



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

August 24, 2020

**Addendum 1
Invitation to Bid # 20-31-208421
Whittier Yard: Lower 1 and Lower2 Track Improvements
Heavy Duty Crossing Panels**

Addendum number 1 is issued for Questions.

**The Closing Date for this ITB has not changed.
Bids will be received until Wednesday September 2, 2020 @ 3:00 PM Alaska time.**

Questions:

1. On Page 32 of the spec, paragraph 2 - asks that the concrete be 70% of the design strength before forms are removed. Our material is a precast product and not cast-in-place, and after 18 hours' cure time our typical concrete is stiff enough that removing from the formwork doesn't hurt or negatively affect the panel. I'm not sure if this language is taken from a different method of concrete construction and does not apply, or are we to adhere to these instructions strictly?

A – Forms may be removed as soon as practicable as long as the removal does not negatively affect the affect the panel (e.g. deformation).

2. Pages 31 & 32 refer in many places to a Section 501, Section 701, 709 & 711 which are not part of these specifications. Can these be found somewhere on AKRR's procurement page?

A – The abovementioned specifications can not be found on the ARRC's procurement page. As noted in the ITB package, unless noted otherwise therein; the 2020 edition of the Alaska Department of Transportation and Public Facilities Standard Specifications for Highway Construction shall be referenced as the SSHC. Furthermore, unless explicitly noted, "Section" or "subsection" shall be in reference to the SSHC. The aforementioned reference manual can be found at:

<http://dot.alaska.gov/stwddes/dcspcs/assets/pdf/hwyspecs/sshc2020.pdf>

3. Page 29 calls for all steel material involved in the panels to be hot-dip galvanized. However, this process does not allow bolts to screw into anchors and the fasteners we use for some components are only offered in electro-plated or stainless. Would these alternatives be acceptable?

A – The use of dissimilar metals within the panels is acceptable as long as there is sufficient concrete between metals of differing compositions. The use of either electroplated or stainless steel components is acceptable.

4. Page 35 calls for a preconstruction meeting to discuss quality control. Shall this meeting be conducted in-person only, or virtually? Shall we assume the meeting will take place in Anchorage, AK?

A – The initial preconstruction meeting will be held virtually. Meetings in person, if required, will be held at the fabricator's location.

5. We have been using Dacon instead of PPI for the last 10 years and have been happy with the quality. Can I have the option to use either for the required flangeway filler?

A – The flangeway filler may be provided by any supplier. The style of filler shown in the ITB was supplied as a sample.

6. When are the panels intended to be used?

A – The panels are intended to be installed in Whittier in Spring 2021.

7. As our panels are fabricated in nominal length increments, would the Owner require custom panels to span the entire length of the improvement length detailed in the plans?

A – No. The intent is to have the crossing panels begin as close as practicable to the frog angle shown in the ARRC Standard Turnouts Data provided in the ITB package. As such, the total length of the improvements are to be made as long as possible within the limits shown in the Plans.

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