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November 18, 2025

### **Addendum Number 1**

Invitation to Bid 25-71-213958  
25-71 ITB ARRC MP 102.5 Emergency Repair Culverts

**Closing date has been extended, offers will be received until 3:00 pm local time on Tuesday November 25, 2025**

**This addendum is being issued to provide information as follows:**

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1. Track Outages, "Sunday night or Monday morning to Wednesday afternoon". What times are the Contractor to assume the outages will start and end? Or, what is the total hours of the outage to be assumed?

Below is a clarification to the anticipated track outage windows outlined in Appendix C of the contract documents.

Work shall be planned so as to minimize track outages. Train traffic is unpredictable but expected natural work windows are as follows: Outside Passenger Season – roughly 10/1 – 4/12 dependent on weather conditions

- 0600-1800 daily: expect one train per day, expect a 6-hour window daily, subject to change
  - 1800-0600 daily: expect one train per night, expect a 6-hour window nightly, subject to change
  - ~~Typically, once per week there may be a larger track window from Sunday night or Monday morning to Wednesday afternoon; however, this is not guaranteed and may shift up due to barge traffic which is weather dependent.~~ Typically, a four-day outage may be allowed from Friday morning through Monday evening. Outages of this duration must be approved in advance by ARRC in accordance with the contract documents and will need to be spaced far enough apart to accommodate backed up barge traffic between outages. Exact times and days of track outages are subject to Whittier Barge traffic which is weather dependent, the contractor will be informed of barge sailing schedules as they become available; however it is possible that the contractor will need postpone their outage (possibly pushing the outage start time from Friday morning to Monday evening) in order for ARRC to discharge Whittier barge traffic, if this is required the contractor will be given 48 hours' notice prior to this occurrence.
2. Scope of Work states, "ARRC will require 3.5 hours to reassemble the track, this window must be accounted for in the outage window"; but also states, "Contractor is to bid the work as if ARRC equipment will not be available. Contractor is to provide any and all on-track equipment

necessary to complete the scope of the project.” Please clarify? **The contractor cannot expect that ARRC will be providing their equipment to support the construction effort. The contractor will be required to support the track removal effort and building the grade, at the correct elevation, to put the tracks back in service. The contractor may need to use their equipment to lift the track panel back into place, but ARRC forces will bolt the track back together / surface / tamping and welding.**

3. What is the Substantial Completion Date? **May 15<sup>th</sup>, 2026**
4. What is the Final Completion Date? **June 30<sup>th</sup>, 2026**
5. 309-2.01 Materials. Will the ARRC load the contractor’s trucks? **See response to Question #11**
6. 501-1.01 Materials. Will the ARRC load the contractor’s trucks? **See response to Question #11**
7. Addendum 1, 501-1.01, mentions Contractor to verify whether or not the cast-in-place diaphragms are installed. Please provide information on whether or not they are installed for bidding purposes. **Yes, but the contractor is to confirm that the sections transferred to the contractor are correct as shown in the drawings. ARRC has both configurations on site, care must be taken to verify that the contractor takes the correct ones – The Park spur pile should have the cast in place diaphragms. Need to verify prior to loading.**
8. Addendum 1, 501-1.01 Alternate Bid Items; No bid item 501.007.2B listed in the Bid Schedule. **This has been added to the bid schedule as an alternative.**
9. 501-3.14 Placing Anchor Bolts “When pipe sleeves, pre-cast holes, cored holes, or drilled holes are neither provided nor located in the correct location on the Owner provided members, core holes and/or fill existing holes with grout as necessary.” How do we know if the anchor holes are pre-cast, in correct location or need to be cored? Each of these requires different amounts of effort, please clarify what is required? **The contractor is to confirm that the sections transferred to the contractor are correct as shown in the drawings. ARRC has both on site, care must be taken to verify that the contractor takes the correct ones. – The Park spur pile should have the cast in place diaphragms. Need to verify prior to loading.**
10. 505-2.01 Materials. Please specify which yard the material will be in so we may get an accurate quote for our bid. **Park Spur, Anchorage.**
11. 505-2.01 Materials. Will the ARRC load the contractors trucks? **ARRC will load the contractor’s trucks with four days advanced notice and within business hours from Monday to Friday, also dependent on coordination and availability of ARRC. The contractor will be require to secure all loads and move all the material within the timeframe of two days. Anything beyond this is the responsibility of the contractor. Contractor is to provide all dunnage and securement for the loads.**
12. 505-5.01 What is the estimated pile tip elevation/estimated pile length? **See MP 102.5 Option 1 Estimated Quantities table in this addendum.**
13. 505-5.01 Furnishing and installing pipe plugs as detailed in the Plans. Plans state “if required”. Will these be paid for by a work change directive? **No, they are subsidiary to the work if required, as specified in the contract documents.**
14. 803.0002.1 Track Removal; this includes disposal. Clarifying that the ARRC doesn’t want the removed track materials? **The contractor is to assist the ARRC with removing the track panels as specified in the contract documents, also see response to question #2**
15. 802.003.1 Track Work, 115# RE Rail. Will the ARRC be supplying the Track Materials? **If this alternative is awarded, ARRC will provide the track materials at the Anchorage warehouse.**

16. In light of the U.S. Department of Transportation's (USDOT) Interim Final Rule (IFR), published on October 3, 2025, which modifies the Disadvantage Business Enterprise (DBE) program (49 CFR 26), please confirm whether compliance with any of the Disadvantaged Business Enterprise (DBE) regulations and this Contract's DBE-related provisions/specifications, including the DBE Contract Goal, are required. **Not at this time.**
17. Have Permits and Authorizations been secured for the project to use the area, clearing and grubbing and excavation for the areas shown? **Not at this time, also see response to question #28.**
18. Permits: It is our experience that "Construction Permits" are permits such as Storm Water Pollution Prevention Plan (SWPPP), Temporary Water Use Permits (TWUP), Traffic Control Permits (TCP). It is our experience that the Project Owner obtains the necessary permits and authorizations to allow for the design and construction of the project at time of bid, such as National Environmental Policy Act (NEPA), Section 106 Consultation, State Cultural Resource Investigation Permit (SCRIP), Fish Habitat Permits, Clean Water Act Permits, Wetlands Permits, National Marine Fisheries Service Permits, U.S. Army Corps of Engineers Permits. Has the ARRC obtained the necessary permits and authorizations for the project to be constructed as designed and advertised? **No, See response #28.**
19. Is 802.0003.1 Track Work, 115# RE Rail & 802.0006.1 Track Tamping, Surfacing, and Final Dressing an Alternate to 803.0002.1 Track Removal? **No, these are three separate pay items. The track removal is a base bid item that needs to occur regardless. See question #14. The other two pay items are alternatives and will be performed in conjunction with 803.0002**
20. 203.0020.01 Selected Material, Type A, there is no call out in the Bid Documents on where this material is intended to be placed. Please clarify? **Within the sheet pile bulkheads as needed to obtain subgrade elevation to place sub ballast.**
21. Pipe Pile supplier; for the 12 and 16" Pipe we aren't able to produce these sizes to the A709 50T3 since that is a spiral weld spec, are we able to use ASTM A252 Gr.3? **Section 715 has four options for pipe pile, including straight seam welded pipe "715-2.02.2.b" and spiral welded pipe "715-2.02.2.c" fabricated from material meeting ATSM A709 50T3. Contractor may also elect to use 715-2.02.2.a. or 715-2.02.2.d.**
22. CBD Standard Dwgs, Sheet 04 of 19 note mentions Cast In Place Curb. Please confirm whether or not the curbs are to be Cast In Place by the contractor. **The curbs are already connected to the CBD spans.**
23. CBD Standard Dwgs, Sheet 12 of 19 shows pile bracing. Are we to quote doing this work? **Refer to Bent Design Table (Bracing Requirements on sheet 12/19). The estimated sickout is about 8' above ground line based on the section view with the riprap.**
21. Fiber optic: Who owns this installation? **ACS should be the owner of both Fiber optic lines (one on each side of the tracks, contractor to confirm)**
  - a. What are the details for disconnecting and reconnecting? **Typically, the utilities are protected in place, as disconnecting can be very expensive, all temporary work details are up to the contractor to coordinate and finalize with the utility and in accordance with the contract documents.**
  - b. What is the duration of an outage? **See response to question #1**
24. In the area between the guardrail and the rail bed, are there any weight limitations for placing heavy equipment in that area? **Temporary works are the responsibility of the contractor. Outside of outages, the contractor must maintain the track structure leaving it safe for train passage in accordance with AREMA standards.**

25. Requesting weights of precast CBD and weights of pile caps. See CBD standard drawings sheets 3, 5, and 6. Note that sheet 3 shows the lift weight of the ½ span.
26. Refer to CONCRETE BALLAST DECK (CBD) STANDARD DRAWINGS Sheets 9 & 10 of 19: Will ARRC provide the cutting shoe and the backing rings with the pipe pile? No. The contractor is responsible for the cutting shoes, backing rings and pipe plugs when required and as specified.
27. Will ARRC provide the bracing plates, angles, and channels? No, also see question #23
28. Will any required permits be provided by ARRC? Yes, the USACE – Nation Wide Permit / MOA floodplain permits / AKF&G fish habitat permit. Contractor to furnish all required temporary works and means and methods / drawings as required to support the ARRC provided permits in accordance with the contractor documents. All other required state local and federal permits are the responsibility of the contractor. Any work within the DOT's operational area will require the contractor to obtain a lane closer permit from the Department Of Transportation, in accordance with 643.
29. For all ARRC-supplied materials, will ARRC provide operated loading equipment to load contractor trucks? PS31 sheets and the pipe pile are in the Anchorage Yard, the ARRC Ballast is in the birchwood yard. See question #11 for loading details.
30. Has any recent geotechnical data been obtained? No, assume legacy bridge piles and caps are present below the embankment. Pile embedment is based on Bridge 114.3 geotechnical data.
31. Please confirm that ARRC will assist with track removal and replacement. See response to question #2, 14, 15
32. What is the anticipated construction duration? See response to questions #3 and #4
33. What is the expected completion date? See response to questions #3 and #4
34. When do you anticipate issuing the Notice to Proceed (NTP)? Upon bid closing and following the bid cool off period.
35. Will the separate Cost Schedules be awarded individually to different contractors, or will ARRC award all three Cost Schedules to a single contractor? No, ARRC will select an option, and the single award will be based on that option selection.
36. For Item 643.0023 – Traffic Price Adjustment on all three Cost Schedules, the unit is listed as CS, but no dollar amount has been provided. Will ARRC provide this amount? No Or should the unit be changed to LS, with the bidder responsible for providing pricing? There is no pricing, this item is similar to a liquidated damage amount, but will be tracked separately to liquidated damages.
37. What are the requirements for internal bracing of the sheet pile cells? No internal bracing on the sheet pile cells.
38. Are any Pile Load Tests required? If so, what are the specifications? Reference 505-301.2.e based on the provided geotechnical data provided in the addendum.
39. The design and details for Construction issue plans will be provided by ARRC or will it be the Contractors responsibility? No, the contractor is responsible for building the project in accordance with the provided plans, standard drawings, specifications and the addendums.
40. For Base Bid Option 1, Base Bid Option 2, and Alternate Bid Option 2, a diversion of Rabbit Creek will be required to complete the culvert repair work and meet standard specifications. Will the ARRC or the contractor be responsible for obtaining the necessary permits for this activity? Additionally, please confirm whether temporary damming of the creek will be permitted as part of the construction approach. A plan/permit for the diversion of water is likely. Necessary permits for diversion of water (DNR) and fish capture (ADFG) will be the contractor's responsibility. ARRC may coordinate on these where necessary. see question #28 for more details pertaining to permits.
41. Section 504.0001.2 - Structural Steel Walkway - Is the walkway owner provided or is the contractor to furnish the walkway? Contractor furnished

42. Abutment Backfill - Is there a standard drawing for required backfill and compaction the sheet pile abutments? Refer to section 203 for backfill and compaction of the sheet pile abutments.
43. Will a precast Headwall be allowed for the headwall in option 2? The exact fit configuration dimensions are unknown. Assuming that the contractor assumes all risks associated with proper fit up and securement, including grouting around the annulus of the joint, this would be allowed yes.
44. Are there any historic drawings available for review. Yes, attached to this addendum are the DOT as-Builts and the ARRC relic drawings, it is safe to assume that substructures associated with the old bridges are still present in the embankment.
45. Is Class II riprap undersized? An additive alternative has been included in this addendum to permit the potential upsize of riprap from Class II to Class III.
46. A Pay Item for a Precast Concrete Member, Single Row Cap is missing for the 16"Ø x 0.500"t Pipe Pile alternates. See response to question #8

Attachments MP 102.5 Option 1 Estimated Quantities  
MP 102.5 Option 2 Estimated Quantities  
Geotechnical Data – Br. 114.3  
Historic Drawing – DOT Potter to Dowling  
Historic Drawing – ARRC ROW and Track Map 1918

All other terms and conditions of the original contract remain unchanged and in full effect.

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Sincerely,

C. Lee Thompson  
Contract Administrator  
Alaska Railroad Corporation