

IFB Solicitation Number IFB FQ17011/CPR
Date of Issue: August 17, 2016
IFB Opening Date: August 31, 2016

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
600 FIFTH STREET, N.W.
WASHINGTON, DC 20001

August 26, 2016

AMENDMENT NO. 1
TO
Thermite Field Welding Services

TO WHOM IT MAY CONCERN:

A. The solicitation documents accompanying solicitation IFB FQ17011/CPR are hereby revised/changed in part as follows:

Responses to questions that were submitted. Please see attached.

Original signed on August 26, 2016

Kunj Behari Date
Contracting Officer

B. ACKNOWLEDGMENT

Proposers are required to acknowledge receipt of Amendment 1 in writing on the Solicitation Form Acknowledgement of Amendments, page 13 in the solicitation), in the space provided below or by separate letter or facsimile.

Name Date

Company Name

Responses to submitted questions

- A. If the prime bidder is a certified DBE will they still be required to provide the required participation? Or will they not be required to provide any participation besides their own?

A prime contractor that is WMATA certified DBE will not be required to provide the required 26% DBE goal. The DBE status gives him 100% credit towards the 26% goal. A DBE company working as Prime Contractor must ensure to perform 75% management/oversight over other contractors it seeks to bring onto the project.

- B. This contract is for a very specialized service and all independent testing, with the exception of testing of qualification welds, will be performed by others. Can the 26% DBE Goal requirement be lowered or removed completely to allow a non-DBE certified contractor to provide the best possible proposal to the authority?

The DBE goal of 26% set for this contract cannot be lowered or removed completely to allow non-DBE certified contractor to provide the best proposal. There is a process and requirements set in place by WMATA for a contract to seek a waiver of the DBE goal. Please see Section 6 s.6 (c) and attachment B-3 of the solicitation.

- C. This project only requires the contractor to provide thermite weld kits for this project. Thermite weld kits only make up approximately 10% of the total cost of performing a thermite weld. There are also are not any manufacturers of thermite welds that are certified DBE manufacturer. Can the 26% DBE Goal requirement be lowered or removed completely to allow a non-DBE certified contractor to provide the best possible proposal to the authority?

See B above and S.6, S.6(c) Appendix B and Attachment B-3 cite4d above.

- D. We are a non-DBE certified contractor that can provide all of the work in this project in house. We are also a small family owned business that specialized in this type of work. Without the ability to purchase the thermite weld kits from a certified DBE manufacturer it will make it impossible for us to provide the authority the with best possible price.

See B and C above.

- E. We feel a 26% DBE participation goal is excessive on a contract that is to provide a specialized service and will increase the overall cost that WMATA has to pay for this service and may put at risk the quality of work and service that WMATA receives. Can the 26% DBE Goal requirement be lowered or removed to allow a non-DBE certified contractor to provide the best possible proposal to the authority?

See B and C above.

2. Is this project a SBE set aside project?
No, the project not an SBE set aside. SBE set asides are for projects that are less than \$500,000.
3. Will the contractor be paid for the 4 required qualification welds at the unit price or are these incidental to the contract?
Please review Part 2 – Quality Assurance Section G. 3 (copied below)
WMATA has, at its sole discretion, the authority to waive either in whole or in part the requirements for qualification weld testing provided that the Contractor presents information that documents that the welding processes herein, and crews proposed for the Work have passed similar testing within a 12-month period immediately preceding the commencement of rail welding operations. If the contractor cannot provide the above referenced documentation, qualification welds are required in the contract will not be paid for these welds.
4. Will the Authority provide the rail required for the qualification welds or will the supply of the rail for the qualification welds be the contractor's responsibility?
Qualification welds will be performed at WMATA location and the rail will be provided by WMATA.
5. Must each welding crew provide 4 qualification welds or are only 4 qualification welds required no matter how many crews the contractor provides?
A total of 4 qualification welds may be required. If there are 4 crews, each crew that does not meet Part 2 – Quality Assurance Section G.3 will be required to make a qualification weld.
6. Are the qualification weld good the 2 year base contract and the 3 option years or must they be performed each year?
Qualification welds are good for the length of the contract unless issues, such as blown welds or welds failing UT testing occur.
7. Is it correct that the only testing that the contractor is responsible for is the testing for the qualification welds and all other testing will be performed by the Authority?
WMATA will provide ultra-sound testing but please review Part 2 – Quality Assurance Section H.1.
8. Must the contractors welding crews be trained and certified by the manufacturer of the weld kits annually?
No, once documentation is provided stating the welders' technical ability, no other certification/qualification is required.
9. Will the contractor be required to perform any road closures and/or traffic control for this project?
No.
10. How long is the WMATA safety training? How good is the safety training good for? And is there a cost for the training class to the contractor?
4-8 hours, 1 year and no cost.
11. What will be the anticipate work schedule for the welding crews? Will the contractor we required to work nights and weekends? Will the contractor

be required to work 7 days a weeks?

The work schedules vary and may include 24/7 service. For example when welds are required in the Safe Track area, the contractor may have 24/7 access. If the contractor is welding in the Safe Track area 12 hour shifts may be required. The 12 hours may be over a night or day shift dependent upon track availability in the Safe Track area, If 12 hour shifts are required a significant number of open joints (minimum 6) will be available so the contractor is productive. WMATA will work with the contractor to keep to a predetermined schedule.

12. Will the contractor be required to provide multiple crews for this contract?
Multiple crews will be required. If they are each crew will have at least 4 open joints to weld per 8 hour shift.
13. Will the contractor be required to provide any rail, plates, joints bars or other track materials for this contract?
The contractor is not required to provide materials or equipment other than those required to make welds.
14. Will the contract need to provide a piece of equipment for handling the rail plugs if a weld is blown or will WMATA supply?
The contractor should not blow a weld but if they do, WMATA will provide the rail but the contractor is required to make two extra welds at no cost to WMATA.
15. What if anything has changed from the first scope of work for this project?
No
16. Indemnity/Risk of Loss – As written the contractor is agreeing to pay for WMATA negligence. Contract should not be asked to pay for WMATA negligence, can this be removed?
In the first paragraph of the indemnification section it specifically states, "Unless the loss or damage is due to the sole negligence of the Authority." WMATA will not agree to the removal of the clause.
17. Railroad Protective Liability Insurance is written with limits of \$5M/\$10M. Previous requirements have been \$2M/\$6M, the cost on the insurance doubles with this higher limit. Is the new limit needed, this is twice as costly as the lower limit. Can the \$2M/\$6M limits be used?
Insurance requirements are reviewed with the specific details and level of risk with each requirement. WMATA has determined that the a\$5M/\$6M is the appropriate level of coverage. Therefore, the requirement will not be lowered.
18. Wages, Under Terms and Conditions, Chapter IX – Additional Covenants/Legal Requirements, page 69, paragraph 4, there is a Davis Bacon Act requirement for prevailing wages. THEN under paragraph 12, page 73 there is the Living Wage Requirement. There are different rates for both of these. Which rule will apply?
Davis Bacon Act is applicable to this requirement for skilled laborers.
19. Mid-Atlantic Purchasing Team rider clause. What is this and its purpose?
This document allows the contractor an option to extend their prices to the

local jurisdictions should they have a requirement for the same work.

20. Technical Specification – Scope of Work section, page 98. There is nothing noted nor attached here.
The scope of work was added to the back of the solicitation document.
21. Will the work be performed primarily weekends or is this a seven day per week project?
The work schedule will vary all days and hours of the week. They may be working 6 – 12 hours shifts. We set it up so the contract has a minimum of 4 weld in a 6 hour shift. When working in a Safe Track area the expectation is they work a minimum 8 hours but would prefer a 12 hour shift.
22. How many different site work locations are anticipated in the system during the same time period?
The work will be performed wherever there are open joints on WMATA tracks.
23. Will more than one welding crew be required?
It is possible that multiple crews will be required. Each crew will have at least 4 open joints to weld per 8 hour shift.
24. Will work be performed during continuous shifts/outages?
The work schedule will vary and may include 24/7 service. For example when welds are required in the Safe Track area, the contractor may have 24/7 access. If the contract is welding in the Safe Track area 12 hour shifts may be required. The 12 hours may be over night or day shifts dependent upon track availability in the Safe Track area. If 12 hour shifts are required a significant number of open joints (minimum of 6) will be available so that contractor is productive. WMATA will work with the contractor to keep to a predetermined schedule.
25. Does WMATA require a rail puller/spreader for every weld?
No
26. Will there be any rail destressing involved? If yes, who will be responsible for destressing the rail?
No
27. If a rail plug is required at a location, who is responsible for installation of the rail plug?
WMATA will be responsible unless it is because the contract blew a weld. The contractor may be required to do the welding.
28. Will WMATA provide a storage facility or site for the weld kits?
Yes
29. Will the contractor furnished “Independent Testing of Production Field Welds” be required?
- A. The Specifications, Page 15, Part 9.C Contractor furnished “Independent Inspection” of production welds
- Visual Inspection for Alignment of Finished Welds

Yes this is part of the welding process

- Brinell Hardness Test for Field Welds (Pg. 8, Part 2.I.1. test one weld but no more than 10% of weld made per shift)
Yes