



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

**February 12, 2021**

**Addendum 2  
Invitation to Bid # 21-03-208708  
2021 Culvert Survey and Inventory Report**

Addendum number 2 is issued for Clarification and additional questions.

**The Closing Date for this ITB has changed.  
Bids will be received until Friday February 19, @ 3:00 PM Alaska time.**

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**Clarification:** Appendix B; Scope of Work

The objective of the ITB is to establish an accurate database of culverts with a current inventory for ARRC's use. We are requiring data collection to be entered into a useable database. A basic assessment of condition such as poor, damaged, good, like new, etc... is all that is required. We are not requesting a structural assessment or a capacity assessment.

**Questions:**

Following are a list of questions and responses for further review.

Please see the revised Cost Schedule attached herein. We are canceling Add Alt one (task 4) in its entirety.

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

1. When does the ARRC anticipate awarding the contract? **Within 5 days of the closing of the ITB**
2. The statement of work Task 1 requires recording “fish passage status”, and Task 5 states, “... Individual Culvert Rating... are not the responsibility of the bidder,”. What are the parameters for Fish Passage Status (e.g., current Fish Passage Rating from the ADF&G website; passable/not passable)? **The intent of Task 1 recording “fish passage status” is to note whether or not ADF&G’s mapper has identified the culvert as Fish Passage and if ADF&G confirmed the presence or absence of fish in the water body. Task 5 is intended to provide survey data to support ADF&G with updating fish passage ratings.**
3. From where should the 360 photos be collected, and what is the required format and quality of the photos? Please clarify what the 360 degree photos of each culvert is. Are these photos of the end of the pipe from top to bottom or photos in the horizontal plane showing soil, water and vegetation conditions near the culvert or a 360 degree video at each end of the pipe? **The following minimum photographs will be required: 360 degree photos taken horizontally from the center of the tracks above the culvert, photos of outlet and inlet, and photos showing the inside of the culvert where possible. The format should be compatible with whatever database is proposed and useful for general planning purposes (JPG, or similarly common electronic format, between 1 and 2 megabytes in size).**
4. The anadromous fish catalog has a fish passage database, with rough GPS coordinates – will ARRC assist with confirming the match of culverts from the database to the actual location in the field? In other words, with time such a critical element of this project, if culverts located in the field can’t be matched with the database, incorrect information could be applied. **If there are discrepancies between the anadromous fish passage database data and the collected field data (including GPS coordinates of culvert location), this discrepancy should be recorded in the discrepancy report outlined in Task 2. ARRC personnel will be available to answer questions as data is being processed.**
5. Attached is an example of the Culvert data collected for Fish Passage Site 20503428. Will we be required to collect all of this information for each fish passage culvert? If so, does this fall under SOW item #2, or Alternate No. 2? If not, how do we fully field-verify against the ADF&G database? **The scope of work for Task 2 is to compare data collected in Task 1 to the Anadromous Water Catalog, fish passage database. If the catalog contains data that was not collected in Task 1, then do not verify it. The scope of work in Task 5 (Alternate 2) is to collect additional data in accordance with the ADF&G Special Publication NO 14-08.**
6. Please also confirm the new schedule dates for field work, database development, substantial completion and final completion. **Per Addendum 1, Substantial Completion has been pushed to August 1<sup>st</sup>, 2021. The deliverable dates for Database Development still hold at 15 days after fieldwork completion for 50% of the data and 30 days after completion of field work for 100% of the data with preliminary QC checks. Final Completion will be pushed to September 30<sup>th</sup>, 2021.**
7. What is a typical daily/weekly schedule for ARRC personnel? **ARRC personnel schedules vary by department and responsibility.**

- a. Understanding there is a 60-hour work week, what is the maximum number of hours per day that ARRC can provide field support? **Per the Alaska Railroad Flagging Policy: No single flagger may work more than 12 hours in a given day, 60 hours in a given week, or 6 days in a row.**

Is it feasible to schedule 10 hour days to ensure maximizing limited field season working 6 days a week? **Yes.**

Is ARRC able to support a field crew for seven days per week? **Possible, but not likely. If resources are available, but this is not guaranteed.**

8. Will at least one person on the crew performing the inspection need experience inspecting culverts and if so, how much? **Experience inspecting culverts is not a requirement for this data collection effort, however the data collected must be accurate.**
9. Is the culvert inspection only to be performed on the ends of the pipe and not the interior of the pipe? **The condition assessment should include a visual inspection of the inlet, outlet, and, to the extent possible, the interior of the pipe as viewed from the inlet and/or outlet.**
10. Shall we assume that man-entry into the culverts to perform inspection work will not be required? **Correct, entry into the culverts is not required.** Addendum # 1 states that invert elevations should be relative to top tie at the centerline of the track. What is the required accuracy of this measurement? **Addendum 1 states that inlet/outlet elevations should be relative to the top of tie at the centerline of the tracks. Accuracy should be to within 1”.**
11. Addendum #1 extended the substantial completion date for the field work to August 1, 2021, were the number of field days increased to 91? **No, it is anticipated the work can be done in 60 active work days.**
12. If the field work takes more than what is allotted for in the contract can we assume that more units (days) would be added to this pay item? **A variation in the total quantity of days required to complete the work would require a change order and justification.**
13. Is the discrepancy report that will be provided to ADF&G a list of the culverts that differ from the Anadromous Water Catalog? **The discrepancy report should note any data within the Anadromous Waters Catalog, Fish Passage Database, that differs from any of the Field Data collected during Task 1 activities. The discrepancy report will be provided to ARRC for future consultation with ADF&G.**
14. Will a professional engineer licensed in Alaska be required to make recommendations and provide the engineering outlined in Add Alternative 1? **Add Alternative 1 is being removed from the project.**
15. Will the number of field days be increased if Add Alternate 2 is selected since it will greatly impact production of the bid work? **The Add Alternate 2 bid item is in days; if awarded, the completion date of the contract will be adjusted accordingly.**

16. What information for culverts along the railroad, if any, is accessible to the winning bidder for use in field planning (e.g., location, type, size, etc...)? **A large amount of culvert data, including locations, types, and sizes has been accumulated over the life of the railroad, and will be made available to the successful bidder. Formats include PDFs, photographs, Excel spreadsheet, and paper documents of past inspections. Note that data provided by ARRC is not guaranteed to be accurate.**
  
17. The following link is in the RFP, but does not work: <https://data-arcc.opendata.arcgis.com/> What is the correct link?  
<https://arcc.maps.arcgis.com/apps/webappviewer/index.html?id=2eff0f819aea4193a7d6d1ee1c6f854c>
  
18. Will there be crew/driver changeouts for ARRC over the 60 days or will it always be the same crew? We ask because we are trying to determine if work can proceed daily, or if sampling must stop once a single ARRC driver has met the allotted 60 hours in a given week. This will also help us in planning our own crew changeouts for budgeting purposes. **There will be one dedicated ARRC representative present to provide track protection and transport. This person is available for no more than 12 hours in a given day, 60 hours in a given week, or 6 days in a row. Any additional support above and beyond that is not guaranteed.**
  
19. Will there be lodging available (e.g., bunkhouses) en route? Or are we responsible for all lodging arrangements, including cost budgeting and reservations? **The contractor is responsible for all lodging arrangements for their crew, including cost and reservations. See the description for item CI01.**
  
20. Will the rail car provided be equipped with lodging accommodations, potable water, and a restroom? Should personnel provide their own food? **A rail car will not be provided. The crew will be transported on rail by a crew-cab hi-rail pickup truck, and will be responsible for their own food and drinks.**
  
21. The Invitation to Bid references “Engineering” recommendations in the request. Can you provide additional clarity on what is meant by this? What level of detail is of interest for the engineering recommendations? **Add Alternative 1 is being removed from the project.**
  
22. How do the two “Add Alternate” tasks fit in with the primary tasks? **Add Alternate 2 is a supplements to the base bid that may or may not be awarded based on availability of funds, schedule, and need.** For example, in our response should the “Add Alternate” tasks be

included as separate optional line items? **Fill in the Bid Form as instructed: Base Bid Items are separate from Additive Alternate Bid Items.**

23. What specifically is driving the potential start date (e.g. spring breakup conditions)? **Access to and visibility of the culverts (weather) is driving the potential start date.** This will help us in planning survey team composition, hiring, etc. **The project may begin as soon as weather allows.**
24. Asked about multiple crews and if ARRC would provide multiple flaggers. We understand ARRC does not have the resources available to support on track transport and mainline track protection. This question was also asking; if we were to run multiple crews without on track transport, could we get track protection for those crews? There are multiple areas where on track transport will not be needed. **As noted in Addendum 1: Every location will require ARRC provided track protection of some sort. There may be locations where track protection could be provided by means other than the dedicated flagger, though that coordination is based on access, timing, train traffic, and other railroad work in the area, and is not guaranteed. ARRC cannot guarantee availability of track protection for additional crews.**
25. Will Davis Bacon pay rates apply for the field work portion of the project? We are assuming the office will not be Davis Bacon rates. **Davis Bacon rates do not apply to this contract.**
26. Bid item CI01 contains 60 days. Are you expecting the bidder to estimate the total amount of days needed? This would be difficult to do as the bidder does not have the schedule of the transportation, how much time will be needed to mobilize to the site each day, and how much time is lost to train traffic. **ARRC anticipates the field work should take a total of 60 active working days.**
27. The scope of work requires inlet/outlet elevations of each culvert. What is the required accuracy of the elevations? **Inlet/outlet elevations should be with respect to the top of tie at the centerline of the track. Elevations should be accurate to within 1".**
28. Does ARRC have a list of streams that would require fish passage culverts? **No.**

**APPENDIX G**

**COST SCHEDULE**

A bidder's failure to provide the information requested in this Appendix may be cause for rejection of the offer on the basis of non-responsiveness

**AWARD CRITERIA:** A contract award resulting from this solicitation shall be made to the low, responsive, responsible bidder who meets the requirements as set forth in the plans and specifications and compliance thereof. The contract may be awarded to the responsive and responsible bidder who's Lump Sum Base Bid is deemed by the Contact Administrator to be in best interest of the ARRC. The bid award is contingent on the availability of Federal Transit Administration and Alaska Railroad Corporation funds.

**Bid Item Description: Culvert Inventory per scope of Work.**

**Project to be completed by September 30, 2021:**

**Total Base Bid Price \$ \_\_\_\_\_**

The Undersigned has read the foregoing ITB and hereby agrees to the terms and conditions stated therein by affixing his/her signature below.

**NON-COLLUSION AFFIDAVIT:** The Undersigned declares, under penalty of perjury under the laws of the United States, that neither he/she nor the firm, association, or corporation of which he/she is a member, has, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this Bid.

BIDDERS NAME AND ADDRESS

\_\_\_\_\_  
COMPANY NAME

\_\_\_\_\_  
SIGNATURE BY AND FOR THE BIDDER

\_\_\_\_\_  
COMPANY ADDRESS

\_\_\_\_\_  
PRINTED NAME OF ABOVE BIDDER

\_\_\_\_\_

\_\_\_\_\_  
DATE OF BID

\_\_\_\_\_  
CONTACT PHONE NUMBER

\_\_\_\_\_  
CONTACT E-MAIL

## Contract Type / Schedule of Values

CI01 - Fieldwork shall be paid for by the day. A day of work shall mean a day on the track locating culverts – ARRC will not pay for standby time or weather days. The unit price for a day of work shall include all labor, equipment, travel time, lodging, per diem, incidentals, overhead and profit required to complete the work.

Generation of the discrepancy report for ADF&G shall be considered subsidiary to fieldwork.

CI02 - Database completion shall be a single lump sum item, exclusive of the cost of any software that may be transferred to ARRC upon completion of the project. Contractor shall include all cost associated with developing, populating, quality control of data, and training ARRC staff on usage of the new inventory system, as required.

CI03 - The actual cost of the software used is a contingent sum item to be paid based on actual cost.

*CIAA02 – Add Alternate 02 ADF&G Culvert Data Sheets will be paid for by the day, subject to the same terms as CI01. The expectation is that this work would occur simultaneously with Fieldwork and, if approved and issued, this add alternate would be supplementary to the CI01 base bid item.*

<b>BASE BID ITEMS</b>					
Item No.	Item Description	Unit	Quantity	Unit Price	Amount Bid
CI01	Fieldwork	Days	60		
CI02	Database Development	LS	1	-	
CI03	Complete Culvert Data Sheets	CS	1	Contingent Sum	\$ 6,500

<b>ADDITIVE ALTERNATE BID ITEMS</b>					
Item No.	Item Description	Unit	Quantity	Unit Price	Amount Bid
				-	-
CIA A02	Culvert Data Sheets	Days	60		