

**December 5, 2025**

**Addendum No. 02**

**File Reference Number: RFP 2025 101**

**Title: Rail and Tie Installation/Surfacing**

**RE: Clarifications/Questions**

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**QUESTIONS/CLARIFICATIONS:**

**Item 1: Appendix B - Project (A)** states rail will be installed on the Temagami, Ramore, Kirkland Lake, Devonshire, Kapuskasing and Island Falls Subdivisions. Item 3 - Scope of work does not include rail install locations on the **Temagami** subdivision. In addition, Appendix D, pricing is requested for rail installation on the **Temagami** subdivision. Is this an oversight?

**Answer:** ONTC advises that Proponents shall provide a price for every item as the scope of work may change, or additional work required.

**Item 2: Appendix B - Project (A)** states that 21,120' of new 80' 115 lb. jointed rail and 52,800' of relay rail is to be installed. Are these proposed estimated quantities to be assumed annually?

**Answer:** ONTC advises that the quantities list in the scope of work are estimates and can be assumed for future years.

**Item 3: Appendix D - Costing Breakdown - Schedule (A) - Item 17** the unit of measure is L.S. should this be per Ft and in terms of **Item 18**, the unit of measure is L.S. should this be Each?

**Answer:** ONTC advises that **Item 17** is per foot of rail. **Item 18** should indicate "for each rail", which is approximately 20 feet in length.

**Item 4:** Would ONTC consider an extension of RFP 2025 101 - Rail and Tie Installation and Surfacing?

**Answer:** No, ONTC is unable to extend the submission deadline.

**Item 5: Schedule A: Rail Installation** - Can ONTC clarify if section #16 covers the relay rail preparation required for #10, 11 & 12? Or is this an extra portion?

**Answer:** We note that Item #16 is separate from item #10, 11,12 and is for preparing relay rails without installation. Item #10, 11, 12 shall include the preparation and installation costs.

**Item 6: Schedule B: Railway Ties Installation/Surfacing** - Would ONTC confirm whether there is a per mile estimate of ties to be replaced in connection with Item #19 - Agrium Subdivision?

**Answer:** Yes, ONTC advises that the per mile estimate is 600 ties per mile.

**Item 7:** Would ONTC please confirm if there is a per mile estimate of ties to be replaced in connection with Item #20 - Pagwa Subdivision?

**Answer:** Yes, ONTC advises that the per mile estimate is 600 ties per mile.

**Item 8:** Can ONTC please advise if all replacement rail will require tie plate changeout?

**Answer:** ONTC advises that all relay rail locations will require tie plate changeout. We note that areas requiring tie plate changeout will be marked prior to the distribution crew working.

**Item 9:** Can ONTC please advise if all replacement rail will require gauging?

**Answer:** Yes, ONTC advises that most rail replacement locations will require gauging.

**Item 10:** Would ONTC please advise what percentage of relay rail will require cropping and drilling?

**Answer:** ONTC advises that most of the relay rail will require cropping and drilling.

**Item 11:** Would ONTC please advise if CWR will be unloaded by ONTC forces?

**Answer:** Yes, CWR will be unloaded by ONTC forces.

**Item 12:** Would ONTC please confirm who is classifying the rail removed from track?

**Answer:** ONTC will be classifying the rails prior to the start of the rail replacement program.

**Item 13:** Can ONTC please confirm how the scrap rail will be disposed of? Will contractor be responsible?

**Answer:** ONTC advises that rails deemed scrap shall be stockpiled as instructed by the on-site supervisor.

**Item 14:** Can ONTC provide more information in connection with the location of new materials to be distributed?

**Answer:** ONTC advises that material will be provided via nearest available siding/yard/spur. Most of the material will originate from Englehart.

**Item 15: Glue Supply -** Would ONTC provide the glue required for the rail replacement, or is this the contractor's responsibility?

**Answer:** ONTC advises that the supply of the glue required for rail replacement will be the contractor's responsibility.

**Item 16: Ballast Spreading -** Will ONTC be responsible for spreading the ballast prior to surfacing?

**Answer:** ONTC advises that it will be spreading the ballast prior to surfacing, when required. The Contractor shall make every effort in order to conserve ballast in rail and tie replacement areas.

**Item 17: Use of Sidings -** Aside from the siding in Ramore, is it possible to use all other sidings as temporary parking tracks during the work?

**Answer:** ONTC advises that every siding or spur may be used as temporary parking tracks during the work, depending on availability.

**Item 18: Rail Stockpiling Locations -** Will all rail that needs to be stockpiled be stored along the track and accessible from the track, or will some of it need to be moved into a yard?

**Answer:** ONTC advises that all rails shall be stockpiled as instructed by ONTC's on-site supervisor. Some locations may not be suitable for stockpiling; therefore, the contractor may have to stockpile the rails away from the rail replacement location.

**Item 19: Nature of Rail Being Replaced -** For items #2, #3, #4, and #5, is all the rail being removed and replaced with CWR actually CWR? If not, what is the proportion?

**Answer:** ONTC advises that the rails replaced in items #2, #3 and #5 are mostly CWR. The rails replaced in item #4 are mostly bolted rails.

**Item 20: Handling of Removed Rail (2025)** - 6.1 For the 2025 work, at the location where 192,000' of CWR will be installed, does all the rail being removed need to be drilled, loaded onto rail cars, and redistributed to the locations identified in items #10, #11, #12, and #13?

**Answer:** ONTC advises that rails that need to be drilled and loaded on rails will be marked prior to the 2026 work season.

**Item 21:** In connection with Item 6.2, if all of the CWR removed from the track is not redistributed to items #10, #11, #12, and #13, does it need to be drilled to the 115-lb pattern before being stockpiled once it is cut?

**Answer:** ONTC advises that rails removed from the track that are deemed unsuitable for relay will be marked prior to the 2026 work season.

**Item 22: Securing Loaded Rail Cars** - Does ONTC provide the expertise to tie down, inspect, and secure the loaded rail cars before they are moved by the work train, or is this the contractor's responsibility?

**Answer:** ONTC advises that the contractor will be responsible to tie down, inspect and secure loaded rail cars before they are moved by the work train. ONTC can offer training prior to the work season to the workers that will be performing those duties.

This Addendum hereby forms part of the RFP.

Regards,

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