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

February 6, 2024
Addendum 3
ITB #23-62-211309
Seward Coal Dock –Loading Equipment Demolition

Addendum number 3 has been issued for questions and clarifications.

The Closing Date for this ITB has not changed.
Bids will be received until February 29, 2024 @ 3:00 PM Alaska time.

Questions:

- Can ARRC confirm if this project be funded by federal funds, or only state funds? Contractor needs to understand if Davis Bacon, or only Little Davis Bacon provisions apply.
  State funds only.

- Can ARRC confirm if the structures proposed for removal are, or are not, coated with lead-based paint?
  Lead Paint has been identified on both the loading arm and conveyor system/supports. See attached documentation.

- Can ARRC confirm if they are aware of any asbestos on-site the Work Site?
  None identified

- Can ARRC confirm if a National Marine Fisheries Services (NMFS) Incidental Harassment Authorization (IHA) will be required if marine assets are employed for the removal works (barge cranes, barges, tugs, etc)?
  If Contractor intends to remove the equipment, or structural elements using equipment in water, other than licensed maritime vessels, it is anticipated a General Permit for Construction will be required which would include a NMFS component. In water refers to operations at or below the Mean High Waterline. Deck is El +24.0, MHW +9.7

- Can ARRC confirm that Builder's Risk Insurance is necessary considering the de-constructive nature of this project?
  See Addendum#2, Builders risk in not required.

- Can ARRC confirm what kind, if any of, Contractor's "shop drawings" will require PE stamp? If required, are non-Alaskan PE stamps acceptable?
  Sealed Plans are not anticipated to be required.

- Can ARRC confirm that pollution liability insurance is required; the bid ITB indicates "where applicable". If applicable, can ARRC confirm it is to only to cover pollution generated from releases due to Contractor works and is not meant in any way to cover pollution existing before Contractor arrives to site.

Confirmed. This is based on Contractor generated pollution.

- If pollution liability insurance is considered applicable, will ARRC accept $1,000,000 as project limit?
  Yes

- Page 18 of the ITB indicates the estimated steel weight in the ship loader is 416 tons. Please provide a breakdown or calculations showing how ARRC determined this weight.
  Pending – This question will attempt to be responded to under separate addendum.

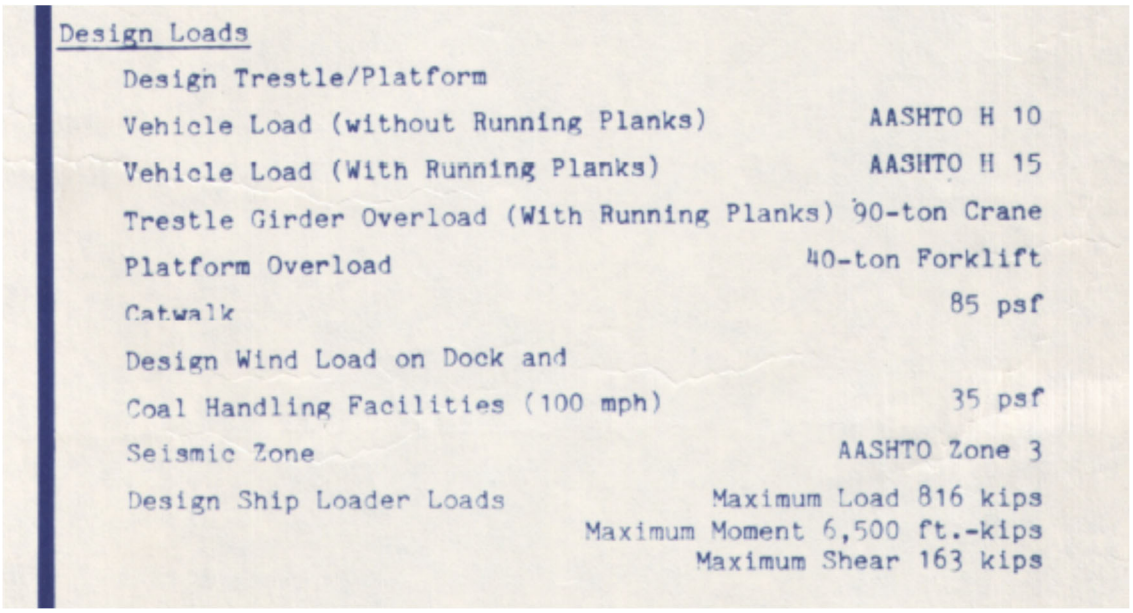
- I have not been able to find any information in the reference documents on steel coatings. Please verify that the Shiploader and conveyor coatings are lead paint. Please provide any available test reports.
  Yes, Lead Paint. See attached reports.

- Can we make additional visits to the terminal?
  ARRC may allow additional visits if requested in advance and staffing capacity is available. Contact Greg Gomer to request a site visit.

- Does ARRC have any documentation (drawings, procedures, specifications, etc) that specifically addresses how the shiploader was transported to and/or installed at it's present location?
  No.

- Does ARRC have any documentation (drawings, procedures, specifications, etc) that specifically addresses the structural and/or overall weight of the shiploader?
  Pending

- Can ARRC provide permissible load bearing capacity (global and local) on the wooden-decked causeway that extends from shore to the shiploader?
  Capacity noted on the As-built plans.



Design Loads

Design Trestle/Platform	
Vehicle Load (without Running Planks)	AASHTO H 10
Vehicle Load (With Running Planks)	AASHTO H 15
Trestle Girder Overload (With Running Planks)	90-ton Crane
Platform Overload	40-ton Forklift
Catwalk	85 psf
Design Wind Load on Dock and Coal Handling Facilities (100 mph)	35 psf
Seismic Zone	AASHTO Zone 3
Design Ship Loader Loads	Maximum Load 816 kips Maximum Moment 6,500 ft.-kips Maximum Shear 163 kips

- Can ARRC confirm the purpose of the small building found immediately to the south of transfer tower T-13 (about halfway between T-13 and the start of the causeway).
  Pending – This question will attempt to be responded to under separate addendum

- Can ARRC please clarify when the Construction Quality Control (CQC) Plan is to be submitted. Discrepancy is found between §D-6.26.1 and §G-1.2 of the ITB.
  QCP shall be approved prior to Mobilization. ARRC is willing to allow the Contractor to propose more streamlined CQC specific to the project.

- Please confirm that written "notification of apparent low bidder" as used in Section A is synonymous with "notification of intent to award" used throughout the rest of the document.
  Confirmed.

- Please confirm that timeline for submittal of the CQC and SHSP as defined in Section A relative to the "notification of apparent low bidder" is accurate (as the timeline possibly conflicts with other requirements in the ITB).
  CQC and SHAP shall be finalized and accepted prior to mobilization.

- Can ARRC provide current bathymetry data for the area around and between the coal ship loading terminal and the cruise ship terminal?
  Yes, see attached document

- Can ARRC confirm if Contractor would have access to use the bollards on the west face of the Seward Cruise Ship Terminal (assuming of course use was made while the west face of the terminal was empty)?
  Passenger Dock may not be available for use; however, if it is not occupied, Contractor may be permitted to moor temporarily.

- Will ARRC require use of a standby safety boat for "man overboard" personnel rescue?
  No
- Would ARRC make available use of the freight dock for temporary storage of decommissioned portions of the coal handling facility?
  No

- Could the contractor will be allowed to use the freight unloading ramp near the freight dock? We have a ramp barge and will need to get equipment on/off.
  Yes for a fee. See attached.

Please acknowledge receipt of this addendum in your firm's Construction Bid Form. All other terms and conditions remain unchanged.

Thank you,

Greg C Goemer
Sr. Contract Administrator
Alaska Railroad Corporation

COLOR LEGEND

	3 TO -20
	-20 TO -30
	-30 TO -32
	-32 TO -34
	-34 TO -36
	-36 TO -37
	-37 TO -38
	-38 TO -40
	-40 TO -50
	-50 TO -60
	-60 TO -70
	-70 TO -80
	-80 TO -90
	-90 TO -214

TYPICAL LEGEND

- ★ AIDS TO NAVIGATION
- △ CONTROL DATA
- ✳ MOORING DOLPHINS

★ AIDS TO NAVIGATION ★

USCG No.	DESCRIPTION	NORTHING	EASTING
26030	RAILROAD PIER BUOY 2	2,234,580	1,745,440
26040	SEWARD COAL DOLPHIN LIGHT FL. G.	2,235,063	1,744,896
26043	SEWARD CARGO DOCK MOORING DOLPHIN LIGHT FL. R.	2,235,576	1,745,331
26045	ALASKA RAILROAD DOCK WEST LIGHT F. R.	2,235,451	1,744,780
26050	ALASKA RAILROAD DOCK EAST SIGHT F. R.	2,235,467	1,744,863

△ CONTROL DATA △

STATION	NORTHING	EASTING	ELEV.	DESCRIPTION
CP "DOLPHIN"	2,235,055.61	1,744,895.90	20.10	PUNCH MARK IN STEEL DECK
1999 REC	2,234,556.68	1,742,936.42	--	DOMED BC FOUND IN GOOD CONDITION
2006 REC	2,234,535.12	1,743,605.81	--	DOMED BC FOUND IN GOOD CONDITION

N 2,234,500 N 2,235,000 N 2,235,500

SCALE IN FEET

50 0 50 100 150 200

South Coal Dock Dolphins

E 745,000

NOTES

1. HORIZONTAL CONTROL IS ALASKA STATE PLANE, ZONE 4, NAD83 IN US SURVEY FEET BASED ON CONTROL MONUMENTS RECOVERED AT THE SEWARD SMALL BOAT HARBOR, REFERENCED TO USACE SURVEY NO. 2318, PROJECT CONDITION SURVEY, SEWARD HARBOR, APRIL 28–MAY 4, 2006 BY HUGHES AND ASSOCIATES. THIS SURVEY WAS CONTROLLED HOLDING DOMED BRASS CAP, "SH–8 1999" AS N 2,234,556.68, E 1,742,936.42 AND DOMED BRASS CAP, "SH–12 2006" AS 2,234,535.12, E 1,743,605.81.
2. VERTICAL CONTROL REFERS TO MEAN–LOWER–LOW–WATER DATUM (MLLW=0.0') AND IS BASED ON THE 1983–2001 TIDAL EPOCH USING NOAA/NOS TIDAL BENCH MARK LIST: "9455090 SEWARD, RESURRECTION BAY, ALASKA", PUBLISHED 04/21/2003. MLLW ELEVATIONS ARE BASED ON HOLDING NOS BRASS CAP, "5090 D 1991" AS 24.89' AND USGCS BRASS CAP, "NO 19 1966" AS 24.36'.
3. HORIZONTAL CONTROL WAS SURVEYED ON 2 MAY, 2008 USING A TOPCON GTS4 TOTAL STATION AND CONVENTIONAL TRAVERSE TECHNIQUES. VERTICAL CONTROL WAS SURVEYED ON 2 MAY, 2008 USING CONVENTIONAL INSTRUMENTS AND DIFFERENTIAL LEVELING TECHNIQUES.
4. THIS SURVEY WAS CONDUCTED ON 2 MAY, 2008 BY TERRASOND, LTD FOR THE ALASKA RAILROAD CORPORATION. SOUNDINGS WERE COLLECTED USING A RESON SEABAT 8101 MULTIBEAM SONAR WITH A 240KHZ, 150 DEGREE SWATH (101 BEAMS AT 1.5 DEGREE). VESSEL ATTITUDE AND POSITIONING WAS PROVIDED IN REAL TIME USING A CODA OCTOPUS F180 INERTIAL MOTION UNIT OPERATING ON RTK CORRECTORS BROADCAST FROM A TRIMBLE 5700 RTK GPS RECEIVER SET AT TEMPORARY CONTROL POINT, "CP DOLPHIN", SET DURING THIS SURVEY FOR THIS PURPOSE. SOUND VELOCITY WAS MEASURED AND RECORDED USING AN ODOM DIGI–BAR PRO SOUND VELOCITY PROFILER. SURVEY NAVIGATION AND DATA COLLECTION WAS PERFORMED USING QINSY QPS INTEGRATED SOFTWARE. DATA PROCESSING WAS PERFORMED USING CARIS HIPS SOFTWARE.
5. SOUNDINGS ARE IN FEET AND ARE MINUS UNLESS NOTED OTHERWISE.
6. THIS SURVEY INDICATES GENERAL CONDITIONS ON THE DATE OF SURVEY.
7. FEATURES SURROUNDING THE ARRC DOCK WERE DIGITIZED FROM SATELLITE IMAGERY OBTAINED FROM GOOGLE EARTH AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY.
8. ARRC PASSENGER DOCK AND THE AIDS TO NAVIGATION SHOWN WERE TIED INTO THE PRIMARY CONTROL SURVEY.
9. THERE WERE NO NEW MONUMENTS SET DURING THIS SURVEY.

ACAD.CTB
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ALASKA RAILROAD CORPORATION
ENGINEERING SERVICES
P.O. BOX 107500, ANCHORAGE, ALASKA 99510–7500

TERRESTRIAL AND SEA FLOOR MAPPING
1617 SOUTH INDUSTRIAL WAY, SUITE 3
PALMER, ALASKA 99645
907.745.7215

SURVEYED: JCM/SJM/KDW	SEWARD, ALASKA
DRAWN: S. LEATHAM	ALASKA RAILROAD CORPORATION
CHECKED: KDW	SEWARD DOCK FACILITIES
DATE: 05/14/08	POST DREDGE AND CLEARANCE SURVEY
	MAY 2, 2008
TERRASOND PROJECT NUMBER: 2008–033	SCALE:
	SHEET 1 OF 1

TERMINAL TARIFF

SEWARD DOCKAGE

Year	0' - 300'	301' - 600'	601' - 700'	701' - 800'	Over 800'
2022	$ 3.56	$ 5.04	$ 6.31	$ 8.81	$ 10.03
2023	$ 3.63	$ 5.14	$ 6.44	$ 8.99	$ 10.23
2024	$ 3.70	$ 5.24	$ 6.56	$ 9.17	$ 10.44
2025	$ 3.78	$ 5.35	$ 6.70	$ 9.35	$ 10.64
2026	$ 3.85	$ 5.46	$ 6.83	$ 9.54	$ 10.86

Minimum Dockage Charge of $300- Vessels docked 12 or less hours will be charged half the docking fee subject to minimum.

SEWARD PASSENGER SERVICE CHARGES

Year	Service Fee/ Pax	Facility Charge/ Pax	Improvement Pass Fee
2022	$ 10.10	$ 1.90	$15.00
2023	$ 10.30	$ 1.94	$20.00
2024	$ 12.25	$ 2.25	<$20 >$60
2025	$ 10.72	$ 2.02	$15.00
2026	$ 10.93	$ 2.06	$15.00

SEWARD WATER FURNISHED VESSELS

2022	$ 16.72	$ 300.00
2023	$ 17.05	$ 300.00
2024	$ 17.40	$ 300.00
2025	$ 17.74	$ 300.00
2026	$ 18.10	$ 300.00

SEWARD WHARFAGE

Type of Cargo	Wharfage per unit	Unit
All cargo, NOS	$ 6.41	Short Ton
Exemptions: Explosives Hazardous Waste Live Animals	The rate for these items by request only	
Lumber, Cants, or Logs	$ 6.41	1,000 Board Feet
Empty Containers	$ 15.61	Each
Fish, loose	$ 0.05	Per Pound
Fuel	$ 0.03	Per Gallon

Minimum Wharfage: $325

SEWARD SECURITY FEES

Type of Vessel	Security Fee per unit	Unit	
Cargo Handling	$ 0.60	Short Ton	
Non-Cargo Handling Vessels	**Security Fee per day**	**Min. Fee***	**Max. Fee**
	$ 300.00	$ 300.00	$ 600.00
Empty Containers	$ 2.50	Each	

Minimum Security: $300

Note: Samson 2024 Contract Rate **$5.77** per short ton

Created: 02.09.2010 skt

383 Industrial Way, Suite 300
Anchorage, AK 99501 (907) 921-6014
anchorage@oneatlas.com

LEAD ANALYSIS IN PAINT

Lab Login #:	0240123	**Report #:**	0240123
Atlas Job #:	NA	**Report By:**	M. Ann Pike
Client Project #:	NA	**Report Date:**	01/18/2024
Client:	**Alaska Railroad Corporation** 531 Ocean Dock Rd. Anchorage, AK 99501	**Collected By:**	Client
		Collection Date:	01/17/2024
		Analyzed By:	M. Ann Pike
		Date Analyzed:	01/18/2024
TAT:	24 Hour	**Received By:**	A. Lang
Project Name/ Location:	SCLF Loader Arm	**Received Date:**	01/18/2024
Sample Count:	1		

Client ID	ATLAS ID	Lead Concentration (ppm)	Reporting Limit (ppm)
1	0240123-001	67,900	12,300

Analyzed by: Michael Ann Pike 01/18/2024
Michael Ann Pike — Date

Approved Signatory: Amanda Lang 01/18/2024
Amanda Lang, Laboratory Technical Manager — Date

The reporting limit is at least twice that of the Method Detection Limit (MDL) and contingent upon the weight tested per sample. The MDL (defined as the minimum concentration of an analyte that can be reported with 99% confidence to have a concentration greater than zero) is determined from statistical analysis of replicate samples in each matrix containing the analyte, as defined in 40 CFR Part 136, Appendix B.

Laboratory blanks and certified standard reference materials are used to assess contamination and sensitivity of analysis, and no blank correction is made. Unless otherwise stated, all quality control (QC) samples were in control, and samples received were in acceptable condition.QC and supporting laboratory documents are available upon request. Results relate only to the items tested.

Atlas Anchorage is currently a proficient participant in the American Industrial Hygiene Association (AIHA) Environmental Lead-in-Paint Proficiency Analytical Testing (ELPAT) program and is accredited by AIHA Laboratory Accreditation Programs, LLC for Environmental Lead (Laboratory ID: LAP-102739). Preparation is performed according to EPA (Environmental Protection Agency) Method SW-846 3050B (M). Analysis performed according to EPA method SW-846 7420 (M), on a Perkin Elmer PinAAcle 500 flame atomic absorption spectrometer. Modifications made to the previously referenced test methods are documented in the Atlas Standard Operating Procedures Manual.

Liability Notice: : Atlas and its personnel shall not be liable for any misinformation provided to us by the client regarding these samples.

Laboratory Hours
Monday-Friday 8:00AM – 5:00PM
Same Day TAT Cut-Off Time:
Paint & Air - 11:30AM / Wipes - 10:00AM
After Hours Lab Opening Fee: $300.00
Lab Emergency Contact: 845-729-3088

ATLAS

0240123
Atlas Anchorage Laboratory

Form 102B LEAD CHAIN OF CUSTODY

383 Industrial Way Suite 300 Anchorage, AK 99501 Phone: Front Office (907) 921-6014 / Lab (907) 921-6013
Email: Anchorage@oneatlas.com

Project Information

Project Name: SCLF Loader Arm

Project No.: – No. of Samples: 1

Inspector/Cert No.:

Collected By: Date:

TAT - Turnaround Time
(Business Days)

Walk-In Client ☐ SAME DAY ☑ NEXT DAY ☐ 5 DAY
(For Customers who Do Not Have an Account with Atlas)

Customer Account ☐ SAME DAY ☐ NEXT DAY ☐ 5 DAY
☐ 2 DAY ☐ 3 DAY

Method of Payment

☑ INVOICE ACCOUNT ☐ CREDIT CARD ☐ CHECK

Client Information

Atlas Client: Alaska Railroad Corp.
Phone: 907 748-2470
Address: P.O. Box 107500
City: Anchorage State: AK Zip: 99510

Report

Contact Name: Matt Kelzenberg
Phone Number: 907 748-2470
Email: KelzenbergM@AKRR.COM
*Verbal for RUSH TAT: Yes / No
Phone Number:

MATRIX: ☐ PAINT *(EPA SW-846 3050B/7000B)* ☐ AIR *(NIOSH 7082)* ☐ WIPE *(ASTM 1644)* ☐ TCLP (1311/7000B) ☐ Other:

HA	SAMPLE # (ID)	SAMPLE LOCATION/DESCRIPTION	VOLUME (L) / AREA (Sq Ft)	COLLECTION DATE
HA1	001	EXAMPLE (Office Wall, Northwest Corner)	600L / 1 Sq Ft	MM/DD/YYYY
	1	Loader Arm		1/17/2024

Comments:

Samples Relinquished By (Please Sign): [signature] Date: 1/18/2024 Time: 1030 AM/PM

Lab Use Only
Samples Received By: (Please Sign) Amanda Jay Date: 1/18/24 Time: 11:30 AM/PM

☐ Lab Opening Fee $300 ☐ Shipping Fee $50 ☐ Courier Fee $75 ☐ Other

**Atlas May Reject Samples For One or More of the Following Reasons: Insufficient Material / Excessive Sample Size, Unsafe Packaging, Missing Sample IDs and/or Volumes, Incomplete COC and Any Other Required Information.*
**Turnaround Times Are Not Always Guaranteed and Depend on Sample Volume and Lab Capacity.*