

**January 22, 2025****Addendum No. 03****File Reference Number: RFP 2024 067****Title: Northeastern Passenger Rail Service – Curve Adjustment Program****RE: Clarifications/Questions**

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Please refer to the following information/clarification:

**Item 1:** The documents state “Compact all joints/curves with a minimum of three (3) tamping head insertions. All other areas to receive a minimum of two (2) tamping head insertions”. We would like clarification on this statement to verify if the three tamping head insertions are for the complete curve or just for the joint locations.

**Answer:** The three tamping head insertion is for both curve and joint locations.

**Item 2:** Item 2 from Addendum No. 02 notes that any crossing work shall include all provisions included in Schedule 3-A-1 which states “Dismantle and reconstruct crossing surfaces located through the Curve Adjustment areas in order to allow for continuous surfacing”, but Item 10 from Addendum No. 01 notes that paved crossings will not be removed and reconstructed.

(a) Please confirm that NO paved crossings will be touched during this work.

**Answer:** No paved crossing will be touched during the curve adjustment program.

(b) Please confirm if crossings with concrete, full depth rubber, or timber crossing surfaces will need to be removed and reinstalled for continuous surfacing.

**Answer:** Only timber crossings will need to be removed and reinstalled for continuous surfacing.

(c) Please confirm which crossings from the provided list will be worked on.

**Answer:** Please refer to Addendum No.01, Item 9 for clarification.

**Item 3:** Item 8 and Item 10 from Addendum No. 02 note that Ontario Northland will provide an Engineman, Conductor, and one six axle locomotive, however other specifications in the RFP note that the contractor must provide motive power for the ballasting operation. Can Ontario Northland please clarify the expectation for the ballasting program so that proponents may make comparable proposals for this work?

**Answer:** Please refer to the updated Pricing Schedule. The contractor shall provide separate pricing for both the ballast cars and motive power, if available. The contractor shall note if they were unable to secure motive power. Extra points will be awarded during the evaluation period to the contractor(s) that are able to secure motive power (self-propelled) and operators.

ONTC has updated "Proposal Form 1-A - Schedule of Prices". Respondents are asked to replace Proposal Form 1-A of the RFP package and Addendum No. 01 with the Proposal Form 1-A that forms part of this Addendum No. 03.

Proposals which do not include the proper Proposal Form 1-A will not be considered.

**Item 4:** Can Ontario Northland advise the quantity of ballast cars it expects the contractor to provide within the daily rate so that proponents may make comparable proposals for this work?

**Answer:** The contractor is to provide pricing for their preferred ballast cars and can use the information provided in Addendum No. 02, Item 11 for clarification.

**Item 5:** Scope of Work – Obligations of the Contractor notes "Compact all joints/curves with a minimum of three (3) tamping head insertions. All other areas to receive a minimum of two (2) tamping head insertions".

- (a) Please confirm that the contractor is not required to tamp/surface all joints or "other areas" within the work locations and that this language is meant only to require the contractor to make three tamping head insertions when surfacing the curves that this program is limited to.

**Answer:** Tamping "other areas" will be on a "as required" basis.

- (b) Please confirm if this is meant to require 3 insertions per pass or 3 insertions total.

**Answer:** A minimum of 2 insertions per pass and a minimum of 3 insertions total for all locations will be required.

**Item 6:** Item 4 from Addendum No. 01 notes that the contractor will be paid for each foot of each pass performed. Please advise how the number of passes required for a given work location will be determined in order to avoid future discrepancies or conflicts on this matter.

**Answer:** The contractor will be paid for each pass performed. A minimum of  $\frac{3}{4}$  inches and a maximum of  $1\frac{3}{4}$  inches per pass will be allowed.

**Item 7:** Scope of Work – Obligations of the Contractor notes “Responsible for track quality control behind surfacing operation. Items include but are not limited to, picking up downed ties, replacing broken joint bars, addressing high spikes and adjusting anchors”. Please confirm that the contractor is responsible only for QC issues related to the surfacing operation. The contractor cannot be held responsible for correcting existing track conditions.

**Answer:** The contractor is responsible for track quality control behind the surfacing operations.

**Item 8:** Can Ontario Northland provide information on which areas of the work are bolted vs CWR track?

**Answer:** Please see table below:

| Subdivision | CWR Miles | Jointed Rail Miles |
|-------------|-----------|--------------------|
| Temagami    | 129.5     | 9                  |
| Ramore      | 15        | 94.7               |
| Devonshire  | 0         | 28.05              |

The entirety of the work will take place on 115 RE rail.

**Item 9:** Please provide guidance on the expected quantity of ballast to be distributed for the program.

**Answer:** Please refer to Addendum No. 01, Item 5 for clarification.

**Item 10:** Much of the work will occur over summer where temperatures can be a factor in the surfacing gang’s ability to work. Please advise how lost days due to the heat will be handled – will the standby rate be paid?

**Answer:** The contractor is expected to work during hours when minimal delays will occur (weather and train schedule).

**Item 11:** Optional items have been added to the Schedule of Prices to allow for restressing rail.

(a) How will it be determined when restressing is required?

**Answer:** A list of expected restressing locations will be supplied to the successful respondent.

(b) How soon after surfacing will restressing need to be completed?

**Answer:** The restressing would need to be addressed no longer than 48 hours after the surfacing.

**Item 12:** Please advise if the alignment of curves will be adjusted or if the program generally requires elevation changes only. If curve realignment is required, will the curves be surveyed and staked ahead of time?

**Answer:** The curve adjustment program will change elevations in curves with spiral adjustments. The Contractor will be responsible for ensuring that each curve and spiral adjustment is as-per the design that will be provided.

**Item 13:** Please advise which turnouts are expected to be surfaced and the amount of surfacing required. It is difficult to price this item as a "per turnout" without knowing how many passes will be required to surface the turnout.

**Answer:** Please refer to Addendum No.01, Item 7 for clarification.

**Item 14:** Will any survey support or outputs be required to validate curve adjustments? Or will graphs/outputs from the MKIV be sufficient?

**Answer:** Please refer to Addendum No.1, Item 2 for clarification.

**Item 15:** Please advise if daily production will be limited at any time due to the application of temporary slow orders. If this is expected, please provide guidance on limitations.

**Answer:** Production will not be limited due to the application of temporary slow orders.

**Item 16:** Scope of Work - Documents indicate "one of ONTC's upgrade programs is to adjust elevation in the curves" does this statement indicate that the majority of the work is correcting the vertical alignment and not necessarily adjusting the horizontal alignment a maximum of six (6) inches? This information is required in order to provide the appropriate pricing.

**Answer:** The curve adjustment program will change elevations in curves with spiral adjustments. The Contractor will be responsible for ensuring that each curve and spiral adjustment is as-per the design that will be provided.

**Item 17:** Scope of Work - Please confirm if ONTC will be providing survey layout at each curve so that the desired re-alignment / redesign will be accurately established in the field?

**Answer:** Please refer to Addendum No. 01, Item 2 for clarification.

**Item 18:** Scope of Work - A previous question was asked about the road authority requirements. Please provide a list of crossings that require closures. Also, please provide a list of associated costs, i.e. paid duty police, advanced notifications to the public, etc.

**Answer:** Once the “Curve Adjustment Plan” is completed, ONTC will supply the plan to the successful respondent. Advance notice to the public of a road closure shall be a minimum of 7 days.

**Item 19:** Scope of Work - Documents indicate “Before submitting a proposal, investigate the Place of Work to fully ascertain existing conditions.” Please arrange a site visit prior to tender closing, for all interested parties so that an understanding of the scope is clear for all contractors.

**Answer:** If required, the contractor can independently investigate each crossing without fouling the right of way.

**Item 20:** Scope of Work - Please define “out-of-scope surfacing.”

**Answer:** “Out-of-scope surfacing” is described as any surfacing that is outside the “Curve Adjustment Plan”. Pricing will be according to the section “1 Surface Equipment and Labour Set”.

**Item 21:** Scope of Work - Please confirm what the contractors must provide for the ballasting program. i.e. Operators, Motive Power, Ballast Cars etc. Please also please indicate who will supply the fuel for the ONTC locomotives.

**Answer:** Please refer to the updated Pricing Schedule, the contractor shall provide separate pricing for both the ballast cars and motive power, if available. The contractor shall note if they were unable to secure motive power. Extra points will be awarded during the evaluation period to the contractor (s) that are able to secure motive power (self-propelled) and operators. If ONTC locomotives are being used, ONTC will be supplying the fuel.

**Item 22:** Scope of Work - Please advise if there is any work on bridges and if so, please provide a list, type, scope, etc.

**Answer:** The “Curve Adjustment Plan” is not yet available. Once completed, the successful respondent shall receive a copy to plan the work. Please refer to the document “Bridge List” for a list of bridges.

**Item 23:** Schedule of Prices - Optional heading indicates “rail restressing” Please provide a pay item for this work c/w quantities.

**Answer:** Please refer to Addendum No. 02, Item 5 for clarification.

**Item 24:** Schedule of Prices - Optional Work – Pay Item 21 indicates one (1) foot of rail replacement. How large of a gang would be required, how should mobilization and demobilization be considered. Is this based on a 40 ft rail or 40 miles of rail? Please provide more details so that we can properly price this item.

**Answer:** Please refer to Addendum No. 02, Item 5 for clarification.

**Item 25:** Based on the number of unknowns please consider extending the closing date.

**Answer:** ONTC will agree to extend the submission deadline/closing date by one (1) week. The new submission deadline / closing date for RFP 2024 067 is now Friday, January 31, 2025, by 2:00:00 p.m. EST.

This Addendum hereby forms part of the RFP.

Regards,

Ashley Commanda  
Manager, Public Procurement  
[Ashley.commanda@ontarionorthland.ca](mailto:Ashley.commanda@ontarionorthland.ca)