April 6, 2017

Addendum 1

ITB #17-01-205503 Passenger Coach Painting & Repair ARR 501, 203, 204 and 100.

Addendum number 1 has been issued for questions and clarification.

The Closing Date for this ITB has changed. The ITB closes as follows:
Bids will be received until April 11, 2017 @ 3:00 PM local time.

Questions:

1. Will Alaska Railroad be disclosing all bidders hourly rate again during bid opening? Yes. Alaska Railroad is a government agency and this is a public bid opening. It requires bid results be made public information and will be posted online.

2. Will Alaska Railroad be adding a sum similar to its previous proposal for transportation ($46,700 per car) to any bidders outside the state of Alaska?

   Actual transportation cost to ship the cars from Alaska and back will be included in the cost to determine low bidder.

3. Will you require AWS certified welders to work on the repairs and provide proper documentation? No

4. Will Alaska Railroad consider using Amtrak transportation for these cars into the lower states?

   Amtrak will not allow the pulling Alaska Railroad passenger cars without substantial mechanical conversions and inspections being completed prior to moving them. The costs of such conversions and inspections are cost prohibitive for this project, and thus is not an option.

5. How do you want lead abatement handled? Your Appendix B notes in 3.2 that there may be lead based paint on your cars. Have you had them tested? The paint on coaches or bag cars has not been tested for lead content. Lead based paint abatement, where required, shall be performed by Contractors who comply with all applicable federal, state and local regulations, and are capable of performing the work.

6. Is there a rail connection to the mainland? If not will the cars need to be moved by barge to what rail point?

   Typically the cars are sent to Seattle via rail barge.

7. Where will the railcars be available for pick-up (at what point does railcars become responsibility of the awarded bidder for transport)?

   Alaska Railroad Corporation yard Anchorage Alaska, we would help with shipping arrangements.
8. Complete specification of the railcars
   L x W x H and weight:
   Car 501  85 x 10’6” x 13’6”  157,400 lb weight
   Car 201  85 x 10’6 x 13’9  142,300 lbs.
   Car 100  85 x 10’6 x 15’  126,200 lbs

9. I’m assuming the cars can be pulled in a regular rail move, placed with freight cars and moved? Yes

10. In the specification very little was mentioned about the interior, other than removal of the exterior for hidden metal corrosion repair. Is any repair or upgrade needed to the interior? No

11. The last sentence on page 5 of 78 states Contractor will allow Alaska Railroad employees to make repairs..... We certainly do not have a problem with complying but what sort of repairs do you foresee your employees performing? We don’t anticipate any, but it would allow for this if necessary.

Please acknowledge receipt of this and all addendums in your firm’s Supply Bid Form (Form 395-0132 (12/99)).

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