

# **THE PORT AUTHORITY OF NY & NJ**

PROCUREMENT DEPARTMENT  
2 MONTGOMERY STREET, 3<sup>RD</sup> FL.  
JERSEY CITY, NJ 07302

5/20/2013

## **ADDENDUM # 2**

To prospective Bidder(s) on **Bid # 33128** for PATH TRACK TURNOUTS,  
CROSSOVER AND HOLLOW STEEL TIES PER CONTRACT REQUIREMENTS

Due back on 5/29/2013, no later than 11:00 AM

### **I. CHANGES/MODIFICATIONS**

The following changes/modifications are hereby made to the solicitation documents:

**NOTE: THE NEW BID DUE DATE AND TIME IS MAY 29, 2013,  
NO LATER THAN 11:00 AM**

### **II. BIDDER'S QUESTIONS AND ANSWERS**

The following information is available in response to questions submitted by prospective Bidders. The responses should not be deemed to answer all questions, which have been submitted by Bidders to the Port Authority. It addresses only those questions, which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by a Bidders does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction, or implication with respect to the terms.

The Port Authority makes no representations, warranties or guarantees that the information contained herein is accurate, complete or timely or that such information accurately represents the conditions that would be encountered during the performance of the Contract. The furnishing of such information by the Port Authority shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever and each Bidder, by submitting its Bid, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever. Accordingly, nothing contained herein and no representation, statement or promise, of the Port Authority, its Commissioners, officers, agents, representatives, or employees, oral or in writing, shall impair or limit the effect of the warranties of the Bidder required by this Bid or Contract and the Bidder agrees that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever.

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The Questions and Answers numbering sequence will be continued sequentially in any forthcoming Addenda that may be issued.

<i>Question # 2</i>	I noticed Line 4 calls for Hollow Steel Ties (universal design).Are these in addition the Hollow Ties that are to be supplied in items 1-3 ?
<i>Answer # 2</i>	There are no extra hollow steel ties to be delivered.
<i>Question # 3</i>	I noticed Line 4 calls for Hollow Steel Ties (universal design). Hollow Steel Ties are unique to both the #10 and #15 (not universal).
<i>Answer # 3</i>	Hollow steel ties are to have the same design for all turnouts, being unique for the #10 and #15 because of different length of switches.
<i>Question # 4</i>	Are 6 Schwihag roller plates on the no 10's acceptable.
<i>Answer # 4</i>	Rollers shall ensure reliable operation of the switch points throughout all wear stages of the economical lifetime of the switch plate and switch machine.
<i>Question # 5</i>	Are 6 Schwihag roller plates on the no 15's acceptable
<i>Answer # 5</i>	Rollers shall ensure reliable operation of the switch points throughout all wear stages of the economical lifetime of the switch plate and switch machine.

<i>Question # 6</i>	Are no weld straps over point FBW acceptable; this has never been done in the past.
<i>Answer # 6</i>	Weld straps are not required at flash butt weld at switch point.
<i>Question # 7</i>	Are the extended lengths for the spare part that are required to be an additional 2'-0".
<i>Answer # 7</i>	Yes, All replacement stock rails, points, and frogs shall be furnished 2 feet longer than the original design length at each rail end except point of switch. Each of these extended rail ends shall be left blank.
<i>Question # 8</i>	Painting all switches, rails and frogs with bituminous black is normally required for overseas shipments due to the salt water potential. If this material is made here is it required.
<i>Answer # 8</i>	All specified material shall be painted.
<i>Question #9</i>	Is it acceptable to make the HST's between #10 and #15 turnouts similar

	and use common components as much as feasible without being identical.
<i>Answer # 9</i>	In general, standardization of HST's is desirable but not at the expense of functionality and maintainability. Acceptability of common components will be worked out during shop drawing review.
<i>Question# 10</i>	Is it acceptable to connect the rotary assist connecting rods to the second rod and not directly to the throw rod from the A-5 machine to provide the full stroke to the rotary assist ?
<i>Answer # 10</i>	NO.
<i>Question# 11</i>	Regarding " All turnouts shall be fully floor assembled". We are taking that to mean all the trackwork EXCLUDING the standard concrete ties and rail that attaches to it and wood tie transitions. Please confirm.
<i>Answer #11</i>	Confirmed. The layout need not include standard concrete or timber ties.

This communication should be initialed by you and annexed to your Bid upon submission.

In case any Bidder fails to conform to these instructions, its Bid will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

LARRY WAXMAN  
COMMODITIES AND SERVICES DIVISION

BIDDER'S FIRM NAME: \_\_\_\_\_

INITIALED: \_\_\_\_\_

DATE: \_\_\_\_\_

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO LARRY WAXMAN, WHO CAN BE REACHED AT (201) 395-3951 or at Lwaxman@panynj.gov.