

February 27, 2024**Addendum No. 02****File Reference Number: RFP 2024 006****Title: Joint Elimination Program and Electric Flash-Butt Welding****RE: Clarifications/Questions**

Please refer to the following information / clarifications:

Item 1: Part 3 – RFP Specifications Schedule 3-A Scope of Work states that the contractor shall demonstrate their ability to eliminate a minimum of 10,000 Rail Joints per year. Is ONTC willing to accept a proposal that targets fewer welds per year?

Answer: In order for the ONTC to meet their project goals, a minimum of 10,000 rail joints need to be eliminated per year. A contractor may propose an alternative plan as part of their proposal; however, points will be deducted during the evaluation period and the ONTC will be awarding the RFP accordingly.

Item 2: Priority 1 locations are Rail Joints in Crossing Circuits. Can ONTC please clarify the following with respect to joints within crossing circuits:

- a. How many joints are expected within each work location?

Answer: Each “Suggested MP for Joint Elimination” will have a varying number of joints. On average, the contractor can expect 335 joints per “Suggested MP for Joint Elimination.”

- b. Are there joints within the crossing surfaces?

Answer: Joints may be present in crossing surfaces and the contractor should bid accordingly.

- c. Do new insulated joints need to be installed within the crossing circuits? If so, how many per crossing?

Answer: The contractor is not expected to install new insulated joints within the crossing circuit. If new insulated joints are required, a price can be agreed upon by ONTC via a Change Order.

Item 3: Part 3 – RFP Specifications Schedule 3-A Scope of Work Section 3.1 (15) notes that the contractor is to dismantle and reassemble any crossings as required. Can ONTC please clarify the following with respect to this item:

- a. What does dismantling and reassembling a crossings consist of? Is it the removal of temporary planked crossings, or the removal of permanent road crossings with asphalt and rail seal/concrete/rubber panels? Can ONTC advise this on a per crossing basis?

Answer: The contractor shall dismantle and reassemble any wood timber and rubber crossings as required. The contractor will not dismantle any permanent crossing surfaces such as asphalt/concrete/rubber panels.

- b. If asphalt crossings are being dismantled, is the contractor expected to re-pave these crossings?

Answer: The contractor will not dismantle any paved crossing.

- c. If tie, rail, or OTM condition within dismantled crossings is found to be unsuitable for continued use, how will this be handled?

Answer: Should the contractor encounter unsuitable timbers/lags for re-use, new ones will be provided by the ONTC. Should the contractor encounter deteriorated track ties or OTM, the contractor will be expected to make the repairs as required following ONTC's Manual of Track Requirements and re-imburement for such work will be handled through a Change Order.

Item 4: How should destressing through fixed locations be approached? Should the contractor destress up to fixed locations, or through them?

Answer: The contractor should destress up to a fixed location.

Item 5: Part 3 – RFP Specifications Schedule 3-A Scope of Work Section 3.1 (20) discusses the need for a signal maintainer on an as-required basis. Is the signal maintainer required for Priority 1 work only? Please specify if a signal maintainer will be required for any other scopes.

Answer: The signal maintainer may be required for some or all of the work taking place in or around crossing circuits.

Item 6: Scope of Work 3.1 (10) indicates that track should be gauged to 56 ½" in all "rail installation areas". Can ONTC confirm that this should read "joint elimination areas"?

Answer: "Rail Installation areas" should read as "joint elimination areas".

Item 7: Scope of Work 3.1 (11) indicates that the contractor will place slow order flags as required. Will ONTC supply these flags and holders, or is this the responsibility of the contractor?

Answer: Slow Order flags will be provided by ONTC.

Item 8: Scope of Work 3.2 (2) indicates that rail expansion is to be achieved through heating and not pulling. Is ONTC open to a combination of heating and pulling to achieve rail expansion?

Answer: Rail expansion is to be achieved through heating and not pulling. The contractor may use pulling as an emergency procedure to close the track for one weld.

Item 9: Scope of Work 3.3 (2) discusses material supply by ONTC. Can ONTC clarify if rail supplied will be new or partly worn? Is the intention to match PW rail to existing locations or will transition rails be required?

Answer: Rails supplied will range from new to partly worn to match the existing rail. Some existing locations will require transition rails which will be provided by ONTC.

Item 10: Scope of Work 3.5 discusses the Contract Handbook. Can a copy of this be provided prior to proposal submission?

Answer: The Contractor Handbook will be issued to the Successful Respondent upon award and reviewed at the project kick-off/orientation.

Item 11: Schedule 3-A-4 6.1 e) notes that a 12-foot stagger must be maintained between bolted joints. Will this need to be respected by shifting weld locations during joint elimination?

Answer: A 12-foot stagger must be maintained between bolted joints and does not apply to welded joints.

Item 12: Does ONTC have a standard for maximum allowable rail wear mismatch for a flash-butt weld?

Answer: The maximum allowable standard for rail wear mismatch on a flash-butt weld is 3mm.

Item 13: Does ONTC have records of rail wear in the joint elimination areas that can be shared?

Answer: Rail wear records are not available.

Item 14: Would you be able to provide crossing locations?

Answer: Please refer to the document "ONTC Crossings" attached to this Addendum No. 02.

Item 15: How far on either side of the crossing is ONTC looking to eliminate joints?

Answer: ONTC is looking to remove all joints. The only joints that shall stay in tracks are the joints within any permanent crossing surfaces such as asphalt/concrete/rubber panels.

Item 16: Is ONTC okay with nipping the spikes versus removing them all the way out where possible?

Answer: ONTC is okay with nipping spikes versus removing them all the way out where possible.

Item 17: Is adding spikes required?

Answer: Adding spikes may be required as per the Manual of Track Requirements.

Item 18: Is it expected that we add anchors as track will be upgraded from jointed to CWR?

Answer: Adding anchors may be required as per the Manual of Track Requirements.

Item 19: Welding will be completed by flash butt means and destressed, are rail puller with flash butt welding approved for destressing or will heating be required regardless?

Answer: Heating shall be the principal method of de-stressing the rail. Pullers on the welding truck to complete the welds are acceptable but shall not be used as the principal destressing method.

Item 20: In Priority 1 is the work for the signal maintainer invoiced as other work or is it to be included in the price per weld?

Answer: In priority 1, the work for the signal maintainer shall be invoiced per hour separately from the welds.

Item 21: Will ONTC have a flagman available 7 days a week for this project?

Answer: ONTC will have a flagman available 7 days a week for this project.

Regards,

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