ADDENDUM # 2

To prospective Bidder(s) on Bid # 40902

TITLE: CRANE CAR FOR PORT AUTHORITY TRANS HUDSON (PATH), MANUFACTURE AND DELIVER.

Note: These items/services may be Federally funded in whole or in part. Accordingly, the Federal requirements will be required as part of the agreement and will be applicable to the performance of such service/supply of such items.

NOTE: NEW BID DUE DATE 03/03/2015.
no later than 11:00 AM

Originally due on 1/15/2015, no later than 11:00 AM

CHANGES/MODIFICATIONS

PART V- SPECIFICATIONS, TABLE OF CONTENTS SPECIFICATIONS FOR CRANE CAR.

Section 9.0 BRAKES
DELETE ITEM 1 IN ITS ENTITRTY.
INSERT AS REPLACEMENT ITEM 1:
The Car shall be equipped with fail safe spring applied, power released brakes on all wheels. Service brakes shall be progressive in force application.

Section 9.0 BRAKES
DELETE: ITEM 6 IN ITS ENTIRITY. INSERT; “RESERVED”
DELETE: ITEM 7 IN ITS ENTIRITY. INSERT; “RESERVED”

Section 15.0 CABIN:
DELETE ITEM 2., “a speedometer shall be required at the console”.
INSERT: “RESERVED”. 
Section 15.0 CABIN, C. CONTROLS; ITEM 6.
DELETE IN IT’S ENTIRITY: “Remote uncoupler for the front and rear coupler.”
INSERT: “RESERVED”.

Section 21.0, CRANE PERFORMANCE:
DELETE FIRST SENTENCE:
Crane performance on a 100 foot radius curve and superelevation if 6 ½ inches.
INSERT AS REPLACEMENT FIRST SENTENCE:
Crane performance on a 110 foot radius curve and superelevation of 5 inches.

Section 22.0, ENGINE AND POWER TRAIN
ITEM 2. DELETE AS ORIGINALLY SHOWN.
INSERT AS ITEM 2 REPLACEMENT: “The engine of the Crane Car shall have adequate horsepower to operate all functions as intended.”

Section 22, ENGINE AND POWER TRAIN
ITEM 3. FIRST SENTENCE, BEFORE THE WORD ”Car” INSERT the word “Crane”

I. 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 therefore 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 therefore in any manner whatsoever.

The Questions and Answers numbering sequence will be continued sequentially in any forthcoming Addenda that may be issued.
| **Question #11** | 5.0 General Parameters, Page 5 Maximum curve superelevation 5 inches.  
21.0 Crane Performance, Crane performance on a 100 foot radius curve and superelevation of $6 \frac{1}{2}$”  
What is correct superelevation, 5 inches or $6 \frac{1}{2}$ inches. |
| **Answer # 11** | Section 21.0, first sentence, change to read as follows: Crane performance on a 110 foot radius curve and superelevation of 5 inches. |
| **Question #12** | Statement: The standard length of a timber tie is 8’6” and the length of a concrete tie can be 8’3” or 8’6” If the car & crane are to be designed to carry a track panel, what exception will be given for the allowable width? |
| **Answer #12** | PATH standard tunnel tie is 8’3”. Please refer to paragraph 5, last section which reads * These dimensions may change if the Contractor can satisfy the Project manager that the Car can go around a 110 foot radius curve with the bench wall located 2’11” from the gauge of track and third rail is in its highest position. |
| **Question #13** | Section 9.0, Entire Section Items #1 thru 9, As this is a non powered car, please advise what parts of this section pertains to this specification? |
| **Answer #13** | Section 9.0 Brakes, change the first paragraph to read as follows: The Car shall be equipped with fail safe spring applied, power released brakes on all wheels. Service brakes shall be progressive in force application. |
| **Question #14** | Section 15.0 Cabin, paragraph #2, “A speedometer shall be required at the console.” Why is a speedometer needed as the travel speed of the crane on the car is measured in feet per minute? |
| **Answer #14** | Section 15.0 Cabin, Delete paragraph #2 completely. |
| **Question #15** | Section 15.0 Paragraph #8, A red emergency shut down control shall be quickly accessible to both the operator and the pilot. The shutdown control must stop the engine and apply all system braking on the Car as well as the PATH powered Diesel Vehicle.  
Statement: The red emergency shutdown control will be designed to shut down all functions of the crane, however, as there is no physical connection between the Crane & the Car other than the rack and pinion system that the crane will use to traverse on the Car, the only possible way of doing this would be with some type of radio remote between the Crane and the PATH powered Diesel Vehicle(s). Please advise?  
A5. When air is released from the Crane Car, the PATH powered Diesel Vehicle can sense this, shutting down power and applying brakes. |
| **Answer #15** | When air is released from the Crane Car, the PATH powered Diesel Vehicle can sense this, shutting down power and applying brakes. |
| Question #16 | Section 15.0, paragraph # 9, First Sentence,  The operator’s console shall contain all other instruments and controls necessary to operate forward and reverse motion of the work train in a safe manner.  
Statement: Note statement for paragraph #8. |
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<td>Answer #16</td>
<td>Section 15.0, paragraph #9, See Addendum #1 dated 1/12/2015, page 2 which reads as follows: “The operator’s console shall contain all other instruments and controls necessary to operate the Crane Care in a safe manner.”</td>
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| Question #17 | Section 15,paragraph 9.C, #6, Remote uncouple for front and rear coupler.  
Statement, Note statement for paragraph #8 |
| Answer #17 | Section 15,paragraph 9.C delete completely item #6 which now reads, “Remote uncoupler for the front and rear coupler.” |
| Question #18 | Section 15.0, paragraph #12, A buzzer and speaker box shall be installed in the Cabin in order for the operator to be able to communicate with the PATH Diesel Vehicle when the equipment is traveling in the reverse direction.  
Statement, Note statement for paragraph #8 |
| Answer #18 | Section 15.0, paragraph #12. Contractor is required to supply a buzzer and speaker box with cable running to the end of the car for PATH to wire to its Diesel Vehicle. |
| Question #19 | Section 22, Engine & Power train, Paragraph #2 & #3, The engine of the Car shall have adequate horsepower to operate when subjected to the conditions of Section 6.2 and shall have a rating of not less than 250 brake horsepower at 2400 RPM and 640 Ft.lbs. of torque at 1400 RPM. Statement and Question: Cranes of this type and capacity normally incorporate an engine with a brake horsepower of 150 and 200. Is the 250 hp engine necessary?  
As this is a NON POWERED Vehicle, the word “CAR” in both paragraphs #2 & #3 should be changed to “CRANE” |
| Answer #19 | Section 22, paragraph #2, delete in its entirety and replace it as follows: “The engine of the Crane Car shall have adequate horsepower to operate all functions as intended.”  
Section 22, paragraph #3, delete the word “car”, and replace it with “Crane Car” |
| Question #20 | Section 36.0 Repair Parts and Service, Paragraph D, Sentence #2,  
The Contractor at the time of delivery of the Crane Car shall also provide a “Track Panel Lifter”  
Question, Does PATH have a design for the a “Track Panel Lifter” or is it the Contractor’s responsibility to design one. |
| ANSWER#20 | It is the Contractor’s responsibility to design one. |
| QUESTION #21 | Is it necessary that the crane traverse over the load on the car? |
| Answer #21 | No |
| QUESTION #22 | If the Crane & Car could be designed to transport a track panel and “Track Panel Lifter”, would it be allowable to have the panel extend over the open end of the Crane Car (approximately 30 to 36 inches) while traveling? |
| ANSWER #22 | No, the coupler must be free on the Crane Car end if it is required to be coupled to. |
| QUESTION #23 | If the current specifications are not changed, it will be impossible to transport a track panel on the Crane Car due to tunnel Clearances. Need further explanation as to why it does not fit. |
| ANSWER #23 | PATH’s current Crane Car fits. |
| QUESTION #24 | Please advise total load the crane is to pick. NOTE: As designed the Crane is based as a 5 ton capacity (10,000 lbs.) The approximate weight of a 39 foot concrete tie panel based on using 141 lb. rail, (3659 lbs.) and 17, 8’3” concrete ties is 11,050 lbs. (650 lbs. per tie) |
| ANSWER #24 | With PATH’s tunnel ties and rail, maximum weight is under the 10,000 pound load. |
| QUESTION #25 | Will the crane be used outside of the tunnel for “Free on Rail” over the side picks over the side of the car on both tangent and superelevated tracks and if so what would the approximate weights be? |
| Question #25 | See addendum #1 dated 1/12/2015 which says” Page 2, 1.0 GENERAL, 3 REQUIREMENTS: after the end of the third sentence ending with the words “width and weight” INSERT: The Crane Car shall be able to move in PATH tunnels when boom is fully extended from the face of the coupler with a weight of 10,000 lbs. without any outriggers and in the open area must be able to lift 10,000 lbs. with the boom extended 25 feet in any position of the 360° rotation, outriggers may be used. In the travel and storage position, the crane and any of its appurtenances cannot extend past the end of the Crane Car. The crane and all of its appurtenances must be able to stay inside of the clearance envelope of the PA4 car at all times when working in the PATH tunnel. |
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.

Kathy Leslie Whelan
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. BID #40902, ADDENDUM #2