accordance with AWS D1.1. The minimum dimension was intended to be ¼ not 1.4 as stated in the Contract Documents. The cost of all material required to complete a field splice are to be included in the associated unit cost for splices.
12. Is the HDPE sleeve to be replaced as shown on sheet 3 of 7?
- The existing HDPE collar **should** not need to be removed or replaced. Damage to the fender panel will be assessed once it has been removed and placed on shore. Any work performed in support of the Engineer's inspection of the fender (*potentially including the removal of the HDPE sleeve*), to include any repairs, will be captured through the Change Order process.
13. Can the damaged pile section be cut off and spliced on with a new pile section?
- No section of pipe pile less than 5.0' long shall be spliced and no splices shall be within ±10.0' of the MLLW elevation, as previously noted herein. Extraction of the existing pipe pile to an elevation that would allow a field splice to be performed, and repaired, in accordance with the Contract Documents and the abovementioned statement. The Engineer would determine the elevation at which the existing pile would be cut. Should the Contractor elect to perform the work in this manner, it shall be at their own risk as there is no guarantee that it can be effectively completed in this manner as the extent of the damage is unknown until extraction begins.
14. Will Builder's Risk be required?
- No.

All other terms and conditions remain unchanged.  
If there are any questions regarding this addendum please let me know.

Thank you,

Greg Goemer  
Sr. Contract Administrator  
Alaska Railroad Corporation

## INDEX

APPENDIX A	REQUIRED DOCUMENTS
APPENDIX B	BIDDERS INSTRUCTIONS
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APPENDIX F	CONSTRUCTION QUALITY CONTROL (CQC) PLAN
APPENDIX G	FORMS
	CONSTRUCTION BID FORM [FORM 395-0121]
	BID BOND [FORM 395-0120]
	BIDDERS QUESTIONNAIRE [FORM 395-0136]
	SUBCONTRACTORS LIST [FORM 395-0131]
	SAMPLE CONSTRUCTION CONTRACT [FORM 395-0122]
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APPENDIX H	COST SCHEDULE

## **ATTACHMENTS**

1. Site Drawings and Details
  - a. Seward Freight Dock Issued for Construction (IFC) 2000.pdf
  - b. Seward (SWD) Freight Dock Repairs RFQ Package.pdf
2. Pamphlet 600 - Issue 39, Effective September 1, 2019

## APPENDIX H

### COST SCHEDULE

**COST SCHEDULE:** A Bidder's Failure to provide the information requested in this Appendix may be cause for rejection of the bid on the basis on non-responsiveness. Cost shall be bid in accordance to all specifications in Appendix C, and any Technical Specifications incorporated herein.

**AWARD CRITERIA:** A contract award resulting from this solicitation shall be made to the low, responsive, responsible bidder who meets the requirements as set forth in the plans and specifications and compliance thereof.

An award shall be made in the aggregate of the Base Bid Lump Sum to the responsive and responsible bidder who's Bid is deemed by the Contact Administrator to be in best interest of the ARRC. The successful bidder shall hold unit prices of all additives firm for a period of thirty (30) days from the date of bid opening. The Award is contingent on the availability of ARRC funds.

<b>BASE BID ITEMS</b>					
<b>Item No.</b>	<b>Item Description</b>	<b>Unit</b>	<b>Quantity <sup>3</sup></b>	<b>Unit Bid Price</b>	<b>Amount Bid</b>
1	Mobilization	Lump Sum	1		
2	Dolphin Batter Pile Replacement	Lump Sum	1		
3	Fender Removal and Replacement	Each	2		
3.1	Pin Pile Replacement	Contingent Sum	4		
<b>Total Base Bid <sup>2</sup>:</b>					

<b>ADDITIVE ALTERNATE BID ITEMS <sup>1</sup></b>					
<b>Item No.</b>	<b>Item Description</b>	<b>Unit</b>	<b>Quantity <sup>3</sup></b>	<b>Unit Bid Price</b>	<b>Amount Bid</b>
A-1	24"Ø Driven Bollard	Each	1		
A-1.1	Concrete Placement, Driven Bollard	Lump Sum	1		
A-2	Concrete Placement, Dolphin Foundation	Contingent Sum	3		
A-3	Concrete Placement, Pin Piles	Contingent Sum	4		
A-4.1	20"Ø Pipe Pile Splice	Contingent Sum	8		
A-4.2	24"Ø Pipe Pile Splice	Contingent Sum	3		
<b>Total Additive Alternate Bid:</b>					

Notes:

<sup>1</sup> Award of Additive Alternate Bid items is dependent on Owner finances. The successful bidder will be notified of the Owner's intent to award additional work prior to receiving a Purchase Order or Notice to Proceed (NTP).

<sup>2</sup> Award of this proposal is to be made on total derived from the sum of the Base Bid items.

<sup>3</sup> Bid quantities are approximate. Contractor is responsible for their own quantity take-offs using the information within the Contract Documents to verify the quantities in the Cost Schedule.

**NON-COLLUSION AFFIDAVIT:** The Undersigned declares, under penalty of perjury under the laws of the United States, that neither he/she nor the firm, association, or corporation of which he/she is a member, has, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this Bid.

The Undersigned has read the foregoing proposal and hereby agrees to the conditions stated therein by affixing his/her signature below:

BIDDERS NAME AND ADDRESS

\_\_\_\_\_  
COMPANY NAME

\_\_\_\_\_  
SIGNATURE BY AND FOR THE BIDDER

\_\_\_\_\_  
COMPANY ADDRESS

\_\_\_\_\_  
PRINTED NAME OF ABOVE BIDDER

\_\_\_\_\_

\_\_\_\_\_  
DATE OF BID

\_\_\_\_\_  
CONTACT PHONE NUMBER

\_\_\_\_\_  
CONTACT EMAIL





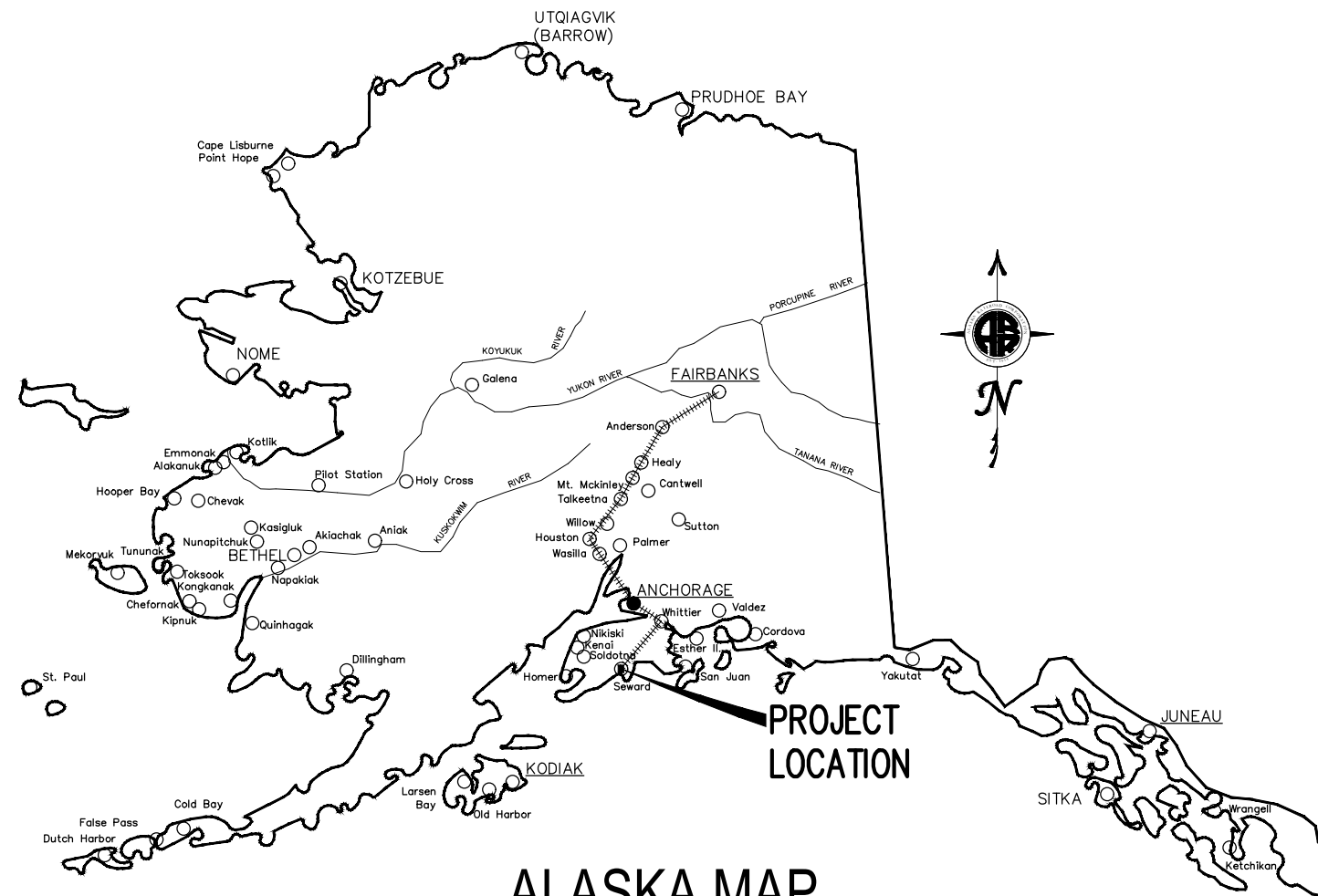
**ALASKA RAILROAD CORPORATION**  
**ENGINEERING SERVICES**

P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500

# **SWD FREIGHT DOCK: REPAIRS AND IMPROVEMENTS**

## **REQUEST FOR QUOTE SET**

**JULY 2019**



**ALASKA MAP**  
 NOT TO SCALE

**INDEX OF DRAWINGS**

SHEET	TITLE
1	G1.0 COVER SHEET
2	G1.1 SITE OVERVIEW - GENERAL WORK LOCATIONS
3	G1.2 TYPICAL FENDER SECTION - ELEVATION VIEW RECORD DRAWING
4	S1.0 24"Ø DRIVEN BOLLARD - ELEVATION VIEW
5	S1.1 TORSION PLATE ASSEMBLY AND DETAILS - FOR 24" x 0.500t PIPE
6	R1.0 2011 INCIDENT - FABRICATION DRAWING - COMPLETE ASSEMBLY 3D VIEWS
7	R1.1 2011 INCIDENT - SHOP DRAWING

<b>ALASKA RAILROAD CORPORATION</b> ENGINEERING SERVICES P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500		
PROJECT : <b>ARRC Seward Freight Dock Damage Repairs and Improvements</b>		
TITLE: <b>Cover Sheet</b>		
DESIGNED BY: BAO	SCALE : AS NOTED	AFE NO.:
DRAWN BY: BAO	DATE : 7/10/2019	ACAD FILE:
CHECKED BY: GKT		DWG NO. <b>1</b> OF <b>7</b>
APPROVED BY: BJA		

REV.	DATE	BY	REVISION



# SEWARD FREIGHT DOCK



(N) - 24"Ø DRIVEN BOLLARD,  
APPROXIMATE LOCATION

1  
4

(E) - FENDER REMOVAL, REPAIR, AND REPLACEMENT  
- 11.12.18 INCIDENT

1  
3

(E) FENDER REMOVAL, REPAIR, AND REPLACEMENT  
- 3.15.19 INCIDENT

1  
3


(E) CATWALK, DOLPHIN CAP, AND S.W. BATTER PILE  
REMOVAL AND REPLACEMENT  
- 2.19.18 INCIDENT

1  
5

## SITE OVERVIEW REPAIR AND IMPROVEMENT GENERAL LOCATIONS

SCALE 1" = 60'

1 INCH = 60 FEET

 <b>ALASKA RAILROAD CORPORATION</b> ENGINEERING SERVICES P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500		
PROJECT :		
<b>Seward Freight Dock Damage Repairs and Improvements</b>		
TITLE:		
<b>Site Overview General Work Locations</b>		
DESIGNED BY: BAO	SCALE : AS NOTED	AFE NO.:
DRAWN BY: BAO	DATE : 7/10/2019	ACAD FILE:
CHECKED BY: GKT		DWG NO.
APPROVED BY: BJA		<b>2</b> OF <b>7</b>

# FENDER SECTION

SCALE: AS NOTED

1  
3

(E) FENDER PANEL AND FENDERING SYSTEM

(E) SHEETPILE

+ 20.0' ELV.

EXTREME HTL +15.7' ELV.

HTL +13.8' ELV.

MHHW +10.6' ELV.

MHW +9.7' ELV.

27

MLLW +0.0' ELV.

EXTREME LTL -5.0' ELV.

(E) HDPE COLLAR, TYP.

(E) 22" Ø PIPE SLEEVE

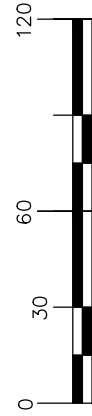
(E) 20" Ø PIN PILE

-34.0' ELV. (ORIGINAL CONSTRUCTION)


APPROXIMATE DREDGE LIMITS / MUDLINE ELEVATION -42.0' ELV. (ORIGINAL CONSTRUCTION @ 10.0' FROM FACE SHEETS)

APPROXIMATE FACE SHEET TIP ELEVATION -44.0' ELV.

APPROXIMATE PIN PILE TIP ELEVATION (N.T.S.) - 75.0' ELV.



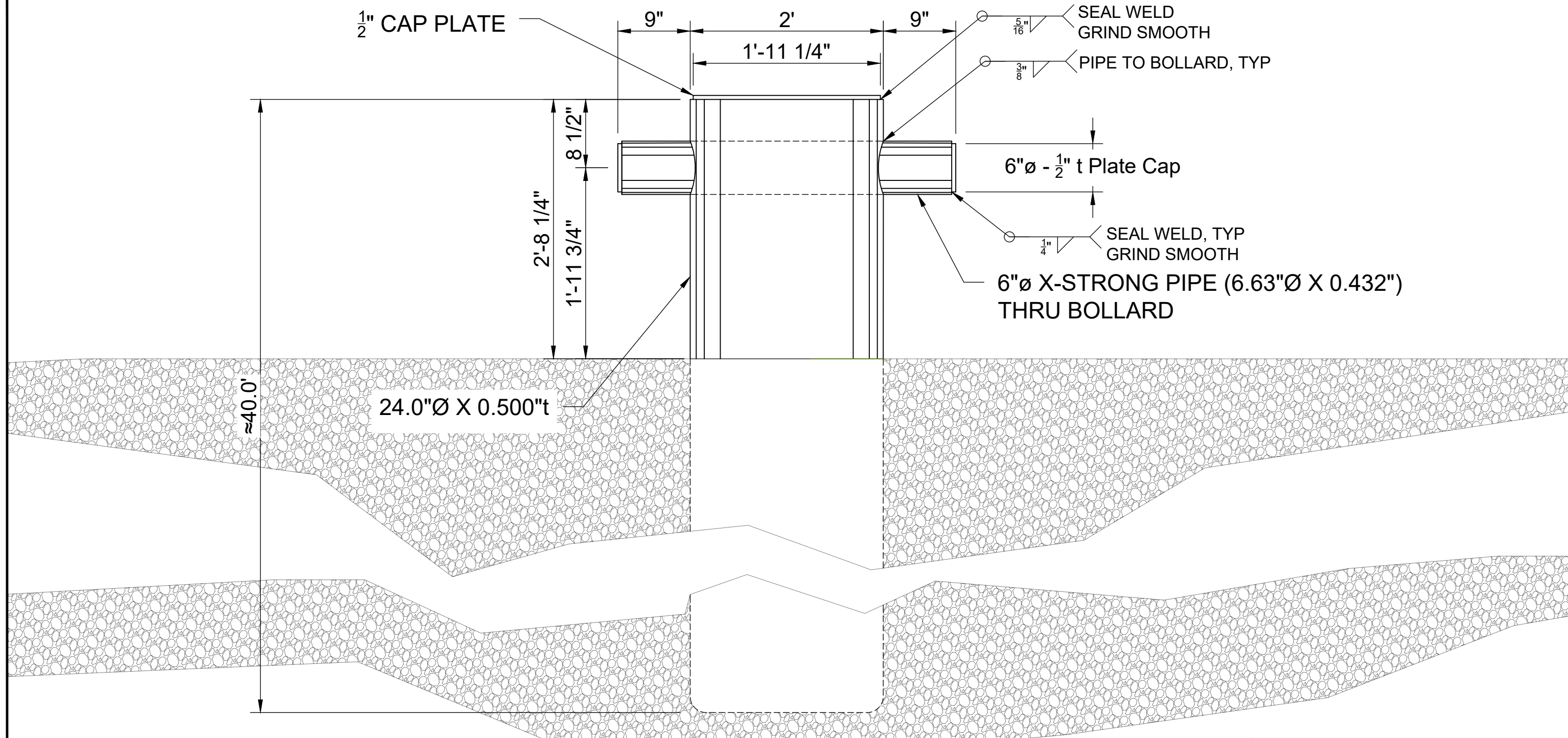
- NOTES:**
1. ORIGINAL CONSTRUCTION DRAWINGS FOR THIS SYSTEM CAN BE FOUND IN "SEWARD FREIGHT DOCK IFC 2000.pdf"
    - 1.1. DRAWING No. 8 of 17
    - 1.2. DRAWING No. 9 of 17


 <b>ALASKA RAILROAD CORPORATION</b> ENGINEERING SERVICES P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500		
PROJECT :		
<b>Seward Freight Dock Damage Repairs and Improvements</b>		
TITLE:		
<b>Typical Fender Section Elevation View - Record Drawing</b>		
DESIGNED BY: BAO	SCALE : AS NOTED	AFE NO.:
DRAWN BY: BAO	DATE : 7/10/2019	ACAD FILE:
CHECKED BY: GKT		DWG NO.
APPROVED BY: BJA		<b>3</b> OF <b>7</b>

1  
4

# 24"Ø DRIVEN BOLLARD

SCALE: AS NOTED



 <b>ALASKA RAILROAD CORPORATION</b> ENGINEERING SERVICES P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500		
PROJECT : <b>Seward Freight Dock Damage Repairs and Improvements</b>		
TITLE: <b>24"Ø Driven Bollard Elevation View</b>		
DESIGNED BY: BAO	SCALE : AS NOTED	AFE NO.:
DRAWN BY: BAO	DATE : 7/10/19	ACAD FILE:
CHECKED BY: GKT		DWG NO. <b>4</b> OF <b>7</b>
APPROVED BY: BJA		

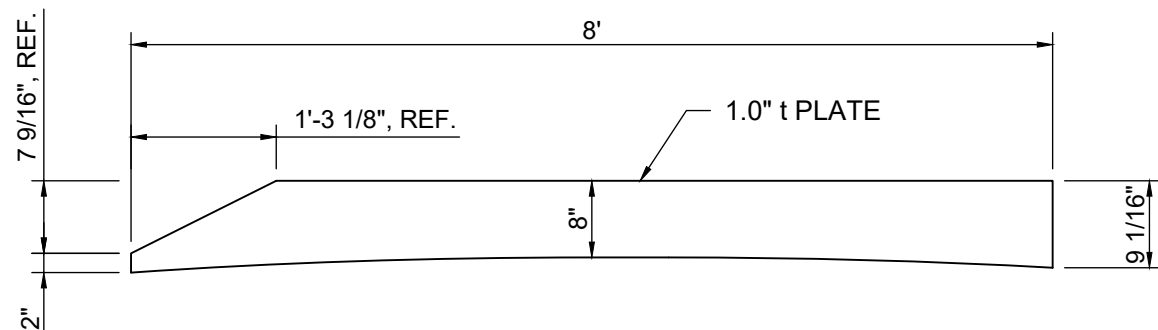
1  
5

# TORSION PLATE ASSEMBLY

SCALE: AS NOTED

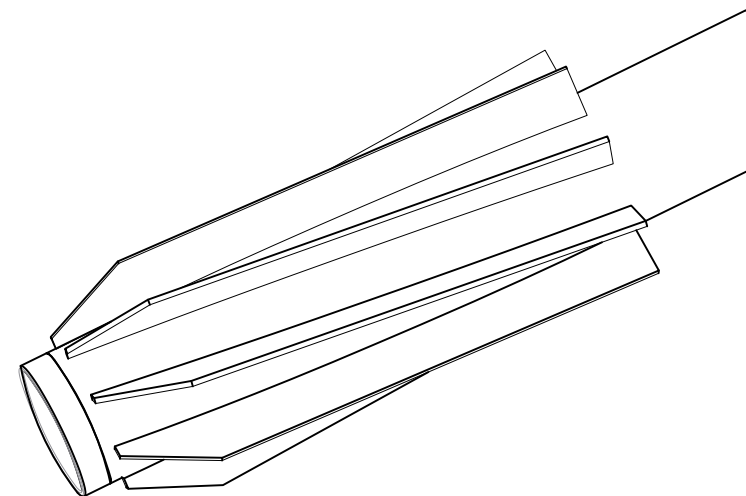
## PLAN VIEW - INDIVIDUAL TORSION PLATE

SCALE: AS NOTED



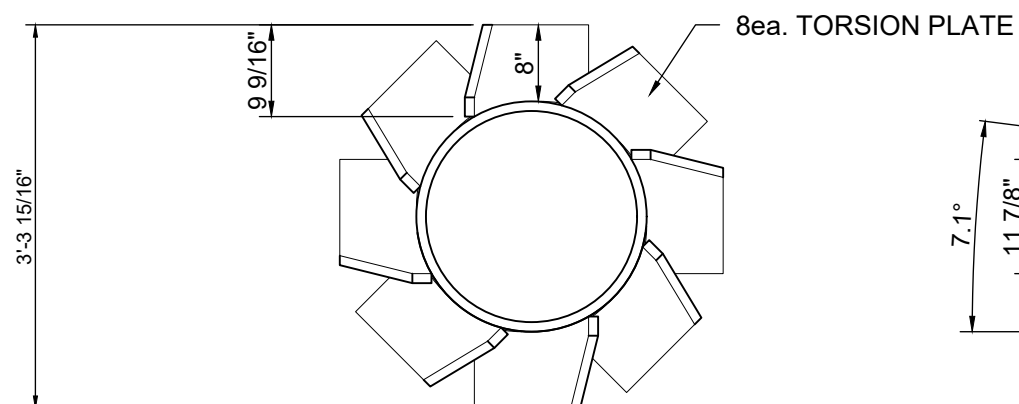
## ISOMETRIC VIEW - ASSEMBLED

SCALE: AS NOTED



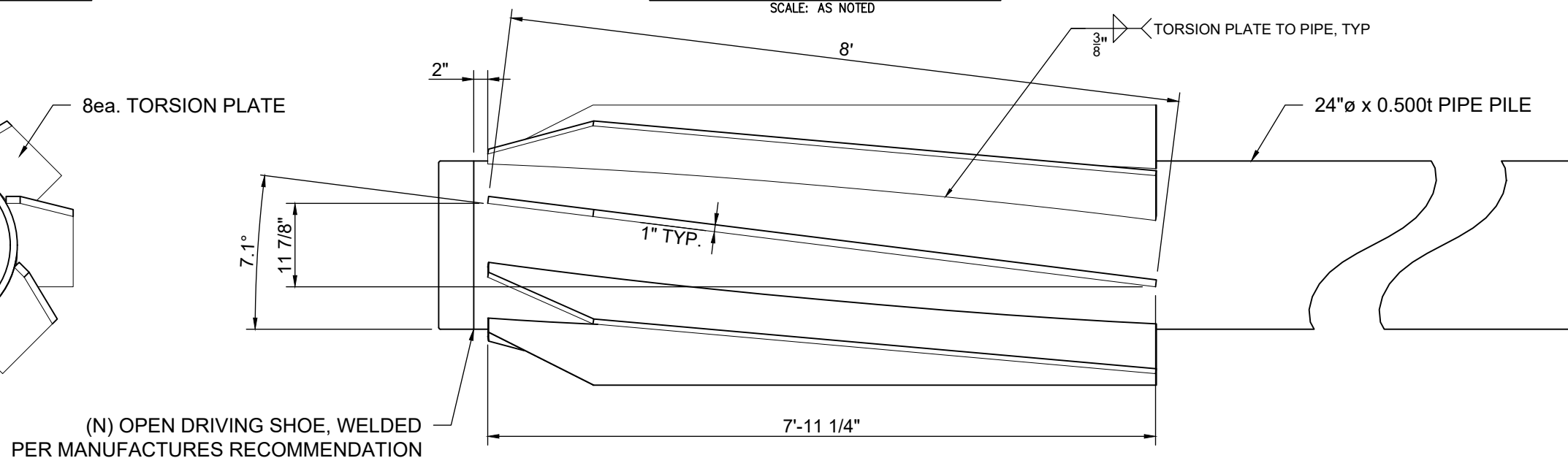
## PLAN VIEW - ASSEMBLED

SCALE: AS NOTED



## PROFILE VIEW - ASSEMBLED

SCALE: AS NOTED

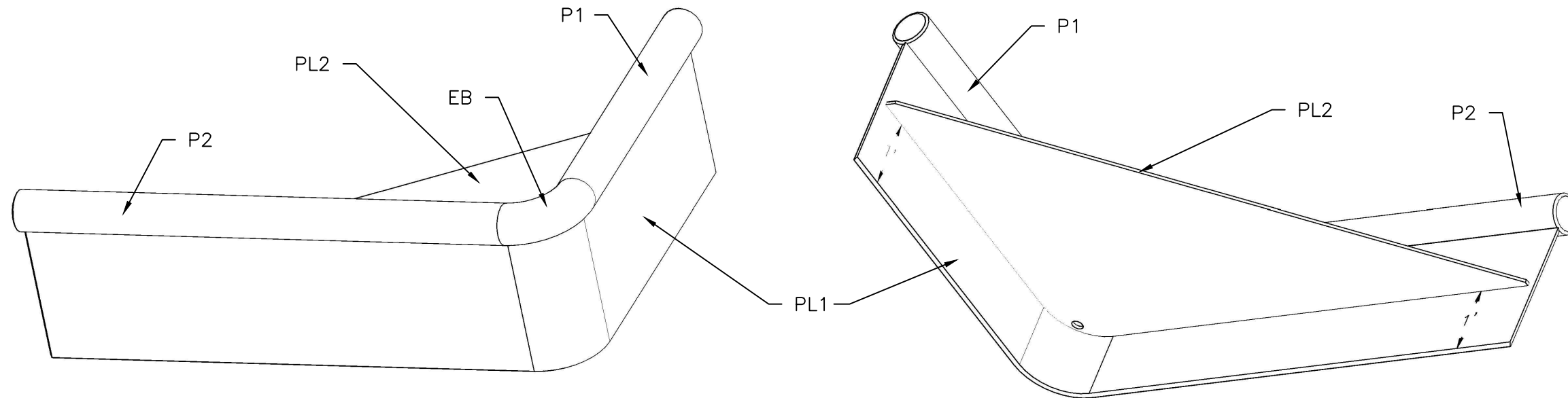


**ALASKA RAILROAD CORPORATION**  
ENGINEERING SERVICES  
P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500

PROJECT :  
**Seward Freight Dock  
Damage Repairs and Improvements**

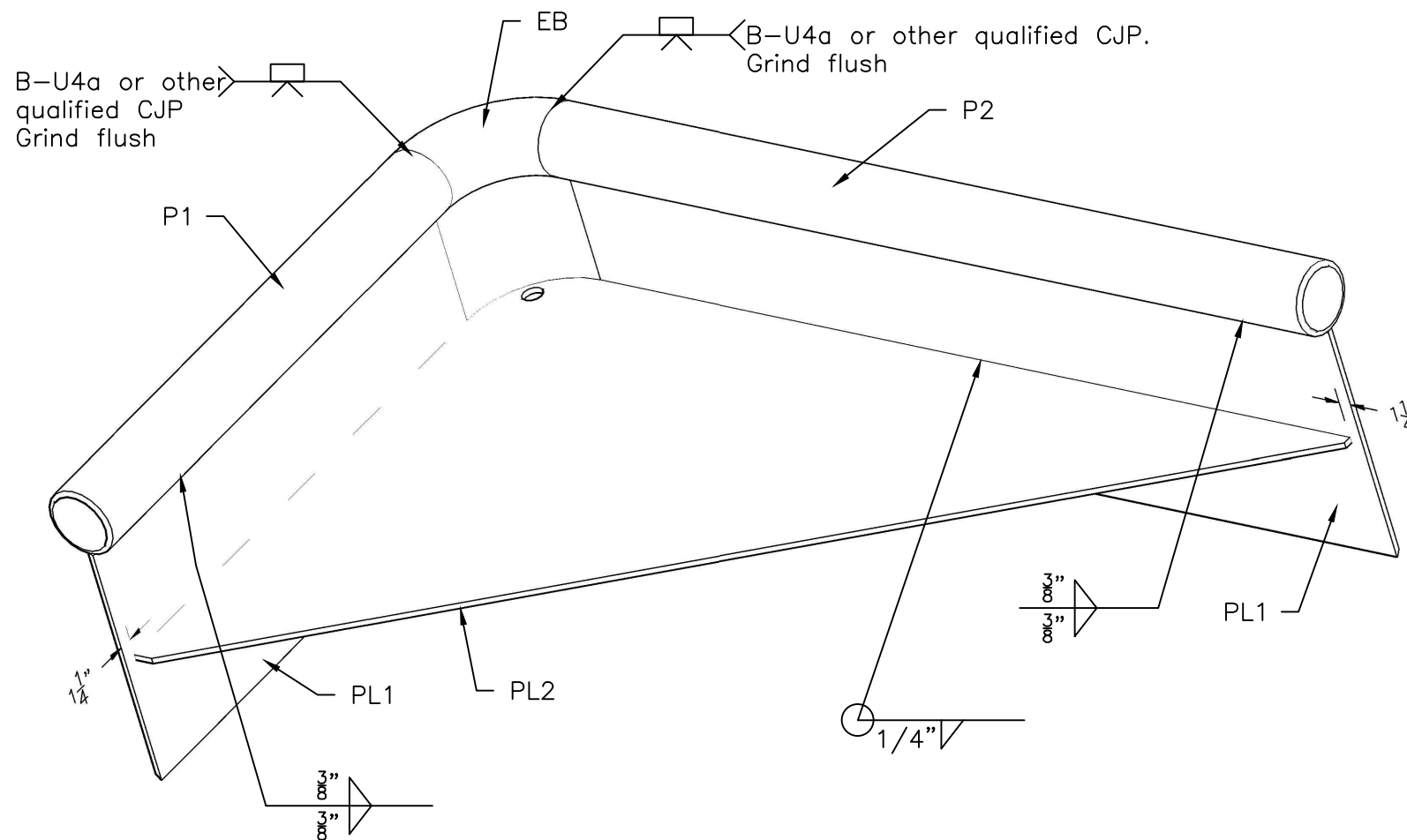
TITLE:  
**Torsion Plate Assembly and Details  
for 24"ø x 0.500"t Pipe Pile**

DESIGNED BY: BAO	SCALE : AS NOTED	AFE NO.:
DRAWN BY: BAO	DATE : 7/10/19	ACAD FILE:
CHECKED BY: GKT		DWG NO. <b>5</b> OF <b>7</b>
APPROVED BY: BJA		



3D View from outside & above


3D View from inside & below



3D View from inside & above

Notes:

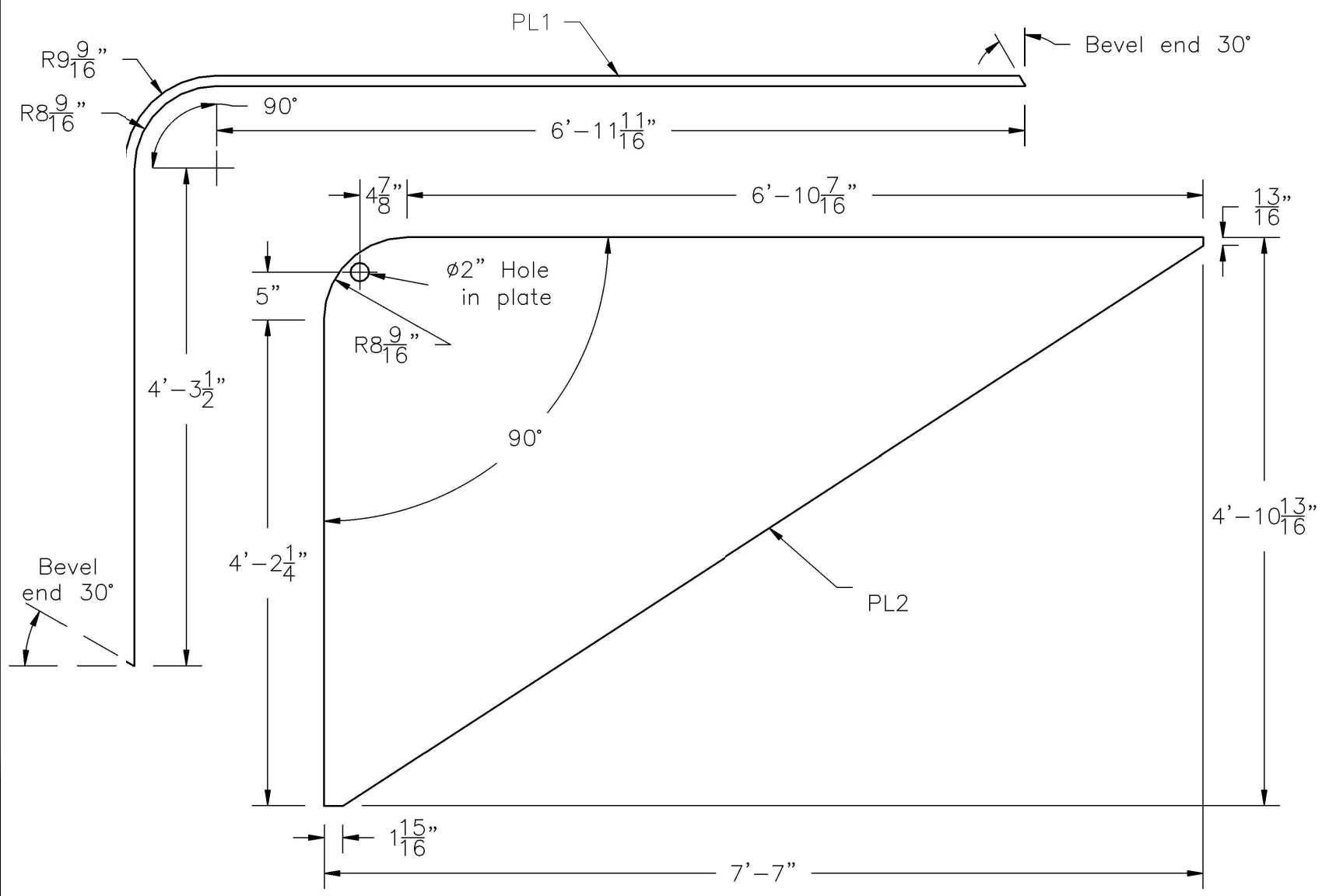
1. Repair any breaks in zinc coating with two coats of cold spray galvanizing.
2. All welding shall be done in accordance with AWS D1.1.
3. Perform weld procedure to minimize distortion of plates. Distortion tolerances:
  - 3.1. PL2 shall not have more than 1/2" out of plane distortion everywhere except the plate free edge where it shall have no more than 1/4" distortion.
  - 3.2. PL1 free edges shall not deviate from shown not more than 3/16".
  - 3.3. Should final assembly not conform to the above criteria, utilize thermal and/or mechanical straightening techniques as required to meet the criteria.

 <b>ALASKA RAILROAD CORPORATION</b> ENGINEERING SERVICES P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500		
PROJECT :		
<b>Seward Freight Dock Damage Repairs and Improvements</b>		
TITLE:		
<b>2011 Incident - Fabrication Drawing Complete Assembly 3D Views</b>		
DESIGNED BY: DCO	SCALE : AS NOTED	AFE NO.:
DRAWN BY: DCO		ACAD FILE:
CHECKED BY: _____	DATE : Oct 11, 2011	DWG NO.
APPROVED BY: _____		<b>6</b> OF <b>7</b>

### Bill of Materials

Seward East Dock Dolphin Repair			Length		Qty	Total Weight #	See Dwg	Note
Item	Material	Mark	Ft	In				
6" dia sch 80 pipe	A53 Gr B	P1	4	3.5	1	123	---	Prepare both ends for butt weld connection**
6" dia sch 80 pipe	A53 Gr B	P2	6	11.5	1	199	---	Prepare both ends for butt weld connection**
6" dia sch 80 pipe long radius butt weld elbow	A53 Gr B	EB	---	---	1	35	---	Prepare both ends for butt weld connection
Backing ring for 6" sch 80 pipe	A109	BR	---	---	5*		---	Ship 3 loose
Plate, 1" thick x 2'-0" wide	A36	PL1	12	5	1	1016	2	Bend as shown
Plate, 1/2" thick x 4'-10-13/16" wide	A36	PL2	7	7	1	509	2	Roughly triangular
Flat bar, 3/8" thick x 2" wide	A36	FB1	2	0	3	15	---	Ship loose
Total weight:						1897		

\*Backing ring quantity will be 3 if backing rings not used to weld EB to P1&P2  
 \*\*Bevels for non-shop weld ends shall be 30 degrees single bevel.  
 Note: all material shall be hot dipped galvanized or outside surfaces thermal spray metallized



Notes:  
 1. Hole in PL2 may be plasma cut.

<b>ALASKA RAILROAD CORPORATION</b> ENGINEERING SERVICES P.O. BOX 107500, ANCHORAGE, ALASKA 99510-7500		
PROJECT : <b>Seward Freight Dock Damage Repairs and Improvements</b>		
TITLE: <b>2011 Incident - Shop Drawing</b>		
DESIGNED BY: DCO	SCALE : AS NOTED	AFE NO.:
DRAWN BY: DCO	DATE : Oct 11, 2011	ACAD FILE:
CHECKED BY:		DWG NO. <b>7</b> OF <b>7</b>
APPROVED BY:		