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Proposal ID: ITN-DOT-08-09-5002-CCC Project Number: 41299465301 Description: Central Florida Commuter Rail Transit Coaches and Cab Cars	
Question	Response
<p><u>Posted: Wednesday, 12/17/2008 @ 10:15am - SSS</u></p> <p>Item 1) Existing Criteria: Width: 10 feet 2 inches max</p> <p>Comment: On the Bombardier Bi-Level vehicle the width of the carbody meets this maximum width requirement. However, the mirrors on the cab car may exceed this maximum width by 3-3/16 inches on each side.</p>	<p><u>Posted: Monday, 1/12/2009 @ 11:30am - SSS</u></p> <p>Item 1) Response:</p> <p>Mirrors protruding beyond the 10 feet 2 inch car width would be acceptable, provided that they can swing back, more or less, flush against the car side sheets on hinges.</p>
<p><u>Posted: Wednesday, 12/17/2008 @ 10:15am - SSS</u></p> <p>Item 2) Existing Criteria: Horn and bell below 52 inches ATR</p> <p>Comment: The horn is normally installed below 52 inches ATR. However, the bell is always installed on the roof above the cab.</p>	<p><u>Posted: Monday, 1/12/2009 @ 11:30am - SSS</u></p> <p>Item 2) Response:</p> <p>Mounting the horn under the floor is required. Mounting the bell under the floor is desired. Bells are frequently mounted under floor on locomotives, and occasionally cab cars. Please state in your proposal any issues that would prevent the bell from being mounted under the floor.</p>
<p><u>Posted: Wednesday, 12/17/2008 @ 10:15am - SSS</u></p> <p>Item 3) Existing Criteria: Provisions for the addition of Positive Train Control</p> <p>Question: It is of usual practice for Bombardier to make design provisions for Train Control. However, the request for proposals should provide more information on the type of train control that is envisioned for the CFCRT by the State of Florida. This will allow for design provisions that</p>	<p><u>Posted: Monday, 1/12/2009 @ 11:30am - SSS</u></p> <p>Item 3) Response:</p> <p>CSX will continue to operate freight trains over the commuter rail corridor. CFCRT will have a system compatible with CSX's system. CSX has tested both the WABCO ETMS – Electronic Train Management System and the CBTM - Communications Based Train Management System. CFCRT will likely select the CSX preferred system. At this time, assume the provision for Positive Train Control could be for either of the Wabco systems. We will provide</p>

will minimize potential future retrofits.	more details, as available.
<u>Posted: Wednesday, 1/14/2008 @ 3:42pm - SSS</u> Item 4) Will alternate delivery schedules be accepted? Our point here is if we cannot meet the delivery schedule stated, is there any reason for our company to bid?	<u>Posted: Wednesday, 1/14/2008 @ 3:42pm - SSS</u> Item 4) Alternate Schedules would be considered, so long as all locomotives were received before June 2011.
<u>Posted: Wednesday, 1/14/2008 @ 3:42pm - SSS</u> Item 5) If we know that the purchase of 5 completely new locomotives (no rebuilt components) will substantially exceed this budget, is there any reason for our company to bid?	<u>Posted: Wednesday, 1/14/2008 @ 3:42pm - SSS</u> Item 5) The \$15,000,000 is a budgetary ceiling, and is not "a not to exceed requirement". A reply to the solicitation for new locomotives would be considered even if it exceeds this budgetary estimate.

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