

THE PORT AUTHORITY OF NY & NJ

PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

1/22/2015

ADDENDUM # 2

To prospective Bidder(s) on Bid # 40724 for Track Inspection Car

Due back on 3/13/2015, no later than 11AM
Originally Due Back January 8, 2015

CHANGES/MODIFICATIONS

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

The bid due date has been changed to March 13, 2015 and bids are due no later than 11AM.

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

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Question # 1	Due to our current production schedule, delivery can be made within 24 months. We will do everything to try to make the delivery time shorter. Is this acceptable to PATH?
Answer # 1	Yes, this will be acceptable.
Question # 2	In Technical Specifications, Section 15.2.2 Drawings for the CBTC were of poor quality to view. Can a site visit be arranged to view the CBTC on a similar vehicle?
Answer # 2	PATH does not have a similar vehicle with the CBTC. The drawings and pictures supplied were to represent what is being installed on PATH PA5 cars. The actual installation on the Track Inspection Vehicle will be similar, but different.
Question # 3	In Federal Transit Administration Required Contract Provisions, Section 23 – Buy America Certification is required?
Answer # 3	Please refer to Part I, Section 2.
Question # 4	If Buy America cannot be met, can a waiver be granted and or accepted?
Answer # 4	Please refer to Section 23 of the FTA Terms and Conditions.
Question # 5	Please confirm the standard gauge 56.5” or 56.25” as specified in Sections 1.14.2.3.2? There is contradicting between imperial and metric measurements?
Answer # 5	Standard gauge is 56 ½”.
Question # 6	In Section 1.14.2.1 – and Section 1.14.2.3 there is two different correct minimum radius cited. Please confirm the correct minimum radius as it is specified in Section 1.14.2.1 as 90ft, but in Section 1.14.2.3.3 as 100ft +/- 5ft
Answer # 6	The vehicle must be able to travel around a 90 foot radius and test to a 100 foot curve.
Question # 7	Section 15.1 Attachment 1 – Drawing# 2P395305 Car body kinematic Envelope shows a maximum height of 3585.5 mm (11 feet 8-13/32 inches) Attachment 3 – PA-4 Facts shows a maximum height of 3585.5 mm (11 feet 8-13/32 inches) Attachment 4 – Drawing 3 WPS 124 – Equipment Clearance shows 10’-6” above top of rail What is the allowable maximum height above top of rail allowed measured at the centerline of the Track Inspection Car? Eleven feet above top of rail is not achievable whereas the 11 feet 8-13/32 inches is.
Answer # 7	Section 1.12 Change Car Height from 11.0 to read “See Attachment 3”

Question # 7	In regards to Section 15.2.1 “CBTC specifications for the Track Inspection Car”, what is the allowable minimum length allowed for the Track Inspection Car to meet the CBTC system requirements?
Answer # 7	The is no minimum length of the Track Inspection Car. The Contractor is required to determine the length of any car design to fits the clearance envelope of PATH as described in the specifications.
Question # 8	In regards to Section 5.2.4: The Track Inspection Car shall be capable of negotiating a 5 ½% grade at 25 mph or better: Specifications require minimum speed of 25mph on a 5.5% grade. The machine is capable of a maximum speed of 16mph on a 5.5% grade. Space does not allow for a 2 nd engine to be installed. Is that acceptable to PATH?
Answer # 8	In Section 5.2.4, please delete the entire section and insert the following: The Track Inspection Car must be capable of negotiating and maintaining a minimum of 15 mph or better on a 5 ½% grade.
Question # 9	Section 1.14.2.1 – and Section 1.14.2.3 refer to two different minimum radius curves. Please confirm the correct minimum radius.
Answer # 9	In Section 1.14.2.3.3: Change Yards, delete 100feet +/- 5 ft. to read, 95 feet +/- 5 feet (travel only) Change Minimum radius of reverse Curve, delete 110 feet +/- 5ft to read 115 feet with no transition Change Radius of Smallest Turnout, delete 110 ft. +/- 5 ft (33.5 m +/- 1.5m) (number 3.5698 switch) to read 126 feet +/- 5 feet (number 4 switch)
Question# 10	In the Technical Specification, Section 11.1 it states “In order to determine the location of the Track Inspection Car, the unit must be capable of using the PATH transponders from the PATH CBTC system, as well as accepting manually entered locations.” Please provide information on the PATH transponders, as to what they are, who supplies them and what is required to read them.
Answer # 10	The transponders are installed between the running rails. They are "passive" devices that has the location of their installation programmed. The location is read by the Transponder Interrogator Antenna (TIA) as it passes over the transponder. The TIA is installed on all PA-5 A cars and will require to be installed on the locomotives and Inspection Car. The transponders are supplied by Siemens and installed as part of the PATH Signal program.
Question# 11	In the Technical Specification, Section 11.1 it states “The list of events shall be identical to the one used by PATH’s TGC1 Car.” Please provide a list of the events used by the PATH TGC1 car.

Answer # 11	Section 11.1, fifth paragraph, delete the second sentence in its entirety “The list of events shall be identical to the one used by PATH’s TGC1 Car.”
Question# 12	In the Technical Specification, Section 11.2.3 it states that the Rail Profile Measurement System must be able to measure “rail cant and rollover angle”. Please define the rollover angle.
Answer # 12	Rollover angle is defined as: “The situation reached when all the wheels on one side of a vehicle reach 100% unloading with their running rail and the whole weight of the vehicle is supported by the wheels on the other running rail.”
Question #13	In the technical specification, Section 11.2.4.1 it states “The software used by this system shall be capable of storing, displaying and analyzing the collected data with capabilities enhancing (or similar as a minimum) those present in the existing tunnel offboard analyzing system in use by PATH.” Please provide information on the existing software.
Answer #13	Section 11.2.4.1, seventh bullet, change the first sentence to read as follows: “The software used by this system shall be capable of storing, displaying and analyzing the collected data.”
Question #14	In the Technical Specification, section 11.3.1 it states “The Computer System shall have an offboard computer system with graphical capabilities to analyze, play back, create reports, etc. in an office environment, similar to and compatible with existing PATH’s offboard software.” Please provide details of the existing PATH offboard software.
Answer # 14	Section 11.3.1, first paragraph, change the first sentence to read as follows: The Computer system shall have an offboard computer system with graphical capabilities to analyze, play back, create reports, etc. in an office environment.”
Question #15	Would PATH accept an alternate milestone payment schedule?
Answer # 15	Please see Part I, Page 4 in regards to exceptions or conditions imposed.
Question# 16	Is it possible to utilize PATH’s insurance for this project?
Answer #16	This is not acceptable. Additionally contractor is required to perform testing on PATH system as well as training which is why Railroad Insurance is also required.
Question #17	Please explain the “bench wall”. What is the height of the bench wall and is it shown on any of the drawings included with the packet?
Answer# 17	See Attachment 4- Drawing #WPS124. Equipment Clearance shows the tunnel wall/bench wall at 2’11”.
Question #18	Measuring system equipment needs to be installed on the trucks of the Track Inspection Car. To check whether it is feasible to install standard measuring equipment, it is necessary to know the exact clearance in the area of the truck. Can PATH please provide a drawing showing the clearance requirements in the area of the trucks, preferably in a CAD format?

Answer#18	The different third rail drawings are included in the specification for the Contractor to determine the clearances. The Contractor should be able to use these drawings and apply them with the tunnel clearances to determine the clearance required.
Question# 19	<p>Section 2.1.8 specifies the following coupler</p> <p style="padding-left: 40px;">Each end of the Track Inspection Car shall be provided with a mechanical Coupler with rubber draft gear element of WABCO, Part #057719-3001, and yoke (Part # 0698750</p> <p>Section 4.1.3 specifies the following coupler</p> <p style="padding-left: 40px;">The coupler to be used shall be the Ohio Brass Form 8501 hook type as manufactured by Wabco Transit Division, or approved equal. Wabco part numbers are as follows: Mechanical Coupler 57726-3002 Anchorage 57700-3001 Anchor Bolt Assembly 57796-3002 Radial Carrier 58793-3001 Centering Device (left and right hand) 57754-3001</p> <p>Which coupler is required to be installed on the Track Inspection Car?</p>
Answer # 19	<p>The coupler from section 4.1.3 is required.</p> <p>Additionally, Section 2.1.8, delete the first sentence and replace it as follows: “Each end of the Track Inspection Car shall be provided with a mechanical Coupler as described in section 4.1.3 and adjusted to 34 ½” on knuckle centerline above the rails, 28 ½” from the center of the pin.”</p>
Question #20	From our understanding, CFR 89 regulates Diesel engines up to TIER 3. Can we thus assume that we can use a TIER 3 engine, although the latest EPA requirements are TIER 4 which is regulated under CFR 1039?
Answer #20	In regards to Section 5.3 Diesel Engines, The engine must conform to Tier 4. Delete CFR 89 and insert CFR1039.
Question #21	<p>5.9 Hydraulic system –</p> <p>The hydraulic system shall be designed to provide power for transport operation. The Track Inspection Car shall be equipped with suitable hydraulic pumps. The hydraulic system shall be dual filtered and shall operate at a pressure sufficient to operate the equipment. The Track Inspection Car shall be equipped with a hydraulic tank of adequate capacity.</p> <p>Would PATH allow alternative drive systems to the hydraulic drive specified as proposed below?</p> <ol style="list-style-type: none"> 1. Electric drive system powered from the third rail in lieu of a diesel engine. 2. Mechanical drive system utilizing a diesel engine driven

	transmission.
Answer #21	PATH does not intend to operate this car under third rail power, therefore item 1 is not applicable. In reference to Item 2, PATH would seek clarification as to how the contractor would propose to connect the engine to the transmission. With past equipment on PATH, a drive shaft did not work on vehicles around 50 feet long due to the small radius on PATH curves. The Contractor must be able to show that a mechanical type system would work on PATH.
Question #22	Corrugation of running rail surface is listed as a parameter to be reported. There is no further reference to this parameter in the remainder of the specifications. Please clarify if corrugation shall be measured with a system reporting the depth of the corrugation or if PATH wants a corrugation indication by means of accelerometers.
Answer # 22	Section 11.1 General: At the end of the section, add the following: Corrugation shall be measured with a system reporting the depth and wavelength of the corrugation.
Question#23	Because of the requirements for the tunnel clearance system, we would like to know if a digital track center-line file of the PATH network with milepost and curvature information could be provided to the successful contractor.
Answer#23	At this current time PATH is not outfitted with this type of technology, but does have milepost and curve information that can be supplied either now (by request) or after award.

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

KATHY LESLIE WHELAN, ASSISTANT DIRECTOR
COMMODITIES & SERVICES
PROCUREMENT DEPARTMENT

BIDDER'S FIRM NAME: _____

INITIALED: _____

DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO RENE MUNOZ, WHO CAN BE REACHED AT (201) 395-7366 or at ReMunoz@panynj.gov.

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