



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

May 11, 2021

Addendum 1
Request for Proposal # 21-17-208956
Anderson Wheel Impact Load Detector (WILD)

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, MAY 20, 2021

PROPOSAL INFORMATION, CONDITIONS & INSTRUCTIONS:

Closing date changed to May 20, 2021.

BIDDER QUESTIONS:

1. Our WILD comes with a Hunting Truck Detector option that is optional. Does AKRR want the HTD, and how do we include this in the price without the cost seeming higher than a competitor may bid?
*A: ARRC is not currently interested in an HTD option.
If your WILD comes with the HTD integrated, and it cannot be provided without, then please note the HTD pricing as a separate line item on your cost schedule.*
2. The RFP also asks for the cost of calibration equipment. Does AKRR plan to calibrate the system on their own, because the price document asks for cost for yearly calibration services?
*A: The intent of the evaluation criteria is to evaluate manufacturers suggested calibration practices. The ARRC does not wish to dictate to the manufacturer how to calibrate their equipment.
If the contractor typically provides equipment and trains customers to calibrate then please provide pricing on the equipment needed. If the contractor typically provides the calibration services themselves, then please provide the pricing for those services.*
3. The AAR requires that all WILD sites must be calibrated every three years, and we perform that service for most railroads?
A: The ARRC calibrates WILD sites annually and intends to maintain that schedule going forward for all WILD sites.
4. Can you provide a detailed over view of the expectation for the interface between the detector and FleetOne Database? (protocols etc.)?

A: The WILD supplier should provide a data file for TrackIQ to build the importer module.

5. Can you provide a detailed over view of the expectation for the interface between the detector and Railinc? (protocols etc.)?

A: The contractor will need to coordinate directly with Railinc to ensure all interface protocols and requirements are met.

6. Is any training of the supplied systems expected to be "field training" or "classroom style," if classroom style, will ARRC provide the physical space (conference room etc.)?

A: Field Training is required. ARRC will provide a conference room for any additional system training that will be required.

7. If a system is not currently considered to be following the AAR calibration (static), will ARRC consider a request for equals? A system that is currently being planned for testing at TTCL to help the AAR in updating the current calibration rule to allow for other methods.

A: No.

8. Could you please provide more information on this part of the scope of work?
- "Supply WILD data in AEI. The WILD should be able to be integrated into the existing AEI system at Anderson and be able to associate wheel impacts to the appropriate car as identified by the AEI tag."

What AEI system is at Anderson? Our WILD will supply a consist with AEI data, but we need to know what format the Anderson AEI would require.)?

A: ARRC is currently using a Southern Technologies SmartScan NG. The manufacturer will be responsible for coordinating with Southern on ARRC's AEI format.

9. Usually the WILD installation track zone is specially-built with good subgrade/ballast and concrete ties to provide a consistent impact environment. Transition zones are also usually installed at each end of the zone to alternate the concrete ties with the existing track ties for several feet to ease the transition. More importantly the concrete ties are spaced at a consistent spacing of 24" center-to-center to maximum the impact defect detection coverage.

In contrast, the Anderson WILD RFP only describes "main line track consisting of wooden ties and 115 lb. cwr." Does this mean that the WILD is to be installed on the existing track without modification? This will create a problem especially with the desired tie spacing and result in inferior wheel perimeter defect coverage without installing an extended zone WILD.

Other customers have avoided installing concrete ties in a WILD zone but instead use larger wooden switch ties that still permit the 24" spacing.

Please let me know if the ARRC WILD site preparations will accommodate the desired 24" tie spacing.

A: The description of the current track infrastructure at Anderson is for reference only. ARRC has plans to upgrade the site, with concrete ties, this fall to coincide with the installation of the new WILD.

The final configuration of tie spacing and any other sub-grade improvements will be contingent on the requirements of the proposed WILD system. This is why ARRC asked, in Evaluation Criteria 5. b), for the proposer to outline the required infrastructure and rail upgrades for the proposed system to operate as intended.

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