



ALASKA RAILROAD CORPORATION
327 W. Ship Creek Ave.
Anchorage, AK 99501

January 28, 2021

Addendum 1
Invitation to Bid # 21-02-208757
Whittier Tunnel Surface Improvements

This addendum is being issued to provide information as follows: THE CLOSING DATE FOR THIS SOLICITATION HAS CHANGED AS FOLLOWS, BIDS WILL BE RECEIVED UNTIL 3:00 PM LOCAL TIME ON, **FEBRUARY 10, 2021 AT WHICH TIME BIDS WILL BE PUBLICLY OPENED**

BID INFORMATION, CONDITIONS & INSTRUCTIONS:

Closing date changed to February 10, 2021.

Appendix C - Scope of Work, Item No. A2 – Panel Lifting & Adjustments,
Appendix I – Cost Schedule: Add Grout-Jacking as an acceptable leveling technique. See attachment: **Item No.4A – Grout-Jacking**

BIDDER QUESTIONS:

1. Under insurance I do not see a requirement for RR liability insurance. Is this going to be required? **Yes.** Please see the following insurance requirements from the Whittier Tunnel Operating Agreement between ARRC & DOT below.

Also, please note, that even sub-contractors working in the tunnel are typically required to provide sufficient insurance.

A. Commercial General Liability Insurance, listing ARRC as a named insured, for bodily harm (including death) and property damage (including, but not limited to, contractual liability, premises-operations, product, completed projects, broad-form property and independent contractors) with a combined single limit of not less than Five Million Dollars (\$5,000,000) per occurrence. Said insurance policy shall not contain any exclusion for railroad operations or work on railroad property. This insurance is required during the entire term of this Agreement and shall be placed with no more than a \$50,000 deductible.

B. During any period in which construction or reconstruction work is actually being performed in or about the Tunnel, and only during such a period, Railroad Protective Liability insurance for bodily injury (including death) and property damage, naming the Alaska Railroad Corporation as insured, of not less than Five Million Dollars (\$5,000,000) per occurrence.

C. Automobile Liability Insurance (including owned, hired, and non-owned), naming ARRC as an additional insured, with a combined single limit per occurrence of not less than One Million Dollars

(\$1,000,000) for bodily harm (including death) and property damage. This insurance is required during the entire term of this agreement and shall be placed with no more than a \$50,000 deductible.

D. Evidence of Insurance. Each year during the term of this Agreement, DOT&PF shall deliver to ARRC certificates evidencing that the above required insurance is in effect.

E. In the event that the Tunnel Operator fails to provide the insurance required by this Agreement, ARRC shall have the right to acquire such insurance and bill the cost thereof to DOT&PF. DOT&PF shall pay such cost within sixty (60) days of its receipt of ARRC's invoice for the same.

2. For leveling the concrete pads will concrete mud-jacking be allowed?

Addendum No. 1 includes provisions for the allowance for mud jacking. See Addendum Attachment; Item 4A – Grout-Jacking. Also see updated cost schedule.

3. Why is there a traffic control plan needed when it is stated that the tunnel operator is in control of all traffic through the tunnel?

The traffic control plan shall conform requirements outlined in Appendix F and should outline tunnel clear up procedures for EMS and trains.

4. If electric tools/equipment are to be used in the tunnel - what type of power is available in the tunnel? Also, is there power available outside the tunnel for plugging equipment in?

120v/208v 3 phase and 480v 3 phase power are available inside every safe house. The contractor may need to have an electrical contractor provide access to these as they will require work to access them from outside of the safe houses. Propping open safe house doors is not acceptable during normal traffic. Power is not readily available outside the tunnel.

5. Is there a water available for filling trucks and equipment if needed?

The facility does not have sufficient well capabilities to provide water

6. Patch panel repair - Why is a VEP required if a product is approved for use? How or can an engineer override a product manufactured and used for the purpose of panel repair?

No Product has been approved for use by the ARRC for the patches at this time.

The VEP is intended to allow the contractor to provided professional engineering recommendations for patch repairs including material specifications, bonding agents, rebar (if necessary), installation procedures and protection. Engineering Recommendations may include manufactured products with specifications meeting the requirements of the repair.

7. The construction surveying- Is this surveying going to be required under load?

No

8. With such a tight schedule if the job is not completed will the contractor be able to finish up in the fall?

All flange filler work must be complete by September 2021, all other work be complete prior to February 18th of 2022, but MUST not impact ARRC's planned work in the tunnel, currently scheduled to occur October 1 through December 15, 2021. Substantial completion shall remain unchanged and all in tunnel flangeway work must be complete prior to April 30, 2021.

9. Bid Item 2.1 Traffic Price Adjustment: Request clarification on Contingent Sum or what this line item means.

This is the price adjustment for fines associated with the contractors inability for clear for tunnel traffic this bid item is contingent on contractors compliance, no deductions will be applied if delays are avoided.

10. Will item 7 and 8 be clarified for what product to be used for patch work. Item 8 should be bid apples to apples for contractors. For example if one contractor uses a epoxy base product and the other guy bids a cement base product or even concrete, their bid will be cheaper. Since an epoxy base product is more expensive. But the product epoxy base product is superior to the cement base product and will benefit the rail road for many years, while the cement base product will crack and spall.
No specific product has been required or identified by the ARRC. Determination of specific product and durability will be determined by the contractors professional engineer and approved by the ARRC. Epoxy based products are strongly encouraged and are preferred for their superior durability and longevity in similar conditions.
11. The specifications states that item 7 and 8 will be done in the submittal process. So how does a contractor know that their product will be approved. There is also language that at no costs to the rail road, if the product is not approved. This puts a lot on the contractor, when no specifications are provided for a product. Can the rail road provided a list of acceptable products? It is the Contractors responsibility to provide Professional Engineering for patch repairs. The Patch must meet or exceed the strength of the original startrack panel section. I have attached an example of the panel manufacture repair recommendations. This is only an example and may be use to assist engineer with site specific design and installations perimeters.
12. Will an inspector be provided everyday while removing asphalt from rail slot and installation of rubber filler? The will provide railroad flag protection and track inspection prior to opening for traffic. An ARRC PM/inspector will be onsite to observe work
13. We can assume that a flagger will be provided every shift?
ARRC will provide a single flagger meeting the flagging policy for work hours/limits.
14. Train traffic was discussed at the site meeting. Please clarify this again. 1 train per week for the barge service (no work for that day) and possibility of 1-3 trains per week?
Based on weather in the GOA and operations, barges may get stacked up meaning that one barge may be late and the later barge may catch up with it. This has at times resulted in 2-3 AML barges arriving Whittier back to back with little to no time in between. In this situation we would have to a night Turn Train per each AML barge. There would most likely have a night in between Turn Trains. I have attached a few sample work messages for recent barge activities in Whittier. This is much like what can be expected throughout the project.
15. How should the contractor account for emergency vehicles in the tunnel. Is there an estimated amount of disruptions the contractor should assume.
Emergency vehicle disruptions are not something that can be accurately predicted. The contractor should be prepared for these at any time on short notice.
16. It seems that the vehicle traffic wheel path is the outside of the rails, it was stated that if material is not installed before end of shift the contractor is responsible to fill the rail slot with a plate or something so traffic can travel. Does the inside rail slot need to be filled or just the outside rail slot for vehicle traffic.
During traffic openings, the tunnel must accommodate vehicle wheels of all sizes, including motorcycles, small water craft trailers and the like. If a driver veers slightly to one side or the other and into the open flangeway they run the risk of having the tire get stuck and lodged in the flangeway. This is to be avoided by filling the open flangeways with either new rubber or flange filler to prevent incidents. Proposed temporary flange filler is to be approved by the Engineer prior to use
17. Looking at the panel leveling work and the plan sets for joints. Joints will need to be cleaned and resealed. How is this being paid on the project?
This work is subsidiary to the panel leveling line item.

18. Is a professional engineer required for line item 7. Para F of the specifications state if the contractor hires a design engineer they need to be certified. This makes it seem that the contractor has the choice to hire someone.
The Contractor must hire a professional engineer, in good standing with the State of Alaska, to approve the panel patch repairs.
19. If the shoulder is broken who is responsible for this repair and if the contractor is responsible what method can be used to install.
Contractor shall assume all stainless steel pandrol shoulders are intact. Should the contractor damage the pandrol shoulders in the course of their work, they will be responsible for the cost of replacement”
20. Can a installation guide be provided for the rail slips.
PolyCorp, the supplier has provided some installation drawings, The following link provides some good insight into the panels and rubber installation: <https://oldcastleinfrastructure.com/brands/startrack-rail-crossing/>
21. How clean does the rail slot need to be for installation of rubber infill material. Assume all asphalt needs to be removed, but does the slot need to be completely dry with no sand in the bottom. There seems to be a lot of small partial sands on the surface of panels and inside the existing rail slot areas that the rubber has already been installed.
The flangeway should be cleaned to the extent that the new railseal seats in the slot without excessive constraints and all material adhered to the tub walls and floor should be broken free and removed. The tub should be cleaned within reason and with sand and debris removed. This may be performed with a vac truck or other approved method, void does not need to be dry. Small amounts of residue may remain under the direction of the engineer.
22. Do all storm drain or sump pump casting need BMP(s)?
No, only inlets to prevent sand, soils project debris from entering the storm system.
23. Is a SWPPP required for this project?
The scope of this project should not involve exposing erodible soils. However, all local, state and federal laws and permits must be acquired and followed.
24. Do the outfalls for this storm system need BMP(s)?
Possibly, if sediment is not protected at the storm drain inlets and the system is shown to be currying sediment as a result of construction activities. If excessive sediment enters the system or careless management of the system results in reoccurring instances sediment deposition, the contractor will be expected to clean and remove debris from the system as outlined in the project specifications.
25. Does the leveling of panels need to be performed before asphalt is removed and rubber infill is installed.
Order does not matter.
26. Can the contractor work in multiple locations along the track with multiple crews?
Yes, that can be arraigned although it does not alleviate necessary provisions for EMS and other coordination requirements.

ATTACHMENTS:

1. Item No.4A – Grout-Jacking
 2. Cost Schedule
 3. Rail Seal Illustrations
 4. Photos
 5. Staging Areas
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Please acknowledge receipt of this and all addendums in your firm's **Supply Bid Form (Form 395-0132)**. **All other dates, terms and conditions remain unchanged.**

Please direct all responses and/or questions concerning this solicitation to Timothy Bates, Alaska Railroad Corporation, Contracts, 327 Ship Creek Avenue, Second Floor, Anchorage, AK 99501, telephone number 907-265-2355, fax number 907-265-2439 or at email address BatesT@akrr.com.

Sincerely,

Timothy Bates
Timothy Bates
Contract Administrator
Alaska Railroad Corporation