

SECTION 1

The following information is provided in response to questions received from various Offerors for Solicitation No. CQ10113-Production Rail Grinding Services. Page numbers refer to the Solicitation's Pages.

NOTE: Company's names are not been identified below: Companies are referred to as "Firms".

Additionally, any answers to questions relating to the Authority's Insurance or Risk Policies will be addressed at a later date.

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Line item 1 (base year and option year)
Daily rate (8 eight)

1. We assume that the daily rate refers to a maximum work shift of 8 hours. Is this true? Also, if for some reason the 8 hour figure is exceeded, would there be provision for an extra charge for working extra hours beyond 8?

Answer- Assumption is correct, there will be many shifts over hours. The bid schedule should have daily 8 hour rate and provisions for hours worked over 8 hours.

Line items 2 and 3 for freight and mobilization

- 2 We can only assume there would be only one charge for freight and mobilization, and that there would only be one mobilization for the entire 120 day program. What happens if WMATA desires to have the 120 days split into two programs (i.e. 60 days x 2)? Can we assume there would be the same charge applied for each of these two programs for freight and mobilization

Answer - There will be no split time. Company will be on the property for 120 days.

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Item 2 e) (number of days)

1. Can we assume that rail grinding will be performed 5 days per-week in most cases? In quoting a price for 120 shifts, we would then assume this would represent about 24 weeks. Is this accurate?

Answer - Yes a minimum of 5 shifts a week, more scheduling can be accommodated.

- 2 Can we assume there would be a minimum of 5 shifts per-week? If there isn't, would there be a provision for some type of standby charge?

Answer- Yes, that is correct, a minimum of 5 shift per week. The stand-by rate is the same as the grinding rate.

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Section 3 Management Oversight

1. The RFP asks to identify “number of qualified Operators and Lead Supervisors.” It goes on to ask for verifications of “certifications” for these people. There is no standard “certification” process for people who work with this type of equipment in North America. What can we provide to satisfy this requirement? Would internal company certification be sufficient?

Answer-YES. If this is your company certification for your employees

Section 4 Railbound Vehicle Qualifications

2. There is reference to “Part III, Section 8.0 SOW” which relates to training. It is supposed to relate to minimum equipment standards. Is there an error in making this reference to Section 8.0?

Answer Prior to beginning work, The successful contractor is required to attend a four (4) hour Right-Of-Way training class. Class will be held at a METRO facility.

3. At the bottom of page 16 in Section 4 there is reference to a vehicle inspection certificate that lists four items. Is this something that is assumed to be a normal part of the railbound grinding unit operations maintenance activities? Or, does WMATA have a standard document that needs to be submitted relating to these areas?

Answer- Pre- award the vehicle maintenance records shall be presented. As well as a WMATA inspection of the vehicle for safe transit operation and dynamic outline clearance test performed at WMATA Alexandria site.

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Section 20 Type of Contract (requirements)

1. This section does not specify any minimum number of days that the contract would be awarded for. Can we assume that there would be some minimum number of shifts guaranteed relative to the specified 120 per-year?

Answer- Contractor will work five days a week which include 5 shifts. More shifts and days could be scheduled, but will not exceed 120 work days.

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1. Item 1.1 refers to “grinding profile by angle/ right and left rails.” What does this mean?

Answer- Profile angles of the left rail and the right rail before and after the grinding process is completed

2. Item 1.1 makes reference to a twelve stone grinding unit that is of proven design and equal to or greater than "industry standards." What standards are being referred to? We do not know of any standard specification that is used in this situation.

Answer- Proven design that is capable of profile grinding utilizing minimal amount to passes that create desired finished profile angles.

3. Item 1.1 (at the end of the second paragraph) makes reference to "rails shall be grinded to achieve 115 lbs rail contour to obtain maximum rail life and ride quality performance." We understand the requirement that the rail needs to be reshaped to the 115 lb contour (within reason taking into account gauge wear conditions which would make it impossible to re-establish the full 115 lb contour), but we cannot make any claims that this will maximize rail life and ride quality performance. This could only be done if we were responsible for specifying the as-ground rail profiles in all sections of track, and we had awareness of wheel profile maintenance procedures, as well as potential involvement in modifying the wheel profile to provide a healthy match with the specified rail profiles. Can we assume that this requirement will be clarified or changed to reflect these important details?

Answer- This section shall be deleted from the Solicitation's Technical Part III, Scope of Work.

4. Item 1.2 requests that a copy of the grinding data collected be provided "at the end of all completed segments of track." Should this not state "at the end of each work shift covering all segments of track worked on indicating if each segment has been completed is partially completed?"

Answer- WMATA request a copy of work and that was conducted by the contractor with profile data at the end of each work shift which includes completed or partially completed

5. Item 1.3 asks the Contractor to identify defects that cannot be removed after grinding has been completed. Does this mean only surface defects such as corrugations, shells, or spalls? We assume that it does not in any way refer to internal defects typically detected by ultrasonic testing.

Answer- Surface defects. WMATA does not require this contract with detecting internal defects

6. Item 1.5 makes reference to clean up efforts after any environmental hazards that are created. Can the specific types of hazards be identified? Can we assume that normal grinding dust generated from the grinding operations is excluded from this demand? The grinding unit has a smoke and dust containment system onboard, but it will not capture ALL of the smoke and dust that is generated during regular grinding operations. We need clarification here.

Answer- WMATA is requiring if a hydraulic line, diesel or oil spills, the contractor will be responsible for any cost, associated fines and clean-up efforts.

7. Item 1.7 makes reference to various work locations and variable work hours. How extreme is this anticipated to be? Would split-shifts be involved? Would there be a need to work both day and night shifts in a given week?

Answer-The hours of all shifts would be from 10:00 pm to 6:00 a.m., but on weekends, shifts may be adjusted to accommodate the subway's closing and openings and may be extended beyond the 6:00 a.m. to allow maximum number of hours that can be worked.

8. Item 1.9 makes reference to providing a "star gauge" to verify grinding patterns and rail grinding profiles during the term of the contract. Is this really what WMATA wants, or would they prefer some gauges that specify the contour of the 115 lb rail section that is mentioned earlier in the RFP? Using such a gauge would provide feedback on how close the as-ground profiles are matching the 115 lb rail contour.

Answer- WMATA would prefer gauges to assist in determining the rail profile angles. "Star gauges" is considered a reference.

9. Section 2.0, item 2.1 makes reference to "real time deliverables" during grinding operations. Does WMATA actually want reports relating to these items to be generated during the work shift, or available at the end of the shift?

Answer- At the end of work shift not any period of time after, unless on each instance

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1. Section 2.0, item 2.1 d makes reference to "rail manufacture information." Does WMATA really want the Contractor to manually inspect the rail to compile this information during grinding operations, which would negatively impact production levels of each work shift, or will WMATA provide that to the Contractor on all rail sections as they are being ground?

Answer- WMATA uses three types: heat treated, controlled cooled and Alloy rail. WMATA wants the rail type documented and captured. This requirement may be waived by the COTOR if it impacts the production process.

2. Section 4.0 Schedules, item 4.1 specifies that the Contractor will be totally responsible for the transportation of the grinding unit to and from delivery locations throughout the system. It also states that WMATA will not pay for any costs associated with the transportation of the unit to and from the job sites. Is this really accurate, taking into account the fact that the grinding unit is "railbound" and that significant trucking and crane costs would be incurred if such moves were really being executed? Is this section really meant for some other type of hy-rail equipment that can feasibly travel by rail and road to all of these work locations? If WMATA really wanted to have the grinding unit moved as specified, then a number of moves would have to be listed on the bid page so that an estimated cost could be provided for such efforts.

Answer- WMATA will not be responsible for delivery cost of equipment of vehicles to and from the property period. Offerors include all related cost in the price proposal.

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1. Item 4.2 specifies “normal” start and end times of night work shifts. These are not 8 hour shifts, and we want to confirm that the fixed rate being requested on the bid page for each work shift is applicable to shifts that are less than 8 hours. Can this be confirmed?

Answer- Sunday through Thursday nights will be from 10:00 p.m. to 6:00 a.m. Weekends will vary base on track availability and could exceed 8 hours.

2. Item 4.2 Note B makes reference to working day time and weekends. We want to confirm that work shifts would not exceed 8 hours, or if they do, that some overtime rate provision would be provided, and that a maximum work shift duration would not be exceeded (i.e. 10 or 11 hours).

Answer- Shifts may exceed 8 hours on weekends up to 12 hours per shift. The bid Schedule should have daily 8 hour rate and provisions for hours worked over 8 hours.

3. Section 5, item 5.1 makes reference to calibration procedures being requested by WMATA relating to the grinding unit. It indicates these calibration procedures should be done “before each production grinding process.” What does this mean? Before each work shift? Once a week? Other information in this section appears to be confusing. Reference is again being made to rail information such as CC or HT, which would slow down grinding operations unless this is being provided to the Contractor during each work shift.

Answer- This is how your company will check and validate the requested rail profiles to what is actually being grind? QA procedure

4. Section 5, item 5.2 f makes reference to “grinding profile angles on LEFT and RIGHT rails (direction of normal traffic). What is being requested here? All rail is supposed to be ground to the 115 lb profile. Does WMATA want confirmation that the achieved post-grind profile shape is within some specified tolerance (i.e. something like +/- 0.5 mm) of the desired 115 lb rail profile using a laser based optical rail measuring system which overlays actual rail profile versus desired (115 lb) profile.

Answer- YES, if this is how your company validates the information

5. In Section 5 does WMATA also want to have some documentation of all rail that is ground relating to corrugation conditions before and after grinding? Would an automated measuring system which measures these corrugation levels be desired? If so, what tolerance would be required for corrugation removal (i.e. to what level would corrugation need to be reduced to be acceptable to WMATA)?

Answer- Yes. Anything greater the .001mm

6. In Section 5 does WMATA want to include in the “Quality Assurance Plan” the ability to measure surface crack conditions on the rail before, during, and after grinding is completed on all sections of track? This type of measuring system can measure micro cracks that aren’t visible to the naked eye, and provides both the Contractor and WMATA with a very

significant enhancement to the level of quality assurance provided during daily grinding operations.

Answer- Not a requirement but WMATA will accept this data if collected

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7. Item 6.4 makes reference to "AREMA Standards" for railbound equipment with respect to the supply, operation, and maintenance of this type of equipment. What document is being referred to from AREMA? We believe there may be an error here as AREMA provides standards and specifications which relate to the manufacture and maintenance of rail and not any railbound equipment. Please clarify.

Answer- WMATA is referring to AREMA railbound equipment standards. Proper lights, rail wheels conditions. Brakes, etc

8. Section 7, item 7.4 makes reference to water being provided for fire suppression. Will WMATA be providing any supplemental fire protection equipment, such as a hy-rail vehicle (or railbound) that would have both water storage and cannons/hoses used to fight fires that may start somewhere away from the grinding unit? Such a unit is typically a water truck that follows behind the grinder to put out any smoldering fires or sparks that are not extinguished by the water applied by the grinding unit.

Answer, Supplemental water will be provided when rail grinding on wooden crossties. Supplement water will not be routinely provided when rail grinding our tunnel sections or concrete bridges.

Section 2,

Solicitation Instructions

1. e. Please clarify if the 120 days stated are solely work days or if the 120 days includes weekends and holidays? Generally, our equipment works five (5) days per week, ten (10) hours per day.

Answer - 120 days would be work days, (five days a week, eight hour days)

11. b. (2) Firm is a privately owned corporation that does not release its financial statements to third parties. Firm has worked with several other agencies providing limited financial information to attest to Firm financial capacity to carry out the scope of the work being bid.

Answer - The Authority requires that Pre Award Data be submitted in order to determine Offerors' (Firm) financial ability to perform contract requirements.

13. a. For the same reasons stated above, Firm requests the deletion of the second sentence of this paragraph. [See above answer for this response](#)

Part II, Section 1 – General Provisions

9. Do prevailing wages apply? If so, it is essential the Authority provide the appropriate wage schedule and rate.

Answer - For this requirement, at a minimum, Offeror is required to comply with Section 28, Living Wage of the Solicitation,

14. b. & 20. g. (1)

Firm requests this clause be deleted. Contractor will not charge for services performed below specification or prior to Firm leaving property, Firm will regrind any areas determined to be nonconforming. In addition, this appears to be covered by Section 20 (e)

Answer -All areas that are not re-grind as required will be identified prior to contractor leaving property.

18. a. & b (2) It is our experience that our services are not taxable and therefore our rates are exclusive of taxes. We request that any taxes are paid by the Authority.

Answer - Sufficient information has not been provided regarding the Firm's tax exemption status in order for the Authority to respond..

Part II, Section 2 – Special Provisions (2nd set of questions)

13. Firm believes it is more equitable if the contract language were to reflect liability is shared based on the extent of each party's negligence.

Answer- As this is a negotiated procurement, a response will be provided prior to contract award.

14. 3. Firm believes it is more equitable if the contract does not include primary and noncontributory language.

Answer - As this is a negotiated procurement, a response will be provided, prior to contract award

14. 4. Firm requests written approval or our \$2 million self insured retention.

Answer – As this is a negotiated procurement, a response will be provided, prior to contract award

14. Firm request the words “or any exclusions to the policy that materially change the coverage” be deleted and Firm be allowed to provide five (5) days notice rather than two (2) weeks. Lastly, to clarify, our automobile coverage as \$1m on our primary policy with the remainder of the coverage on our excess policy, which meets the requirements.

Answer - As this is a negotiated procurement, a response will be provided, prior to contract award

27. a. Firm requests a copy of the Metro Construction Safety Methods Manual and Metrorail Safety Rules and Procedures Handbook.

Answer – Not applicable for the procurement

28. d. (2) Firm requires confirmation from the Authority if the \$12.81 per hour applies or another wage schedule is appropriate.

Answer - Applicable wage is “the Living wage” @ \$12.81 per hour.

Scope of Work/Contract Requirements:

1.1, Paragraph 1 Firm requests to bid its L – Series, 8 stone rail grinder with 30HP grind motors, which is comparable to a 20 stone grinder with 20 HP motors. We have utilized this equipment on similar transit rail grinding projects, such as SEPTA, MBTA, and NFTA.

Answer – The solicitation contains a “Brand Name or Equal Product” provision: See Part 1, Section 22.

Does WMATA have a designed rail template or a desired profile for Firm to consider?

Answer- Re-grind to the scope of work requirements of 115 lbs. rail (cross section) BALL OF RAIL original CONTOURS attachment see exhibit "A" figure #5 for.

1.8 Firm uses gas powered pumps to obtain water for our grinders. Will this be an issue?

Answer - Yes, refer to Section 11, of the Scope of Work, of the RFP.

8.0 All Firm employees obtain railway safety training that meets the FRA and Class 1 Railroad guidelines for employee safety. Is this "Right of Way" training class specific for the Authority as stated in Part II, Section 2 – Special Provisions 9?

Answer - Please refer to Section 8.0 in the Scope of Work