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Addendum 2

INVITATION TO BID NUMBER: 24-16-211746 ARRC Glenn Hwy MP 34-42 Crossing Work Phase II

Addendum number 2 has been issued for questions/clarification.

**Offers will be received until 3:00 pm local time on March 20, 2024.
At which time bids will be publicly opened.**

QUESTIONS:

1. Will there be track closures for this project to be completed?

There will not be any track closure until after the gravel trains stop approximately mid-October. The upgrade of the crossing at south fairgrounds and the crossing on the loop track should not be effected by the gravel train. We will attempt to coordinate up-to 48 hour windows between trains if the DOT&PF contractor is ready earlier that mid-October.

2. Is excavation under the existing tracks for ballast placement the responsibility of the DOT contractor or included in the railroad contract?

Excavation of the ballast required for the crossing upgrades will be the responsibility of the railroad contractor

3. Is ballast material able to be reused if meeting all specifications?

New ballast will be required

4. Is the Railroad providing Flaggers for the project.

Flagging will be provided through the DOT&PF project. Not the responsibility of the railroad contractor.

5. Will the AKRR be delivering the 80' Rails or do they need to be trucked to the Job Site?

ARRC will deliver the rail

6. There is no Bid Item for Ballast and Granite is unsure if they are providing the Ballast. Please confirm which Entity is supplying Ballast.

Ballast is to be provided by the railroad contractor

7. Is there a Siding near the Crossings that can be utilized to store track equipment between crossing projects?

There is no siding near the crossings. The Palmer Gravel Loop is owned by Granite Construction. That is the closest location to store equipment off of the Palmer Branch. Railroad contractor would be responsible to coordinate with Granite for the use of their tracks. The ARRC makes to guarantees as to the quality or maintenance of Granites track.

8. Do you have a Train Schedule for the Palmer Line? I was advised that AS&G runs a train 6 days a week.

The schedule has not been set as of this date. The schedule is based on demand. I have been told by AS&G that they will be willing to work with us on windows to complete crossing work.

9. Project Scope excludes all sub-grade and asphalt work. Please confirm that also excludes culverts, conduits and drain pipes.

Culvers, conduits, and drain pipes are not in the scope of this project. However, it is the railroad contractors responsibility to verify the location and protect any underground utilities running in the work area.

10. Will there be any raise to any of the crossings beyond existing elevations?

No raise to existing elevations

11. Items E & F are for removing the existing crossings, both items also say to remove the rail, ties, and hardware. Does this mean we are removing the existing track and rebuilding with new materials? If so, how long are these crossings?

Item E should read: Remove and discard of existing crossing surfaces. All rail, ties and hardware are to remain in place. This crossing is approximately 80'.

Item F is correct. It is an asphalt crossing and the old rail, ties and hardware are to disassembled and returned to Anchorage. New track will have to be built through the crossing. This crossing is approximately 50'.

An additional update to the bid documents. Item D should read:

D. East Grandview Road consists of installing a new 72-foot modular concrete crossing including 120 feet of new track

a. Track Removal

- Remove existing rail and ties
- Excavate 7 feet either side of track centerline to 16 inches below tie and dispose of material offsite.

b. Railroad Ballast

- Compact subgrade to 95% using 12 ton compactor
- Embank ballast to within 1-inch of bottom of ties and compact with 12 ton compactor

c. Track Installation

- Construct track panel including ties, welded rail, other track material, and install

d. Track Surfacing

- Dump ballast, surface and tamp using approved equipment with 300 foot runoff and a minimum of 3 passes. Maximum raise of 1-inch allowed

e. Crossing Panel Installation

- Install crossing pads by pre-drilling holes prior to installing concrete crossing screws (track must be regulated and free of ballast prior to installation of panels)
- Re-grade/repair any disturbed areas prior to demob

f. Equipment/Mob

- Mobilize ARRC provided material from ARRC yard in Anchorage to job site(s)
- Remove & discard existing crossing surfaces, rail, ties, and hardware materials

~~1) The duration of the project calls out 6 days—is that also the duration of the road closure?
If not, what is the duration of the road closure?~~

~~The road closure will be coordinated with MOA and is expected to be up to 6 days.~~

~~2) Do you have a timeframe for the allotted closure and can it be done during a normal workweek, or does it have to take place at night or over the weekend?~~

~~Scheduling will be dependent on MOA~~

~~3) Will welds be required for these 2 crossings?~~

~~No welds will be required~~

~~4) Is the 6700 Tamper required for this project or can we use the HST?~~

~~The tamper shall be a Jackson 6700 Series, or an Owner approved equal, truss type tamper with lift, line and surface capability.—~~

~~5) There are no crossing signals on these crossings, do they still want 4" conduits installed for potential future signals?~~

~~No.—See revised drawing~~

~~6) Is there an Engineer's Estimate for this project?~~

~~The engineers estimate is an internal ARRC document and will not be shared publicly~~

~~7) Is the final elevation for the crossings at the same elevation as the existing roadway, or do you want a 1" raise at the crossings?~~

~~Final elevation needs to remain the same as the existing roadway~~

~~8) Can you provide a list of ARRC Certified Ballast Providers?~~

~~ARRC does not have any "Certified Ballast Providers."—Ballast used must meet the standards provided.~~

~~9) The Scope of Work says to "dispose of excavated materials offsite", under additional information, it says "excavated materials to be wasted on site within ARCC ROW". It also says that "saw cut and asphalt disposal will be provided by MOA". Please clarify our Scope of Work in regards to excavation and disposal of materials.~~

~~Sorry for the contradiction.—All asphalt disposal will be provided by the MOA; any other excavated material is to be disposed of offsite.~~

All other terms and conditions remain unchanged.

If there are any questions regarding this addendum please let me know.

Thank you,

C. Lee Thompson

Contract Administrator

Alaska Railroad Corporation