



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

October 5, 2022

Addendum 2
ITB #22-53-311675
Curry Ballast Production

Addendum number 2 has been issued for questions and closing date change.

New closing date – October 13, 2022

Questions:

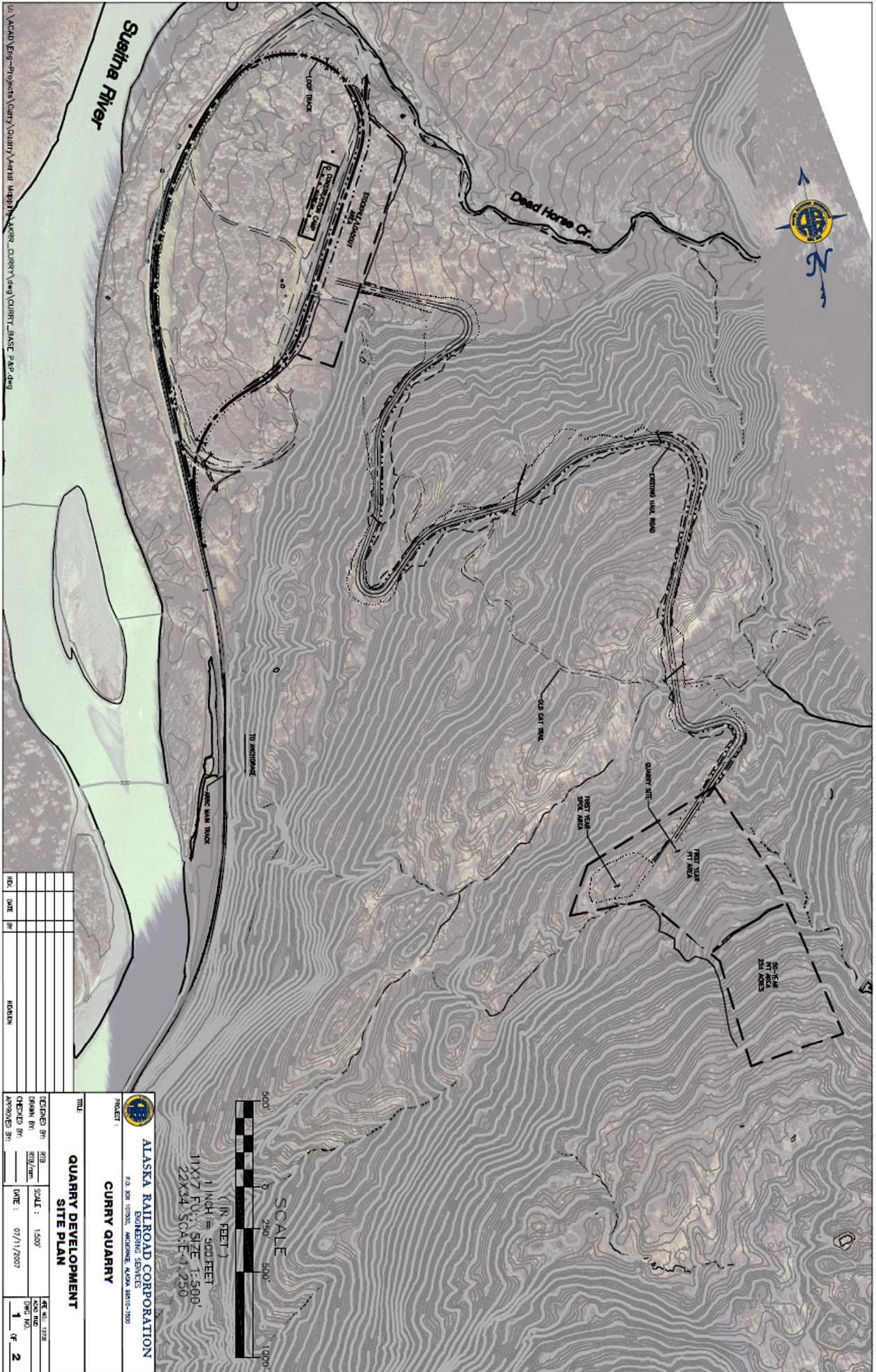
1. Would it be possible to clear additional land, create settling ponds, and develop additional wells at the lower stockpile yard so that the final washing can occur closer to water source?
Answer: Yes Pending permitting. Depending on the specific location, SHPO consultation may be required.
2. If this is aggregable, would it be possible to stockpile ballast in final location with a conveyor to keep the material as clean as possible? This would require weighing material prior to washing or utilizing belt scales, would these be suitable methods of measurement?
Answer: Belt scales are specifically excluded from this RFP. I would need more detail as to how the RR would be made whole if we are paying for product prior to washing, ie the RR would be paying for material that would be intentionally wasted.
3. The plans note that “individual loads may be coordinated”, from past contracts are there estimates of costs and shipping durations for additional needed equipment beyond the initial mob?
Answer: Tundra Truck pricing is included in the bid documents; pricing for railcar sized shipments is dependent on dimensions, weight and car type used, and loads are individually priced.
4. Is transportation for explosives considered separate from the initial mob? Or is the contractor expected to ship in all anticipated explosives during the initial mob?
Answer: Railroad will allow one mob of explosives per season.
5. What locations are available to rail out of for mobilizations?
Answer: Contractor should plan on utilizing Anchorage or Fairbanks terminals for loading equipment/material to Curry.
6. Would you be able to provide railcar dimensions for getting equipment to/from Curry?
Answer: Contractor will provide an equipment list to RR who will assign appropriate railcars to the move.
7. Also, section Appendix C section 3.0 of the ITB does not indicate where ARRC would like to load our equipment for delivery to Curry.
Answer: Anchorage or Fairbanks where ARRC has TOFC Ramps and Forces

All other terms and conditions remain unchanged.
If there are any questions regarding this addendum please let me know.

Thank you,

Rob Walker

Contract Administrator
Alaska Railroad Corporation



| REV. | DATE | BY | REVISION |
|------|------|----|----------|
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ALASKA RAIL ROAD CORPORATION
 P.O. BOX 107000, ANCHORAGE, ALASKA 99510-7000

ENGINEERING SERVICES

PROJECT : CURRY QUARRY

TITLE : QUARRY DEVELOPMENT SITE PLAN

| | | | | | | | |
|--------------|-------|--------|--------|-------|------------|-----------|---|
| DESIGNED BY: | MB | SCALE: | 1:500' | DATE: | 07/11/2007 | REV. NO.: | 1 |
| DRAWN BY: | MB/AM | | | | | OF | 2 |
| CHECKED BY: | | | | | | | |
| APPROVED BY: | | | | | | | |

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Alaska Railroad Anchorage to Fairbanks Clearance Chart

4/5/2018

FOR REFERENCE ONLY; NOT FOR DETERMINING FINAL CLEARANCE.
 PROVIDE LOADED DIMENSIONS TO CLEARANCE COORDINATOR FOR OFFICIAL CLEARANCE.

| Height ATR | Maximum Allowable Width with: | | |
|---------------|-------------------------------|--------------------|-------------------|
| | No Restrictions | 10 MPH Restriction | 4 MPH Restriction |
| 0'-0" | 8'-8" | 9'-2" | 9'-8" |
| 0'-6" | 10'-3" | 10'-9" | 11'-3" |
| 1'-0" | 10'-11" | 11'-5" | 11'-11" |
| 2'-0" | 12'-2" | 12'-8" | 13'-2" |
| 3'-0" | 13'-5" | 13'-11" | 14'-4" |
| 3'-6" | 13'-7" | 14'-1" | 14'-7" |
| 17'-0" | 13'-7" | 14'-1" | 14'-7" |
| 17'-3" | 13'-4" | 14'-0" | 14'-7" |
| 17'-6" | 13'-0" | 13'-6" | 14'-3" |
| 17'-9" | 12'-8" | 13'-2" | 13'-8" |
| 18'-0" | 12'-3" | 12'-9" | 13'-3" |
| 18'-3" | 11'-11" | 12'-6" | 13'-2" |
| 18'-6" | 11'-6" | 12'-2" | 12'-9" |
| 18'-9" | 11'-2" | 11'-10" | 12'-5" |
| 19'-0" | 10'-10" | 11'-4" | 11'-10" |
| 19'-3" | 10'-5" | 11'-1" | 11'-8" |
| 19'-6" | 10'-0" | 10'-8" | 11'-4" |
| 19'-9" | 9'-6" | 10'-2" | 10'-11" |
| 20'-0" | 9'-0" | 9'-9" | 10'-5" |
| 20'-3" | 8'-7" | 9'-3" | 9'-11" |
| 20'-6" | 8'-0" | 8'-9" | 9'-6" |
| 20'-9" | 7'-5" | 8'-0" | 8'-10" |
| 21'-0" | 0" | 7'-10" | 8'-7" |
| 21'-4" | 0" | 0" | 7'-10" |

Loads exceeding 13'-11" wide must coordinate with passing trains.

----- H-W detectors at 19'-6" ATR & 13'-6" Wide

ATR = Above Top of Rail