



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

February 11, 2022

Addendum 1
RFP #22-09-209587
BR 127.5 Bridge Replacement CMGC

Addendum number 1 is issued for clarification and date changes.

The Closing Date for this ITB has changed.
Proposals will be received until Monday March 14, 2022 @ 3:00 PM Alaska time.

Clarifications:

The pre-proposal site visit date and closing date has changed. Please replace page 9 with the one attached herein.

The non-mandatory pre-proposal meeting and site visit will be held at 1:00 p.m. Alaska Time on Thursday, February 24, 2022. Please replace page 2 with the one attached herein.

Work associated with this RFP will funded by FTA FY2022 5337 Formula Funds not FRA CRISI funds. Please replace page 3 with the one attached herein.

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



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

February 10, 2022

Request for Proposals No. 22-09-209587

The Alaska Railroad Corporation (ARRC) is soliciting competitive sealed proposals from qualified general contractors for the following project:

BR127.5 BRIDGE REPLACEMENT

Sealed proposals must be received by ARRC no later than 3:00 p.m., local time, on March 14, 2022 per Section 4, Proposal Information, Conditions, Instructions and Format, Item #3.

A non-mandatory pre-proposal meeting and site visit will be held at 1:00 p.m. Alaska Time on Thursday, February 24, 2022 at Eagle River, Alaska. To participate in this meeting and site visit, interested firms must provide full name(s) and cell telephone number(s) for proposed attendees to GoemerG@akrr.com by 3:00 p.m. February 21st. Attendees will be responsible for their own transportation to the meeting location. Attendees should plan on being at Beach Lake Rd. crossing by 10:00 a.m. A representative of the ARRC will conduct the pre-proposal meeting and will provide an escort onto ARRC property for the site visit. Hardhats, safety vests, protective footwear, safety glasses will be required, and must be supplied by attendees. This is not a mandatory meeting, although interested firms are encouraged to participate.

Due to limited space, no more than 2 persons per prospective offeror is allowed on the site visit. Face coverings will be required while riding in ARRC vehicles.

This Request for Proposal is not to be construed as a commitment of any kind nor does it commit the ARRC to pay any costs incurred in the submission of an offer or for any other costs incurred prior to the execution of a formal contract.

Proposals received after the time and date set forth above shall be rejected. All proposals submitted in the response to this solicitation must be signed by an individual with the legal authority to submit the offer on behalf of the company.

The ARRC may award a contract resulting from this solicitation to the responsible offeror whose offer conforming to this solicitation will be most advantageous to the ARRC.

ARRC may reject any or all offers if such action is in the best interest of ARRC, and waives informalities and minor irregularities in offers received. ARRC may award a contract on the basis of initial offers without discussions. Therefore, each initial offer should contain the offeror's best

terms from a cost or price and technical standpoint. Any contract resulting from this solicitation shall incorporate the Standard Terms and Conditions contained in this solicitation package.

IMPORTANT: Work associated with this Request for Proposals will be funded in part by an FTA FY2022 5337 Formula Fund from the Federal Transportation Administration (FTA) an operating administration of the United States Department of Transportation. Accordingly, any contract resulting from this solicitation shall incorporate the Required Provisions for Federal-Aid Contracts.

ARRC shall not be held responsible for bidder's lack of understanding of what is required by this bid. Should a bidder not understand any aspect of this bid, or require further explanation, or clarification regarding the intent or requirements of this bid, it shall be the responsibility of the bidder to seek guidance from the ARRC.

Each Proposer shall indicate all exceptions to terms, conditions, and specifications of this solicitation individually in its proposal. **IMPORTANT:** Exceptions other than those not allowed by law will be rejected. Exceptions received or placed after the proposal submission date will be considered as counter offers and as such will render the entire proposal non-responsive.

Protests Per ARRC Procurement Rule 1800.2

A protest based on alleged improprieties or ambiguities in a solicitation must be filed at least 10 days before the due date of the bid or proposal, unless a later protest due date is specifically allowed in the solicitation. If a solicitation is made with a shortened public notice period and the protest is based on alleged improprieties or ambiguities in the solicitation, the protest must be filed before the due date of the bid or proposal.

The protest of an invitation to bid or a request for proposals in which a pre-bid or pre-proposal conference is held within 12 days of the due date must be filed before the due date of the bid or proposal if the protest is based on alleged improprieties or ambiguities in the solicitation. A protest based upon alleged improprieties in an award of a contract or a proposed award of a contract must be filed within 10 days after a notice of intent to award a contract is issued by the procurement officer.

ARRC Disadvantaged Business Enterprise (DBE) Program: ARRC is an equal opportunity corporation that encourages the participation of DBEs as prime contractors and subcontractors on its contracts funded in whole or in part by the Federal Railroad Administration (FRA) or the Federal Highway Administration (FHWA). The ARRC has a race neutral DBE Program and does not set DBE goals on individual solicitations. Nonetheless, the ARRC aspires to achieve an overall DBE participation of 4.0% in federal fiscal years 2022-2024 on contracts funded by agencies within the U.S. Department of Transportation. If this contract is funded in whole or in part by funds from the FRA or the FHWA, it is imperative that you consult the Federal Terms and Conditions portion of this solicitation. It is the Offeror's responsibility to take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBEs have the maximum possible opportunity to compete for and perform the Contract.

Section 2 – Project Background

Section 2.1 – Project Information

The Project will improve railroad safety, efficiency, and reliability on the Alaska Railroad, a Class II railroad that is owned and operated by ARRC, a public corporation of the State of Alaska. The bridge is part of the railroad's main line between Seward and Fairbanks. Traffic levels across the bridge vary by season, from as many as 2 to 3 trains per day in the winter to between 5 and 12 trains per day in the summer including 4 to 8 daily passenger trains. More than a quarter-million railroad passengers per year and more than 12,000 loaded freight cars per year cross the bridge.

Section 2.2 – Project Team

The Project Team, as referenced herein, is composed of ARRC staff, ARRC's Design Consultant HDR, the ICE, the CM/GC Contractor, potentially key subcontractors to said Contractor, and any additional Project stakeholders. The CM/GC Contractor is highly encouraged to have personnel experienced in project management and railroad bridge replacement. The roles of the aforementioned parties is outlined in Section 3.3 – Pre-Construction Roles and Responsibilities.

Section 2.3 – Project Goals

The following project goals are expected to be incorporated into the construction phase of the Project. Failure to address or determine the means to accomplish these goals during the pre-construction phase may lead to the Project being advertised by ARRC's traditional design-bid-build process instead of having the project constructed by the selected CM/GC Contractor.

- Minimize the number of required scheduled rail service outages to accommodate the necessary construction activities.
- Minimize the footprint of the construction impact areas and haul routes to mitigate environmental impacts.
- Minimize impacts to the recreational use of the waterbody.
- No permanent impacts outside of the established railroad right of way.
- No temporary impacts outside of the established railroad right of way, without signed agreements with the landowner and executed copies to the ARRC.
- Ensure commitments made in the NEPA document are followed.
- Complete the Project prior to November, 2024.

Section 2.4 – Anticipated Project Schedule

Note that the Project schedule (Figure 2 – Anticipated Project Schedule by Task.) outlined herein is subject to change.

Task	Tentative Date
Solicit RFP	February 10, 2022
Due date for RFP	March 14, 2022
Anticipated Notification of Selection of CM/GC	March 28, 2022
Pre-Construction Services Price Proposal Meeting	TBD