



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

**May 16, 2022  
Addendum 1  
ITB #22-32-209782  
BR 370.7 Span#1 Bearing Replacement**

Addendum number 1 is issued for questions.

**The Closing Date for this ITB has not changed.  
Proposals will be received until Wednesday May 25, 2022 @ 3:00 PM Alaska time.**

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**Questions:**

1. Will an AISC Simple Bridge Fabricator (SBR) certification be adequate for all fabrication scope (Expansion Bearings, Fixed Bearings, Pedestals, Grillage, Strut, Connection Plates, Filler Plates, Shim Packs)?

***Answer: Yes***

2. On Page 2 of the drawings, Structural Steel Note 12 indicates that manual shielded arc welding is allowed, but only if Fully Automated Submerged Arc Welding (SAW) is impractical. Given the small size of the welded items, Fully Automated SAW appears impractical.

Please confirm that D1.5 dual-shield FCAW procedures will be acceptable for this project.

***a. Answer: Acceptable for shop and field welds.***

Please also confirm that D1.5 SMAW procedures will be acceptable for this project.

***b. Answer: Acceptable for field welds.***

3. On Page 2 of the drawings, Structural Steel Note 2 indicates that the A709 steel shall be T3. As noted on previous projects, T3 is generally only required for fracture-critical members. Can the T3 requirement be waved?

***Answer: Yes***

4. Sheet 2 of 9, Structural Steel Note 3, regarding commercial blast cleaning. Can this be performed at the fabricator or will it have to be done in the field?

***Answer: Yes this can be done at the Fabricator's. This shall be done after all fabrication is complete.***

5. Add the following to Structural Steel Notes:

*19. The fabricator shall, at his own cost, provide an approved inspection service for nondestructive testing of all welds as specified. Nondestructive testing of welds shall be performed in accordance with the AREMA Manual for Railway Engineering Chapter 15: Steel Structures, the Bridge Welding Code, AWS D1.5, Section 3.5 and as follows:*

- a) 100% RT inspection of full penetration welds in girder webs and flanges.*
- b) 100% MP inspection of all flange to web welds.*
- c) 100% MP inspection of fillet welds on bearing stiffeners.*
- d) 25% UT or MP inspection of all other welds. If any defects are found, then 100% UT or MP inspection shall be required.*
- e) Fabricator shall provide a repair plan to the ARRC for review and approval prior to beginning repairs.*

*Weld Inspectors shall be per AWS D1.5; Section 6. Inspection.*

*Test results shall be furnished to the Railroad.*

*The Fabricator shall shop assemble all steel prior to shipping. Units and pieces shall be matched-marked as required.*

*Photographs of Fabricator's progress shall be submitted to the Railroad.*

*All steel components shall be inspected by the Fabricator before shipment.*

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