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<b>Proposal ID:</b> ITN-DOT-08-09-5002-CCC <b>Project Number:</b> 41299465301 <b>Description:</b> Central Florida Commuter Rail Transit Coaches and Cab Cars	
Question	Response
<p><i>Posted: Wednesday, 12/17/2008 @ 10:15am - SSS</i></p> <p><b>Item 1) Existing Criteria:</b> Width: 10 feet 2 inches max</p> <p><b>Comment:</b> 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><i>Posted: Monday, 1/12/2009 @ 11:30am - SSS</i></p> <p><b>Item 1) Response:</b></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><i>Posted: Wednesday, 12/17/2008 @ 10:15am - SSS</i></p> <p><b>Item 2) Existing Criteria:</b> Horn and bell below 52 inches ATR</p> <p><b>Comment:</b> The horn is normally installed below 52 inches ATR. However, the bell is always installed on the roof above the cab.</p>	<p><i>Posted: Monday, 1/12/2009 @ 11:30am - SSS</i></p> <p><b>Item 2) Response:</b></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><i>Posted: Wednesday, 12/17/2008 @ 10:15am - SSS</i></p> <p><b>Item 3) Existing Criteria:</b> Provisions for the addition of Positive Train Control</p> <p><b>Question:</b> 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 will minimize potential future retrofits.</p>	<p><i>Posted: Monday, 1/12/2009 @ 11:30am - SSS</i></p> <p><b>Item 3) Response:</b></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 more details, as available.</p>
<p><i>Posted: Wednesday, 1/14/2008 @ 3:42pm - SSS</i></p>	<p><i>Posted: Wednesday, 1/14/2008 @ 3:42pm - SSS</i></p>

<p><b>Item 4)</b> 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?</p>	<p><b>Item 4)</b> Alternate Schedules would be considered, so long as all locomotives were received before June 2011.</p>
<p><i>Posted: Wednesday, 1/14/2008 @ 3:42pm - SSS</i></p>	<p><i>Posted: Wednesday, 1/14/2008 @ 3:42pm - SSS</i></p>
<p><b>Item 5)</b> 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?</p>	<p><b>Item 5)</b> 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.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p>
<p><b>Item 6)</b> Paragraph 3 requires the floor height to be between 15" and 25" ATR, although we were given to understand that this dimension would only apply to the lowest step. Our lowest step is at 18.37", and our floor height is 44.75" (6.25" lower than railroad standard).</p>	<p><b>Item 6)</b> This could be acceptable. The important design criteria element is level boarding. How will you achieve level boarding for wheel chairs, or others with disability from the 15" platform? If you provide lifts, or have other means of accessing the Priority Seating Area, please identify what those are your proposal. That is what will decide if your floor height is acceptable.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p>
<p><b>Item 7)</b> Paragraph 3 also requires that there be 4 doors per car, 2 per side. We have 1 doorway per side, with 2 door panels at each.</p>	<p><b>Item 7)</b> Yes, given that door openings provide sufficient width for emergency egress evacuation of two people at a time. The Federal Railroad Administration (FRA) regulations contained in 49 CFR, Part 238 requires that each passenger rail car is equipped with at least 2 exterior, side doors that are at least 30 in width. In addition, the FRA requires that at least 4 emergency window exits with a minimum size of 24 inches by 26 inches be provided on each main level of the rail car. And also should comply with APTA SS-PS-003-98.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p>
<p><b>Item 8)</b> Paragraph 4 uses the term "power car" which we believe to mean the referenced DMU car, not the cars of this procurement. Is this correct?</p>	<p><b>Item 8)</b> Yes. ". . . existing powered South Florida Rail Transit Authority (SFRTA) DMU vehicles . . ." are the existing DMUs, not this procurement.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p>
<p><b>Item 9)</b> Warranty paragraph 8 requires replacement parts to be delivered to DOT within 10 days of notification. As many components are too large to be held as consignment or vendor-provided spares, will DOT allow the carbuilder access to the Spare Parts for such warranty repair work?</p>	<p><b>Item 9)</b> It is understood that you will have spares and a warranty representative on site. The proposers shall be asked during the negotiation to provide a proposed list of "Warranty Spares". Any items that FDOT required, that you thought were extraordinary will be negotiated.</p>
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<p><b>Item 10)</b> Warranty paragraph 4 on this page makes reference to potentially insufficient facilities of DOT, and seems to require the carbuilder to locate</p>	<p><b>Item 10)</b> The CFCRT Maintenance Facility will have limited space and capabilities. If there were an extraordinary amount of Field Modifications or</p>

<p>alternate shop space to make warranty repairs, if necessary. Is our understanding correct?</p>	<p>Change Order or if those FMIs required jacking cars for instance, it might be required to be performed on cars at another location.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 11)</b> Two Door Openings on each side on lower level Our design has a single doorway with two door panels on each side.</p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 11)</b> Yes, given that door openings provide sufficient width for emergency egress evacuation of two people at a time. The Federal Railroad Administration (FRA) regulations contained in 49 CFR, Part 238 requires that each passenger rail car is equipped with at least 2 exterior, side doors that are at least 30 in width. In addition, the FRA requires that at least 4 emergency window exits with a minimum size of 24 inches by 26 inches be provided on each main level of the rail car. And also should comply with APTA SS-PS-003-98.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 12)</b> "64/72 Vdc Trainline and Control Voltage for all subsystems and batteries" Our design uses 64/72 Vdc trainlines and battery power from the locomotive for certain intercar systems (e.g.: Train Radio), and local 32 Vdc battery &amp; controls for most of the intracar systems and components (e.g.: Event Recorder).</p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 12)</b> Yes. MU and COMM Trainlines should be 64/72 Vdc. Intracar and component can operate on other voltages.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 13)</b> "Manual Cab car destination signs" We are not familiar with the intent of these signs. Can DOT provide more details for this requirement?</p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 13)</b> A hand crank sign that says the name of the terminal station.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 14)</b> "Horn" below 52" ATR" Our horn is roof-mounted, to avoid severe hearing damage should the daily FRA horn testing be conducted while an employee is incidentally near the horn.</p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 14)</b> Just below floor height is preferred.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 15)</b> "Directional Horn" Please clarify - is this simply 1 horn bell reversed on the manifold, or some other arrangement?</p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 15)</b> Just below floor height, underfloor laterally baffled as UTA Commuter Cars.</p>
<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 16)</b> "49 CFR 239 Emergency Preparedness Plan" "APTA and Other System Safety Requirements" Although these are the railroad's responsibility, we are prepared to assist with information. Issues related to car operations are but a small part of a much larger scope plan. Can you please clarify the car builder's level of</p>	<p><i>Posted: Thursday, 3/05/2009 @ 4:00pm - SSS</i></p> <p><b>Item 16)</b> We understand that the vehicle components are a subset of the plans. You will be expected to interface and provide information for these plans. And your proposal should reflect this work.</p>

responsibility for these issues.	



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