



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

April 16, 2021

Addendum 1
Invitation to Bid # 21-11-208873
Whittier Yard: Lower 1 & Lower 2 Track Improvements

This addendum is being issued to provide information as follows:

BIDDER QUESTIONS:

1. Is the Contractor responsible for the disposal of the material generated under Pay Item No. 4 (203.0003.1) – Unclassified Excavation?
 - a. *The Contractor is responsible for disposing of all materials generated by this project and as directed by ARRC. If the material is to be loaded within an ARRC work train, the material shall be stockpiled within the area delineated in the attached figure. If ARRC elects not to take the material, it is to be disposed of at the designated area in Whittier (head of the bay), or at any other off-site (non-ARRC) location. For the purpose of bidding, the Contractor is to assume that the material is to be hauled off-site and disposed of at the designated area in Whittier (head of the bay). Reference the attached Whittier Material Staging Figure.*

2. Is there a deadline for the submission of pre-bid questions?
 - a. *Yes, the Contractor shall have all questions submitted prior to 1700 AKST on Monday 19 April 2021.*

3. Will ARRC provide track protection at no cost to the Contractor?
 - a. *Yes, ARRC will provide track protection to the Contractor. The Contractor will be responsible for coordinating with the representatives designated in the Contract Documents for this.*

4. Due to the short duration of the windows that the Contractor has to remove and replace the sections of track it disturbs, is it feasible to double-shift?
 - a. *The Contractor may double shift as needed to complete the work outlined in the Contract Documents as long as the Contractor has coordinated said schedule with the representatives designated in the Contract Documents and track protection is available for the duration of the Contractor's shift. Hours of operations shall be such that they are in accordance with the Contractor's corporate safety plan, all applicable regulations (e.g. AKOSH, OSHA), and*

provide for the required ARRC track inspection prior to returning disturbed tracks to service.

5. Will there be designated staging areas within ARRC's yard?
 - a. *Yes, see attached figure. Additional area may be provided for the Contractor's use. Said area will be designated during the pre-construction meeting.*
6. There is a discrepancy between the Plans and the Specifications in regards to compaction of materials placed under Pay Items No.'s 6 (301.0001.1) and A2 – Aggregate Base Course, Grading D-1; one states 95% the other states 98%.
 - a. *The compaction requirement of all aggregate base course materials placed beneath the effective footprint of the concrete panels shall be 98% relative density or greater. The effective footprint of the panels extends a minimum of 18" from all sides and ends of the panels. Aggregate base course materials, placed under asphaltic concrete materials shall be compacted to a minimum of 95% relative density or greater.*
7. Will ARRC accept the use of a roller pattern in lieu of the required density testing via Nuclear Densometer?
 - a. *No. The foundation of the panels is critical to the structural integrity of the panels and as such testing shall be performed in accordance with the Contract Documents. The Contractor shall assume that a third party quality control representative is to be on-site prior to the placement of panels on the structural fill.*
8. Is the Contractor required to hand tamp (i.e. manual labor) the segments of disturbed track?
 - a. *No. The Contractor is to complete tamping in accordance with AREMA specifications and the Supplemental Conditions provided in the Contract Documents. When the use of a production/switch railway tamper is not feasible, the Contractor will be required to tamp the affected section of track by hand.*
9. Does the work under Pay Item No. 10.1 (401.0001.2) – Rail Flange Paving need to be completed prior to placing the tracks placed within the panels back into service?
 - a. *No. The Contractor may elect to complete the flange way paving all at once or incrementally. If elected to complete it all at once, the Contractor would be responsible for providing an interim solution, to be approved by ARRC, for mitigating the tripping hazard created by the panels' rail troughs. All costs associated with the placement and removal of temporary solutions shall be subsidiary to this work, which shall include returning the rail troughs to their pre-solution state.*
10. Can ARRC provide direction on how the Additive Alternates are to be utilized under this Contract?

- a. *The placement, shaping, grading, and compacting of the aggregate materials utilized in this work does not change between the additive alternatives and their respective base bid items. Who provides and delivers the materials to the site is the only aspect of the work that changes, not the means and methods of performing the Work in accordance with the Contract Documents.*
- i. *Pay Item No. A1 will replace Pay Item No. 5 (203.0006.1) – Selected Material, Type A in the event that ARRC cannot provide the aggregate materials and deliver them to the project site.*
- ii. *Pay Item No. A2 will replace Pay Item No. 6 (301.0001.1) – Aggregate Base Course, Grading D-1 in the event that ARRC cannot provide the aggregate materials and deliver them to the project site.*
- iii. *Pay Item A3 will only be utilized if aggregate materials are provided and delivered to the site by ARRC.*
11. The switch coming off Lower Main to Lower 1, to the railroad north of the end of the track improvements, appears to be in a low spot. After the panels are installed, raising this section of track may be difficult. Would ARRC entertain having the Contractor raise it as part of this Work?
- a. *Currently ARRC does not intend to have the Contractor raise the apparent low spot between the railroad north end of Lower 1 and the switch between Lower Main and Lower 1. If required, ARRC will perform the Work itself prior to the arrival of the Contractor or it may negotiate the terms of the Work with the apparent low bidder via its Change Order process.*
12. Does ARRC intend to raise any of the switches or add any vertical geometry in the area?
- a. *No, the rail grade is held at each end of the project limits and connecting between with a constant tangent. The Contractor will however be required to construct the improvements coming off the switch of Lower 1 and Lower 2 to the dimensions and tolerances established in the Standard Drawing for a No. 9 Right-hand Turnout provided in the Contract Documents.*
13. Is the Contractor required to begin at the railroad south end of the project (i.e. adjacent to the switch of Lower 1 and Lower 2)?
- a. *Yes. The layout within the No. 9 Right-hand Turnout is critical as the Owner provided curved panels need to be placed first so that the tangent panels installed on Lower 1 can be placed as close as practicable to the curved panels without interference.*
14. With the grade raise on Lower 2, how is the Contractor to transition from the raised pre-cast panels to the existing ballasted track section?
- a. *The track geometry must conform to CFR 49, Track Safety Standards, Part 213, Subpart C, Track Geometry, for both horizontal and vertical allowable deviations.*

ATTACHMENTS:

1. Whittier Material Staging Figure

Please acknowledge receipt of this and all addendums in your firm's **Construction Bid Form (Form 395-0121)**. **All other dates, terms and conditions remain unchanged.**

Please direct all responses and/or questions concerning this solicitation to Timothy Bates, Alaska Railroad Corporation, Contracts, 327 Ship Creek Avenue, Second Floor, Anchorage, AK 99501, telephone number 907-265-2355, fax number 907-265-2439 or at email address BatesT@akrr.com .

Sincerely,

Timothy Bates
Timothy Bates
Contract Administrator
Alaska Railroad Corporation