

THE PORT AUTHORITY OF NY & NJ
PROCUREMENT DEPARTMENT
2 MONTGOMERY STREET, 3RD FL.
JERSEY CITY, NJ 07302

3-23-15

ADDENDUM # 2

To prospective Bidder for Bid # 41672 entitled, "Construct and Deliver Two (2) Barge-Type Rail Car Floats for the Transport of Rail Cars":

Due back on 4/7/2015, no later than 11:00 AM

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.

Q1: The contract drawings show a hull knuckle existing right on the bulkhead plate at frame 36. This detail would dictate a bent side plate in that area. Will the Port Authority accept a welded knuckle either 6 inches forward or aft of that bulkhead but not on the bulkhead?

A1: Construction joints are not shown on contract drawings. A welded hull side plate knuckle either 6 inches forward or aft of transverse bulkhead 36 is acceptable. All plate splice welds shall be full penetration welds except those shown otherwise on the contract drawings.

PS11All

Q2: Are the transverse stiffeners forward of frame 34 intercostal?

A2: Yes, transverse deck stiffeners forward of frame 34 (shown on Drawing S004) are intercostal.

Q3: Are the doublers shown underneath the rails on deck shipyard provided?

A3: Base plate doublers shown underneath the rails are not part of this Contract. Railcar tracks will be installed by others after delivery to the Greenville Yard.

Q4: Throughout the Contract plans, the stiffeners ending at bulkheads are attached with through brackets. ABS River Rules call for adequately developed section with resistance to bending. Can an alternative be accepted?

A4: Only the 9 deck longitudinal girders and 5 bottom plate longitudinal girders are connected with through brackets at bulkheads. This is required in order to satisfy the required mid-ship section modulus. The deck and bottom longitudinal stiffeners (L6 x 4 x 1/2") do not have through brackets at bulkheads. See Drawings S013 and S015.

Q5: Will the required stability test be conducted before or after the rails, doublers and car stops are installed by others?

A5: The required stability test is to be conducted at the shipyard before the rails, doublers and car stops are installed by others.

Q6: Will Autocad drawings in either .dwg or .dxf format be available to the selected contractor?

A6: Autocad drawings in .dwg or .dxf formats will be provided to the selected contractor for information purposes only and are subject to Port Authority guidelines and restrictions.

Q7: In Section 14 (Commissioning Tests) How does a contractor know the Contract design provides proper and reliable functionality?

A7: The contractor is responsible for commissioning and thus examining the reliable functionality of the car float. If the functionality is improper, the Authority will investigate if it is due to improper design or improper construction. The contractor is responsible to resolve issues relating to improper construction at no additional cost.

Q8: What is the definition of proper floatation, lightship freeboard, lightship pitch (trim?) and heel?

A8: The Hydrostatic Stability Analysis will be provided to the selected contractor upon request for information purposes only. The expected freeboard, pitch and heel are indicated in the stability report.

Q9: What is the definition of proper interface performance with mooring and berthing facilities?

A9: The car float shall be examined for proper mooring to the berth mooring points, proper alignment, fit and connection to the connecting pins at bridges without any issues including but not limited to misalignment and inability to secure the car float to the existing bridges. If there is an issue, the Authority will investigate if it is due to improper

design or improper construction. The contractor is responsible to resolve issues relating to improper construction at no additional cost.

Q10: What is the definition of proper performance with the tug boat?

A10: The car float shall be examined to be tied up to and pushed by the tug boat without any issues. If there is an issue, the Authority will investigate if it is due to improper design or improper construction. The contractor is responsible to resolve issues relating to improper construction at no additional cost.

Q11: What is the minimum freeboard expected when fully loaded?

A11: Per the Hydrostatic Stability Analysis the minimum freeboard is expected to be 6' 7".

Q12: Will the current ABS approved drawings be provided in Autocad format?

A12: Autocad drawings in .dwg or .dxf formats will be provided to the selected contractor for information purposes only and are subject to Port Authority guidelines and restrictions.

Q13: Will the current Strength Analysis report cited in the ABS letter be provided?

A13: The requested information will be provided to the selected contractor upon request for information purposes only.

Q14: Is the intention to have the contractor re-submit on its own drawing format the drawings already approved by ABS that are provided in the IFB?

A14: Bid as per contract documents. Working drawing submittals to ABS by the contractor is specified to ensure that the contractor's drawings comply and are in accordance with the ABS approved contract drawings and ABS requirements for certification of the car floats.

Q15: If the drawings are to be resubmitted, ABS may require the contractor to also provide all of the back-up calculations. Does the Port Authority intend for that to occur, which would mean that the engineering cost would have to be covered in the pricing?

A15: Bid as per contract documents. Working drawing submittals to ABS by the contractor is specified to ensure that the contractor's drawings comply and are in accordance with the ABS approved contract drawings and ABS requirements for certification of the car floats.

Q16: If the drawings are to be resubmitted, will the Port Authority provide the original AutoCAD drawings?

A16: See previous answer number 16.

Q17: The current ABS approval letter is good for one year from its date of signature (16 JAN 15) for contract award. Does the Port Authority intend on working within this window to avoid re-submittal to ABS?

A17: It is anticipated that contract award will be prior to the current termination of the ABS approval letter.

Q18: What is the uniform deck loading, as submitted to ABS, in pounds per square foot, for the structural analysis?

A18: The car float has been designed to carry railcar loads and not uniform deck load. The car float can carry 18, 60 ft. railcars each weighing 286,000 lbs. (see Drawing S001). This has been reviewed and accepted by ABS.

Q19: In Part V, Specification, Section 5, Certification, is producing working drawings for ABS approval per the contract document necessary?

A19: The design has been completed and was approved by ABS. Working drawing submittals to ABS by the contractor is specified to ensure that the contractor's drawings comply and are in accordance with the ABS approved contract drawings and ABS requirements for certification of the car floats.

THE PORT AUTHORITY OF NY & NJ
Kathy Leslie Whelan, Asst. Director
Commodities & Services Division

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO
Mr. Richard A. Grehl, WHO CAN BE REACHED AT (201) 395-3441 or at
rgrehl@panynj.gov.