



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

**August 5, 2021**

**Addendum 2**

**Request for Quote # 21-209125**

**ARRC MP147.5 Stream Bank Erosion – Earthquake Repairs**

**This addendum is being issued to provide information as follows: THE CLOSING DATE FOR THIS SOLICITATION HAS CHANGED AS FOLLOWS, BIDS WILL BE RECEIVED UNTIL 3:00 PM LOCAL TIME ON, **AUGUST 11, 2021** AT WHICH TIME BIDS WILL BE PUBLICLY OPENED**

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**BID INFORMATION, CONDITIONS & INSTRUCTIONS:**

Closing date changed to August 11, 2021.

**APPENDIX G – SPECIAL PROVISIONS – BASE BID ITEMS – ITEM NO. 5 RAIL CAR MOVER SUPPORT:**

Delete the original Item No. 5 in its entirety and replace it with the following. This item will be treated as an add alt line and is still required to be completed on bid.

**Item No. 5 – Rail Car / Equipment Mover Support**

*Work includes all equipment, materials, supervision, and labor required to provide services in accordance with Supplemental Condition SC-06 – Equipment Rental where required. This item will cover all cost associated with the transportation of equipment and materials to and from the project site. ARRC will not be responsible for supporting the contractor with mobilization or demobilization activities and will only provide track protection, riprap material haul in and light personal transport.*

*Equipment movers may be loaded at the set on near the Old Glen Highway Underpass south of the project.*

*This item shall be used for movement of rail cars and contractors equipment along the rails, when required. The Rail Car / Equipment Mover shall have a minimum Tractive Effort of 44,000 pounds, double coupled, and 28,000 pounds, single coupled. Additionally, the rail car mover shall be no older than five (5) years and have less than 10,000 total working hours, or as otherwise approved.*

*No more than six (6) cars at a time may be moved with the Rail Car Mover. Rubber tire Rail Car Movers may be used at Contractor's own discretion.*

*The Contractor shall follow 49 CFR Part 214, Subpart D – On-Track Roadway Maintenance Machines and Hi-Rail Vehicles. Operation of the rail car / equipment mover shall only be by a trained Roadway Maintenance Machines operator.*

*Payment will be made at the contract lump sum price in accordance with Section 109 and in accordance with Supplemental Condition SC-01. This payment shall be full compensation for all fuel, operator's and*

*mechanic's wages, parts, tools, maintenance items, shop equipment, camp, camp personnel wages, and all other incidentals necessary to keep the equipment in good condition and available for work on the project. No payment for equipment standby time resulting from unfavorable weather, or any other reason, is implied or intended and no payment therefore will be made by the Owner*

**BIDDER QUESTIONS:**

1. Can railroad split delivery of rip-rap times, and if so, how long? Given size of laydown/material staging area, it seems unlikely 1400 CYDs can be stacked in staging area at once  
*A: The contractor will be allotted approximately 8-10 hours to off load the 25 air dump cars. ARRC may be able to split the delivery schedule into two half days of about 4-5 hours each. If train loading goes smoothly and train is ahead of schedule, additional time may be allotted for offload.*
2. What is ARRC anticipated unload time per railcar?  
*A: The ARRC can dump one 53' long, 75TN Air-Dump rail car every 5 minutes or so. The contractor should have the site prepared for stockpiling prior to the trains arrival. The cars can dump in either direction.*
3. Will ARRC furnish protective equipment to cross tracks with 50 TN excavator?  
*A: The ARRC will provide rubber mats to use for crossing the tracks.*
4. Will railroad protective insurance be required for this project?  
*A: No.*
5. Does ARRC require GPS controlled/integrated equipment to place rip-rap under water?  
*A: Riprap is to be placed to the lines and grades as indicated in the typical drawings, no specialized equipment will be required for underwater survey.*
6. Can the railroad provide access to the site?  
*A: The contractor may provide optional pricing for performing the work, with and without ARRC (in-house) transportation support functions. ARRC is generally unable to guarantee the contractor necessary support for mobilization/demobilization with in house equipment and labor; However, dependent on pricing, ARRC may consider it as an alternative. If ARRC elects to provide equipment mobilization support, no payment will be made under Item No. 5 - Rail Car / Equipment Mover Support as this line item is intended to cover those expenses.*
7. What clearances are there to watch out for?  
*A: See attachment, Plate C outlining load dimensions that will clear most of the railroad. Anything larger may be able to clear after being measured and processed for the specific location and with an ARRC clearance. Specific dimensions for equipment may be submitted to the procurement officer prior to closing the bids. Dimensions may be processed and advised if they will likely clear to the project site.*
8. What will happen to the Bridge Approach spans sitting on the pad?  
*A: The contractor must move these items out of the way (toward the south near the*

*147.4 bridge) and return to the pad upon project completion.*

9. Could you please provide contact information for the company in AK that can potentially transport equipment to and from the project site?  
*A: R&S Railworks, Jeff Casey 907-378-8373, [jeffcasey@me.com](mailto:jeffcasey@me.com).*

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Please acknowledge receipt of this and all addendums in your firm's **Supply Bid Form (Form 395-0132)**. **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](mailto:BatesT@akrr.com) .**

Sincerely,

Timothy Bates  
Timothy Bates  
Contract Administrator  
Alaska Railroad Corporation