



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

September 3, 2020

Addendum 1
Invitation to Bid # 20-14-208038
150.47 Culvert Replacement

Addendum number 1 is issued for Clarifications

The Closing Date for this ITB has not changed.
Bids will be received until September 17, 2020 @ 3:00 PM Alaska time.

Clarifications:

Appendix B; Scope of Work:

Replace in its entirety with the one attached herein.

Replace the following Supplemental Conditions with the updates listed below

SC-06 Compensation for Extra Work

1. Determination of Time and Material Rates: Compensation for extra work authorized by the Owner's Representative will be computed in accordance with Section 109-1.05 "Compensation for Extra Work on Time and Materials Basis," ADOT&PF Standard Specifications for Highway Construction, 2020 Edition.

SC-16 Train Delays

Train delay damages due to the Contractor's failure to clear the track or complete a span change-out within an agreed upon track closure will be negotiated with the apparent low bidder. Similarly, stand-by time will be paid to the Contractor if the Owner runs a train past the project during an agreed upon closure that causes the Contractor to halt or delay construction operations.

Train delay damages due to the Contractor's failure to clear the track or complete a span change-out within the agreed upon track closure shall be \$50 per minute with a one hour minimum.

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

APPENDIX B

SCOPE OF WORK

Alaska Railroad Corporation (ARRC) proposes to replace an existing 8' (96") diameter x 50' Corrugated Metal Pipe (CMP) Culvert with an ARRC Supplied (located at ARRC Birchwood Yard) 9' (108") diameter x 60'; 3/4" wall steel pipe. The attached plan set details the proposal.

The work on this project may begin any time after the executed contract in September of 2020, and must be completed prior to October 31st, 2020.

As per Alaska Department of Fish and Game Permit FH19-IV-0334 work below the ordinary high water line is permitted between October 1 and December 31. Contractor will be obligated to comply with all permit terms. The permit is attached as an exhibit to this ITB.

Alaska Railroad (ARRC) forces will prepare the track structure for removal prior to the contractor beginning work (which includes cutting and bonding the rail), and replace the track structure at the conclusion of work (which includes bolting up the track panel, surfacing the track and bonding the rail). Contractor will be responsible for lifting track panels out of the track structure, placing it off to the side and then placing the track panel back into the track structure upon completion of the culvert, grade and ballast section installation. ARRC forces will additionally install a temporary road crossing, if requested 14 days in advance, in the main track to facilitate contractor access if required.

The successful bidder will be responsible for the permitting and diversion of Rabbit Slough around the work area. Next working pads (contractor to supply fill material) will have to be created to support construction activities). The existing track structure will have to be removed (lifting it as a single piece or track panel) (A track panel 60' long the anticipated length or panel to be removed, will weigh approximately 15,000 pounds. and then excavating and removing the existing CMP. A track panel 60' long the anticipated length or panel to be removed, will weigh approximately 15,000 pounds. The existing CMP becomes property of the Contractor, who is responsible for removing it from ARRC property. The new steel pipe will require welding and trimming prior to installation as it is in two each 33' pieces currently. All welds shall meet American Welding Association (AWS) D1.1 Structural welding- steel specification.

Contractor will bed (minimum 6" below pipe invert) and backfill the steel pipe with imported type-A non frost susceptible material in 12" lifts with proper compaction techniques to a minimum of 95% standard density, to a point 26" below the existing Top of Rail elevation. ARRC third party will perform on site compaction testing every 12" lift based on the contractors backfill submittal and the Proctor for Compaction of Soil. Contractor will then place and compact a 12" lift of ARRC supplied clean Ballast (hailed from the ARRC Birchwood Yard) on the grade and then lift and replace the track panel into place for final fitting by railroad forces.

Contractor will then be responsible for stabilizing the stream banks with coir log and the disturbed areas backfilled with topsoil and seeded. Configuration of the streambank should match the existing slope and grade as much as possible. Rock placement will not be required inside the culvert. Contractor will be responsible for the Storm Water Pollution Prevention Plan (SWPPP), all BMP's and responsibilities associated with the permit until the SWPPP NOT is closed out.

Contractor will be responsible for all utility locates and coordination with Alaska Communications Systems (ACS), who have a fiber optic cable running adjacent to the track.

Coordination with ARRC transportation needs will be critical to this project. Contractor will supply a detailed schedule 14 days prior to the outage.-ARRC anticipates providing a maximum of a 38 hour track outage for this

project, from track out of service to track back in service. The mainline outage time includes three hours of the railroads time to reinstall the track and put it back in service for train service. Work windows not effecting the track infrastructure will be possible in the times leading up to and following the outage. The best currently available track windows are from Thursday AM to Friday PM evening.

All work on the ARRC Right of Way will require the attendance of an ARRC Flagman.

All work will take place on ARRC 200' Right Of Way, which extends 100' from centerline of track on each side of the tracks.

Train delay damages due to the Contractor's failure to complete the culvert change-out within the agreed upon track closure will be assessed to the contractor and shall be \$50 per minute with a one hour minimum.

Contractor shall be required to submit a detailed schedule with means and methods, Contractor safety plan, Covid-19 Plan, welding certifications, SWPPP and Temporary Water Use permit/DOT permits as applicable not less than 21 days before construction begins for review and approval.

ARRC will furnish two each – 33' pieces of $\frac{3}{4}$ " wall 108" diameter pipe. Pipe may have a driving shoe on one end, which may remain at contractor's option. Pipe is located at ARRC Birchwood Yard off North Birchwood Loop Road, near the Birchwood Airport and is the responsibility of the contractor to haul to the Matanuska job site. The pipe sections can be welded either at Birchwood Yard or at the job site at the discretion of the contractor. ARRC third party inspection of the welding will be required prior and signed off on prior to the installation of the steel pipe.

Access to the site is restricted and an ARRC Flagman must be present for any work where the track is or may be fouled. This includes any work within 20' off the tracks or access over the temporary crossing.

This contract will take the form of a total bid price based on the schedule in Appendix G, Cost Schedule.

All Alaska Department for Transportation and Public Facilities Standard Specifications for Highway Construction 2020 Edition apply.