



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

May 20, 2022
Addendum 2
ITB #22-32-209782
BR 370.7 Span#1 Bearing Replacement

Addendum number 2 is issued for additional questions.

The Closing Date for this ITB has not changed.
Proposals will be received until Wednesday May 25, 2022 @ 3:00 PM Alaska time.

Questions:

6. Details show bearings as being vulcanize bonded to bearing plate. Shear block location leaves little, if any, room for mold tooling to vulcanize bond this plate during primary molding process. Would epoxy bond after molding of pad be acceptable?

Answer: No bonding or epoxying of the bearing pad to the bearing plate is required.

7. Could the period of performance be moved to spring, prior to mid-May to allow for the Contractor to be sure material procurement is complete in time for construction?

Bids 5/25 and you anticipate award in 3 weeks, June 15th.

Figure 3 weeks to complete shop drawings and get them approved, July 6th.

14 weeks to get bearing pads (what I am hearing 12 to 14 weeks) made and vulcanized Oct 12

Shipping.. Fly in less than a week Oct 16.

4 weeks of closures for the 4 bearings. Nov 13.

And these days, when a vendor says something will be complete in 12-14 weeks, it's a wild card just how long it will take.

Answer: The ARRC anticipates an Intent to Award 12 days after bids are due. No change to the period of performance.

8. Could you confirm if Builders Risk or if Railroad Protective insurance is required?

Answer: Yes, Yes per 5.4.14, if RPI is required it will be negotiated after award

- a. Also, could you confirm whether a PE Stamped plan is required for jacking the bridge span up for these bearing replacements?

Answer: Yes

9. Sounds like we will have 36 hour closures.

Answer: 30+/- hours is the anticipated closure based on past history. Outages will require a minimum of 10 days' notice. AS AN EXAMPLE, in the past the window was from 0500+/- Thursday (or after Wednesday night's North Freight has passed), until approx. 1200 Friday.

10. After the last train passes, how long will it take for the ARRC to do their closure procedures and disconnect the tracks so we can start jacking the span up?

Answer: there will be no "disconnect" of the tracks as in the past we only jack the span enough to remove the weight and slide out the bearing approximately 0.250"+/-.

11. After we lower the span from the jacks, onto the new bearings, how long does ARRC need to reconnect the rails and release the rail for a train to pass?

Answer: See question 10 response.

Elevation difference from one bearing to another on the Abutment or on the Pier shall not vary by more than 0.125" when new bearings are set and opened for traffic.

All other terms and conditions remain unchanged.

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

Thank you,

Greg C Goemer

Sr. Contract Administrator
Alaska Railroad Corporation