



ALASKA RAILROAD CORPORATION
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July 25, 2022

Addendum Number 1

ITB 22-41-209504 Bridge 147.4 Pier Replacements

This Addendum is being issued to provide information as follows:

1. Bid Due date is changed to 3:00 pm, August 2, 2022.
2. Remove and replace the Bid Schedule with Attachment 1. Bid items #2 and #3 are removed, see item #8 below.

Question & Answers:

3. Q: Will Railroad Protective insurance be required on this project?

A: Yes, please add the following

“If any part of the work to be performed on ARRC Property is located within fifty feet (50’) of a railroad track, then the Permittee/Contractor shall also obtain Railroad Protective Liability insurance (Alaska Railroad Corporation as named insured) with limits of liability of not less than \$5,000,000 Combined Single Limit for Bodily Injury and Property Damage per each accident or loss.”

4. Q: Please confirm Builders Risk will be required on this project.

A: Builders Risk is required for this project.

5. Q: Appendix A – Required for Proposal/Bid, 6. Statement of Qualifications: there appears to be no form supplied in the ITB for this item. Please clarify.

A: The Contractor’s Statement of Qualifications is not a form. Contractors should submit their Statement of Qualifications per Appendix B, page 9, Qualification of Bidders.

6. Q: The ITB states this project has no federal funding. Please confirm there are no domestic origin material requirements.

A: Correct, this project is internally funded and is not subject to domestic origin material requirements.

7. Q: Bid Schedule: Bid Item 17 Storm Water Maintenance and Management is specified as Contingent Sum, please provide a contingent sum value.

A: For this purpose of this contract, and in accordance with SC-01.02-2, the method of payment for this line item shall be consistent with a lump sum basis. As such, the contractor shall also comply with requirements set forth in SC-02 – Lump Sum Pay items. The contingency for this line item is based on the proper execution of requirements associated with that same line item and as specified in the contract documents.

8. Q: Bid Item #3 Riprap, Class III – lines, grades and elevations for the extent of the riprap placement appear to be missing from the plans. Please clarify where this is installed.

A: Applicable permit drawings for the proposed maintenance pads and riprap placement details are provided for reference herein.

However, due to their project specific functionality, moving forward, the construction of bid items #2 (Maintenance Pad) and #3 (Riprap, Class III), have been removed from the bid schedule. Riprap, Class III remains in Additive Alternate A2.

The contractor may utilize the dimensions of the proposed maintenance pad locations as permitted and in accordance with the existing “no rise certifications”. Any temporary pad, access or borrow site must be completely seeded and stabilized in accordance with the projects SWPPP and contract documents.

The contractor may utilize the material from the neighboring gravel pad, located at the south end of BR 147.5 for construction of necessary pads. Any disturbance to existing pads must also be stabilized in accordance with the project SWPPP and contract requirements. Should the contractor elect to construct a temporary pad from the nearby gravel stockpile/pad, they will not be required to return that material as long as the new pad, is located within an approved area and does not fall out of the area identified within the no rise certification. The new pad must also be stabilized as required and must be approved by ARRC. Pad construction requirements shall conform with those outlined in Bid Item #2 and shall also comply with all applicable permits, standards and regulations and must be approved by ARRC. Riprap installation will not be required for this pad. Riprap will be relisted as an additive alternative bid item, subject to award based on the sole discretion of the Owner.

Additionally, ARRC will not provide project supported material train moves using side dump rail cars. Any additional material required for the contractors work pad, or otherwise, shall be acquired at the expense of the contractor. If required, gravel material haul may be coordinated through the ARRC marketing department and will be subject to current availability and market rates.

Please cross reference attachments #2, #3 and #4.

9. Q: ITB, page 159 states “Substantial Completion shall be on or before 12/21/2022”. Page 11 states “For the purpose of award, offers made in accordance with this ITB shall be good and firm for a period of sixty (60) days from the date of bid opening”. With a 60 day contract award, we may not have NTP to begin the procurement process until 10/01/22. Although the 26’ Ballast Deck Approach Span is furnished by ARRC, other items are not. Steel Piling, Pre-Cast Pier Caps, Steel Plate Girder Pier

Cap, Bolster Beams are all contractor furnished. It is likely that with shop drawings, procurement, fabrication, and delivery lead times the contractor may not even have all these materials on site by 12/21/22, let alone have all work substantially complete. Please review schedule and timeline for this project.

A: The referenced section on page 11 does not indicate the anticipated time to issue a contract NTP. Although possible in some special cases, ARRC does not anticipate a 60-day award period. This is standard procurement language and contractors can expect to see a signed contract anywhere from 2 to 2.5 weeks after the bid closing. This is not; however, guaranteed and the contract process may take longer should unexpected issues be encountered, as noted elsewhere in the referenced section.

While construction of maintenance pads may be unfeasible during the frozen winter months, the contract intent is not limit the contractor's means and methods, should construction activities commence or extend into the winter months. However, all work on site must be complete prior to ARRC spring gravel haul operations. As such, the project Substantial Completion date shall be extended to, on or before 4/25/2022 or the arrival of the first spring gravel train (this typically occurs late April, or May). The contractor must comply with all applicable permit modifications required for this substantial completion time extension.

10.Q: Please expound on the composition of the Elastomeric Bearing Pads BP-1, including internal shims and associated properties of such.

A: Please use the following direction for the fabrication of required Elastic Bearing Pads.

1.500" Bearing Pad
0.125" Edge Cover
0.250" Top and Bottom Cover
Two (2) Internal Layers @ 0.388" each
14 GA steel shims
Laminates conforming to ASTM A1011, Grade 36.

All other terms and conditions remain unchanged.

Acknowledge receipt of this and all addenda in your firm's Construction Bid Form (Form 395-0121).

Sincerely,



Michele Hope
Contract Administrator