



ALASKA RAILROAD CORPORATION

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June 10, 2025

Addendum Number 3

Invitation to Bid 25-43-213315

25-43 ITB MP66.09 MP67.51 Culvert Replacement ARRC

Offers will be received until 3:00 pm local time on June 12, 2025 (Extended to June 26, 2025).

This addendum is being issued to provide information as follows:

Question 1: What is the Inlet and outlet elevation of the existing culverts?

Answer 1: MP66.09 inlet has an approximate top of pipe elevation of 24.6', and outlet top of pipe elevation of 23.9'. MP67.51 has an approximate inlet top of pipe elevation of 25.94, and top of pipe outlet elevation of 24.0. See attached revised plans. ARRC will gather informational depth soundings of the swamp around the culvert at MP66.09. This data will be provided to the contractors on a follow up addendum.

Question 2: What is existing Top of Rail elevation over the Culvert?

Answer 2: In reference to the file provided under Addendum #2 "RKT Survey Limits 2025" The top of rail elevation from Railroad West to East respectively at the culvert located at MP 66.09 are 34.35 and 34.43. The top of rail elevation from Railroad West to East respectively at the culvert located at MP 67.51 are 33.44 and 33.43.

Question 3: Culvert 67.51 will the owner of the fiber optic line be relocating the junction box located directly over the culvert?

Answer 3: The Owner of the Utility is responsible for relocating the junction box if they deem necessary. Contractor is responsible for coordinating locates, protect in place measures or relocates with the utility directly. Refer to the updated attached plans for approximate location of this FO junction box which was discovered during the site visit.

Question 4: What is the greatest expected duration of a track outage?

Answer 4: Depending on traffic, between three and four days. This must be scheduled in advance with a minimum 30-day notice and may occur during the railroad shoulder season (Estimated September 15th through May 1st).

Question 5: Will railroad equipment such as rail side dumps, transportation, rail flat beds, high rail crew transport, low boy heavy haul rail car, be available for rent for the project? If so whom should we contact to discuss rates and dates?

Answer 5: The Contractor must coordinate directly with ARRC Marketing for rail equipment rentals.

Question 6: Due to newly discovered junction box could the bid date be extended by 1 week or greater?

Answer 6: Bid Date will be extended 2-weeks to June 26th, 2025 from original closing date of June 12th, 2025. Also reference the revised plans that indicate the FO box at MP 67.51.

Question 7: There is no line item on the schedule of values for SWPPP, where are we to add this cost?

Answer 7: **SWPPP is subsidiary to all other bid items.**

Question 8: After visiting the sites on 6 /4 / 2025. And discovering the depth of the slough at MP 66.09 and the F.O. Vault over the pipe at MP 67.51 will ARRC consider extending the bid due date?

Answer 8: **Reference Answer 6: Bid Date will be extended 2-weeks to June 26th, 2025 from original closing date of June 12th, 2025.**

Question 9: Would ARRC consider allowing the contractor to distribute material used in site work pads / cofferdams to build up the rail shoulders in lieu of hauling back out?

Answer 9: **At this time ARRC cannot allow the disposal or distribution material used in site work pads / cofferdams to build up the rail shoulders. All materials are expected to be hauled back out. Some excavated material may be used to backfill if it can be classified as required.**

Question 10: Can you confirm the completion date for this project.

Answer 10: **Please Refer to Answer 1 on Addendum 1: **Substantial Completion:** Substantial Completion shall be on or before 1 May 2026, unless accepted and agreed upon otherwise by the Owner. This completion scope includes all work items contained within the Contract Documents, properly completed, approved by the Owner and fully serviceable for the intended use. **Final Completion:** Final Completion of all work shall be on or before 30 June 2026**

Question 11: Does excavation have to strictly comply with the proposed lines and grades shown in the plans, specifically for the benching and access to the work?

Answer 11: **The proposed excavation envelope was provided as one potential option for a contractor to reach the work area. The intent was not to limit a contractor's means and methods. The temporary excavation limits and layout may be modified using the VECP process in accordance with the note** on sheet 3/7. Based on the railroad's acceptance of the contractors VECP, the contractor may be permitted to modify the excavation plan as long as it is safe and does not affect the structural embankment/bedding design or elevations.**

3.Plans Modification: **Plan set for MP 66.09, Sheet 6/7: The Note #8 reference should be Note #9.**

Attachments:

Additional Photos of Culvert MP 66.09 and MP 67.51

CU66.09 & 67.51 CULVERT REPLACEMENTS IFC_REV1.1

Sincerely,

C. Lee Thompson

Contract Administrator

Alaska Railroad Corporation