

THE PORT AUTHORITY OF NY & NJ

**PROCUREMENT DEPARTMENT
4 WORLD TRADE CENTER (4 WTC)
150 GREENWICH STREET, 21ST FLOOR
NEW YORK, NY 10007**

May 28, 2015

ADDENDUM #3

**TO PROSPECTIVE BIDDER(S) ON BID #42356 - DESIGN, FABRICATE, DELIVER
AND INSTALL IN-GROUND LIFTS AT THE HARRISON CAR MAINTENANCE
FACILITY**

Bid Due Date: June 9, 2015 at 11:00AM

RFI Submission Due Date – COB Thursday June 4, 2015

The following changes are hereby made to the Bid Solicitation Document:

I. CHANGES TO THE CONTRACT DOCUMENTS

A. Part II

- a. In Section 8 entitled “Specific Bidder’s Prerequisites”, at the end of paragraph 1.b), insert the following:

“This requirement may be fulfilled by a subcontractor performing this work.”

II. BIDDER’S QUESTIONS AND ANSWERS

The following information is made available in response to questions submitted by prospective Bidder(s). It should not be deemed to answer all questions that have been submitted by Bidder(s) 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 a question asked by a Bidder(s) does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction, or implication with respect to the terms of the Bid Solicitation Document.

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 Agreement. 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 proposal, 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 directors, officers, agents, representatives or employees, oral or in writing, shall impair or limit the effect of the warranties of the Bidder(s) required by this Proposal or Agreement and the Bidder(s) agrees that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever.

<i>Question #2</i>	Shop Tracks 15 and 16 currently have turntables between the hoists at car midpoint. a) Are these turntables to be replaced, or to remain in place, as is? b) If they are to remain in place do they have the necessary roll-over capacity needed for the heavier weight of the new cars?
<i>Answer # 2</i>	a) Turntables are to remain in place. b) Yes they have the necessary roll-over capacity.
<i>Question #3</i>	Shop Tracks 15 and 16 currently have turntables between the hoists at car midpoint, and there are embedded rail connections between the turntables and the remote truck storage area. With turntable provisions maintained at the mid-point of the car, independent truck change-out of either, or both trucks can readily be performed without requiring C-frame style car hoists. Are C-frame car hoists required on Tracks 15 and 16?
<i>Answer #3</i>	Yes. See Attachment E, paragraph 1.A.
<i>Question #4</i>	Shop Tracks 13 and 14 do not have turntables between the hoists at car midpoint. Are C-frame car hoists required on Tracks 13 and 14, or are standard hoists, with added turntables and stub-ended embedded rail connections preferred?
<i>Answer #4</i>	Furnish and install C-frame car hoists with no turntables. See Attachment E, Paragraph 1.A.
<i>Question #5</i>	Will this project be a true design build proposal that allows for innovation and cost savings as opposed to bidding the docs as is and amended? By incorporating some of the changes inquired about in other questions we could show a considerable cost savings. Standard car hoists are cheaper and require considerably less pit work.
<i>Answer # 5</i>	All designs shall comply with the design criteria set forth in the Contract Documents.
<i>Question #6</i>	Due to the specialty work involved and the qualification factors for mini pile design and installation, transit facility design, car hoist manufacturers, and qualified installers we request a lowering or elimination of the 15% DBE requirement.
<i>Answer # 6</i>	DBE Requirement has been changed to 5%. See Addendum 2.

Question #7	As the GC we will hire sub-contractors that fulfill the individual requirements and qualifications for mini pile work, 5 years, transit facility design, 10 years, and car hoist manufacture, 5 years. However we will not be forming a joint venture and they will not be signatory to our bid nor providing the required bonding. Is this acceptable?
Answer #7	Qualifications language has been changed. See above, regarding Section 8, "Specific Bidder's Prerequisites."
Question #8	Do to the preliminary design work required just to bid this work we are requesting a four week extension of the bid date.
Answer #8	Bids are currently due June 9, 2015.
Question #9	To create the preliminary pile design we would like to have the soil boring results from when the facility was built. Are these drawings available?
Answer #9	See Addendum 1.

This communication shall be initialed by you and annexed to your response to the above-referenced Bid upon submission.

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

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO CORY MERMER, WHO CAN BE REACHED AT (212) 435-5696 or at cmermer@panynj.gov.

THE PORT AUTHORITY OF NY & NJ

RICHARD PEREZ
 PROCUREMENT MANAGER
 FTA/WTC SITE PROJECTS

RESPONDENT'S FIRM NAME: _____

INITIALED: _____

DATE: _____