555 Oak Street East
North Bay, Ontario
P1B 8L3

555, rue Oak Est
North Bay (Ontario)
P1B 8L3

Tel: 1-800-363-7512
www.ontarionorthland.ca

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Addendum No. 03

File Reference Number: RFP 2026 028

Title: North Bay Wheel Storage, RIP Track and Adjacent Facilities Upgrade

RE: Clarifications/Questions

CLARIFICATIONS:

Item 1: Given that the directional drilling subcontractor has advised there is insufficient space to install the specified steel casing for the new airline at the rail crossing shown on Dwg. 263-260-003 - and has proposed an alternative of installing a 100 mm HDPE casing drilled from the surface - can an alternative casing material be accepted for this rail track crossing, and if so, what approvals and requirements would need to be met?

Answer: Steel casing pipe is specified in the code CSA C22.3 for rail tracks crossings, as steel casing is superior for high-load, high-pressure, and deep applications due to its rigidity and strength.

If a casing pipe with other materials is proposed to use for rail tracks crossings, it must meet the requirements from the clause 11.3.2 in CSA C22.3, also it needs the approval from ONTC and should also meet the requirements from other applicable railway codes/standards.

Item 2: Can all the excavated soils remain on the ONTC property?

Answer: The Contractor is responsible for managing excavated soil in accordance with RFP-Specific Environmental Procedure 01 35 43, Excess Soil Management. However, ONTC has allocated a cash allowance of $100,000, at its sole discretion, to cover soil sampling and hauling only.

Item 3: Would the ONTC consider making a cash allowance to cover the costs of dewatering, sampling, testing, and handling of the groundwater in the excavations?

Answer: No cash allowance will be provided for these items. Respondents are strongly encouraged to rely on the guidance outlined in the environmental report for this matter.

Item 4: Drawing H375313-1000-230-270-0009 details A, B, and C show the rebar from the concrete track upstands and the upper slabs being poured in the bottom slab. This will create a problem for forming, finishing and pose a safety hazard for walking. Can these bars be post-base slab pour installed by drilling and installing them with Hilti Hit?

Answer: Yes, an alternative detail using rebar with mortar/epoxy into the first pour can be provided by Site Instructions or IFC drawings to the successful proponent if requested.

Item 5: Please confirm whether Technology / Cyber Liability Insurance is required for this project. If required, specify the minimum coverage limits and whether this applies to all contractors or only to those providing BAS / controls / network-connected systems.

Answer: This project does not require Technology or Cyber Liability Insurance. This requirement will be removed from the final agreement with the successful proponent.

Item 6: The specifications include detailed requirements for commissioning; however, no specific line item or cash allowance for commissioning is identified in the Schedule of Prices. Please confirm whether all commissioning-related costs, including coordination, testing, and participation by applicable trades, are to be included in the base bid.

Answer: Yes, all commissioning-related costs - including coordination, testing, and participation by all applicable trades - must be included in the base bid

Item 7: Would ONTC consider 115RE rail in place of 90LB rail?

Answer: Revisions of 115RE rail instead of 90RA rail will require significant track and structural design changes, in terms of track profile, rail concrete embedding details, rail base support concrete details, due to the dimension difference between 115RE rail and 90RA rail, notably 1” rail height difference and 3/8” rail base width difference.

Item 8: What are the anticipated wheel loads on the embedded tracks in the RIP track areas?

Answer: ONTC is not anticipating any direct wheel loads on the rip tracks themselves. The work would involve freight cars operating on wheels along the tracks, where the cars may be loaded, rather than imposing wheel loads onto the rip tracks.

Item 9: Per Detail – Rail base plate - Section E – you do not show leveling nuts and washers under the base plate, but they are included in Rail Embedment – Detail – Section 2; please confirm they are to be included.

Answer: Rail fastener detail should see Rail Drawing 224-260-001 Detail 2.

Item 10: Per Detail – Rail base plate - Section E – the center-to-center measurements on the anchor bolts is 204mm, but on Rail Embedment – Detail – Section 2, it shows as 200mm; please advise that they are to be included.

Answer: Rail anchor bolts dimension should see Rail Drawing 224-260-001 Detail 2.

Item 11: Per Detail – Rail base plate - Section E – the base plate dimensions are 203mm x 305mm, but on Rail Embedment – Detail – Section 2, the base plate shows as 300x115; please advise which is correct.

Answer: Rail base plate dimension should see Rail Drawing 224-260-001 Detail 1 and Detail 2.

Item 12: Per Detail – Rail base plate - Section E – the base plate shows 2 leveling holes, and an additional 2 holes that are not labelled, but on Rail Embedment – Detail – Section 2, it only shows the 2 leveling holes; please advise which is correct

Answer: Rail base plate and anchor details should see Rail Drawing 224-260-001 Detail 1 and 2**.**

Item 13: On civil drawing H375313-1000-220-270-0001, it shows the new sanitary line being installed 0.72 meters off the wheelhouse foundation. Using the inverted elevation of civil drawing H375313-1000-220-271-0005, including the bedding of 150 mm of clear stone and 100mm of A gravel, the bottom of the excavation will be 2.54 meters below the existing grade.

Will this cause issues undermining the Wheelhouse Foundation or floor slab with the heavy equipment inside?

Answer: Existing Wheel Shop building foundation wall extends approximately 1.8 m (6 ft) below existing grade at the rear of the building. Foundation depth for the Existing Wheel Shop Building should still be verified in the field. Impact of proposed sanitary trenching excavation on the existing wheel shop building foundation stability should be assessed by a licensed Geotechnical Engineer and if required shoring shall be designed and installed to protect the existing building foundation.

The below-referenced Appendix has been revised to include the pricing for shoring under line item 1.1.3.010.

- Appendix D – Schedule of Prices

The RFP documents have been updated accordingly and are identified below. The revised sections will supersede all previous versions of the corresponding RFP documents.

Delete Document:	**Replace with Revised Document:**
Appendix D – Schedule of Prices	Appendix D – Schedule of Prices (Addendum No. 03)

This Addendum hereby forms part of the RFP.

Regards,

Brinda Ranpura
Procurement Contracts Specialist
brinda.ranpura@ontarionorthland.ca