



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

September 22, 2022

Addendum 1
ITB #22-53-311675
Curry Ballast Production

Addendum number 1 has been issued for questions and closing date change.

New closing date – October 6, 2022

Questions:

1. In the project description and scope of work section 1.0 states a conceptual drawing of the development plan is attached for guidance purposes. Can you please provide that drawing?

Yes. Drawing has been included at the end of this addendum and also attached on the ARRC webpage under this solicitation.

2. The ARRC Load Manual does not provide maximum width, height, and weight tolerances for getting equipment to Curry. Can you please advise?

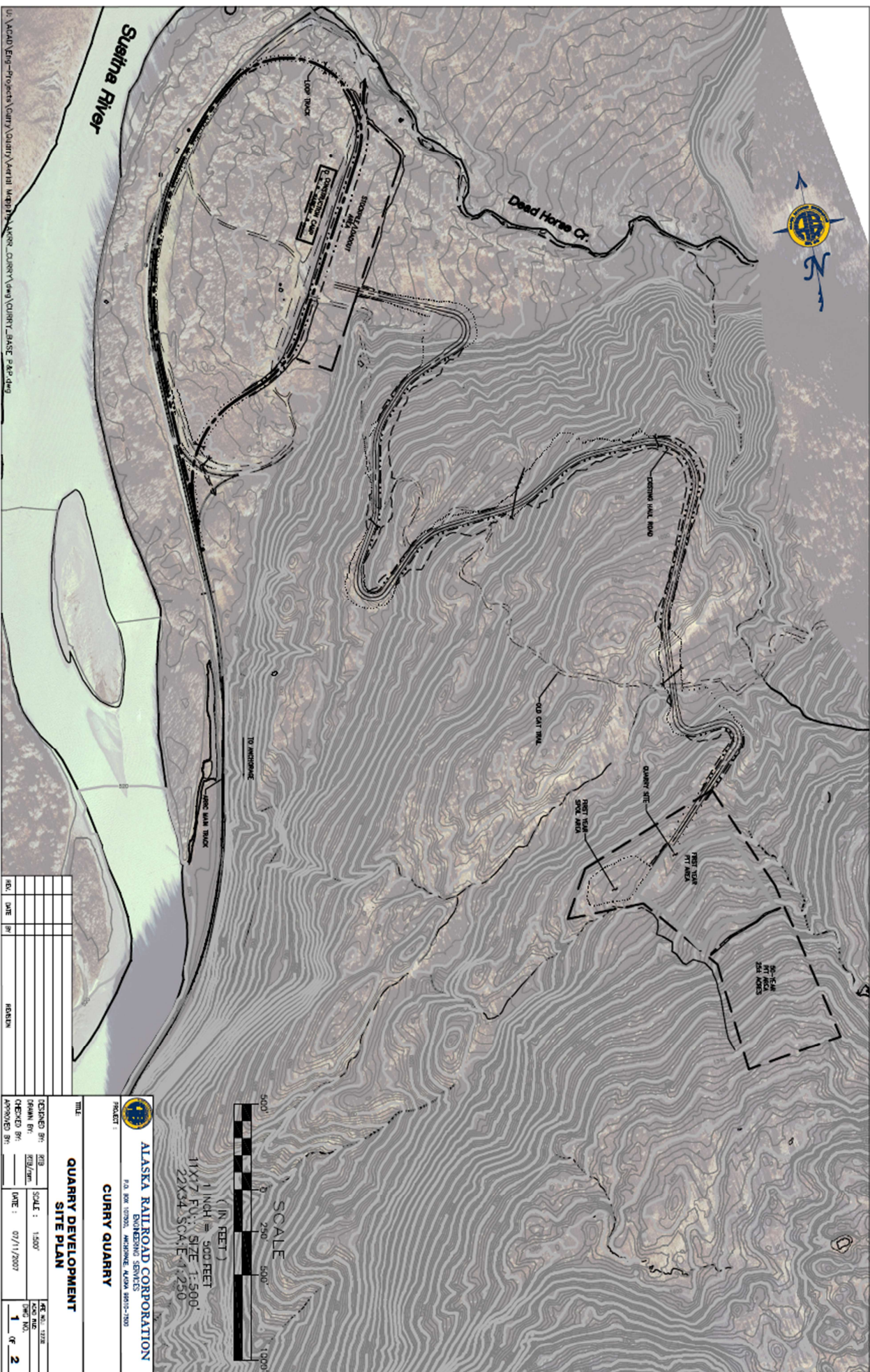
Note that max width at the given height is above top of rail, ie loaded dimension. We usually assume a 3'9" ATR flat car deck height. See "Anchorage – Fairbanks Clearance Reference" provided, also attached on the ARRC webpage under this solicitation.

Typical flat car weight capacity is ~160k to 180k lb.

All other terms and conditions remain unchanged.
If there are any questions regarding this addendum please let me know.

Thank you,

Rob Walker
Contract Administrator
Alaska Railroad Corporation

[illegible]

	
ALASKA RAILROAD CORPORATION ENGINEERING SERVICES P.O. BOX 127000, ANCHORAGE, ALASKA 99512-7000	
PROJECT :	
CURRY QUARRY	
TITLE	
QUARRY DEVELOPMENT SITE PLAN	
DESIGNED BY:	DTG
DRAWN BY:	DTG/ym
CHECKED BY:	DTG
APPROVED BY:	
SCALE:	1:5000
DATE:	07/11/2007
FILE NO. 1 OF 2	

Alaska Railroad Anchorage to Fairbanks Clearance Chart

4/5/2018

FOR REFERENCE ONLY; NOT FOR DETERMINING FINAL CLEARANCE.
 PROVIDE LOADED DIMENSIONS TO CLEARANCE COORDINATOR FOR OFFICIAL CLEARANCE.

Height ATR	Maximum Allowable Width with:		
	No Restrictions	10 MPH Restriction	4 MPH Restriction
0'-0"	8'-8"	9'-2"	9'-8"
0'-6"	10'-3"	10'-9"	11'-3"
1'-0"	10'-11"	11'-5"	11'-11"
2'-0"	12'-2"	12'-8"	13'-2"
3'-0"	13'-5"	13'-11"	14'-4"
3'-6"	13'-7"	14'-1"	14'-7"
17'-0"	13'-7"	14'-1"	14'-7"
17'-3"	13'-4"	14'-0"	14'-7"
17'-6"	13'-0"	13'-6"	14'-3"
17'-9"	12'-8"	13'-2"	13'-8"
18'-0"	12'-3"	12'-9"	13'-3"
18'-3"	11'-11"	12'-6"	13'-2"
18'-6"	11'-6"	12'-2"	12'-9"
18'-9"	11'-2"	11'-10"	12'-5"
19'-0"	10'-10"	11'-4"	11'-10"
19'-3"	10'-5"	11'-1"	11'-8"
19'-6"	10'-0"	10'-8"	11'-4"
19'-9"	9'-6"	10'-2"	10'-11"
20'-0"	9'-0"	9'-9"	10'-5"
20'-3"	8'-7"	9'-3"	9'-11"
20'-6"	8'-0"	8'-9"	9'-6"
20'-9"	7'-5"	8'-0"	8'-10"
21'-0"	0"	7'-10"	8'-7"
21'-4"	0"	0"	7'-10"

Loads exceeding 13'-11" wide must coordinate with passing trains.

----- H-W detectors at 19'-6" ATR & 13'-6" Wide

ATR = Above Top of Rail