




WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
600 Fifth Street, NW, Washington, DC 20001-2651

AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT

1. AMENDMENT/MODIFICATION A001		2. EFFECTIVE DATE (Same as block 17)	
3. ISSUED BY PURCHASING SECTION Robert Dixon 600 5 th NW Washington D.C. 20001 Department of Procurement		4. ADMINISTERED BY (If other than block 3)	
5. CONTRACTOR NAME AND ADDRESS <small>(Street, city, county, state, and Zip Code)</small>		6. FORM TYPE (Check only one) <input checked="" type="checkbox"/> AMENDMENT OF SOLICITATION NO. FQ18207/RD ***** DATE _____ (See block 7) <input type="checkbox"/> MODIFICATION OF CONTRACT/ORDER NO. _____ DATE _____ (See block 9)	
7. THIS BLOCK APPLIES ONLY TO AMENDMENTS OF SOLICITATIONS <input checked="" type="checkbox"/> The above numbered solicitation is amended as set forth in block 10. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended, <input checked="" type="checkbox"/> is not extended. Offerors must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation, or as amended, by one of the following methods; (a) By signing and returning <u>1</u> copy of this amendment; (b) by acknowledging receipt of this amendment on each copy of the offer submitted; or (c) by separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE ISSUING OFFICE PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If, by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided such telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.			
8. ACCOUNTING AND APPROPRIATION DATA (If required)			
9. THIS BLOCK APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS (a) <input type="checkbox"/> This Change Order is issued pursuant to _____ The Changes set forth in block 10 are made to the above numbered contract/order. (b) <input type="checkbox"/> The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data, etc.) set forth in block 10. (c) <input type="checkbox"/> This Supplemental Agreement is entered into pursuant to authority of _____ It modifies the above numbered contract as set forth in block 10.			
10. DESCRIPTION OF AMENDMENT/MODIFICATION The purpose of this amendment is to provide a summary of the pre-proposal meeting (see attachment #1), answer all questions that were submitted prior to the open question period (see attachment #2), and to update all relevant sections of the Technical Specification (see attachment #3). <p style="text-align: center;"><small>Except as provided herein, all terms and conditions of the document referenced in block 6, as heretofore changed, remain unchanged and in full force and effect.</small></p>			
11. <input type="checkbox"/> CONTRACTOR/OFFEROR IS REQUIRED TO SIGN THIS MODIFICATION AND RETURN _____ COPIES TO ISSUING OFFICE.		<input type="checkbox"/> CONTRACTOR/OFFEROR IS NOT REQUIRED TO SIGN THIS DOCUMENT	
12. NAME OF CONTRACTOR/OFFICE BY _____ <small>(Signature of person authorized to sign)</small>		15. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY BY  <small>(Signature of Contracting Officer)</small>	
13. NAME AND TITLE OF SIGNER (Type or print)	14. DATE SIGNED	16. NAME OF CONTRACTING OFFICER (Type or print) Chris Stewart	17. DATE SIGNED 8/29/2018

Attachment #1

Summary of Pre-Proposal Conference

Agenda:

- Safety Tip
- Introductions
- Overview of RFP
- Technical Specifications
- DBE Requirements
- Insurance Requirements
- Questions and Answers

Attendees:

- Bryon R. Myers, ML Crane & Equipment
- Earl Dyson, ML Crane & Equipment
- Robert Greene, Link-Belt Mid Atlantic Construction Company
- Robert Dixon, Washington Metropolitan Area Transit Authority
- Carl Farmer, Washington Metropolitan Area Transit Authority
- Blyden Davis, Washington Metropolitan Area Transit Authority

Questions and Answers:

All responses from the Pre-Proposal Conference will be combined with all other questions that were asked during the open question period. The answers to these responses can be found in attachment 2.

Attachment #2

115 Ton Mobile Crane: Questions and Answers

Question #1:

I want to have some clarification about the quote request. On page 115 Paragraph (Z) we can go over the crane in detail with the operators when we on board the crane two to three days will be plenty. We do not provide classes for OSHA and ASME standards. Your operators will have to go to class for that. We can also have our techs go over simple maintenance items with the crane during that week.

There were a couple of options that I feel are needed on this crane that were not on the bid spec.

- Auxiliary Lighting & Convenience Package- Includes amber strobe mounted to carrier cab, and boom nose mounted, boom position indicator light (fully wired).
- Trailing boom Package- Including trailer air and electrical disconnects for lights and optional camera, no-spin differential(less dolly)
- Wind Speed indicator
- 2 work lights, mounted on boom base section (controlled from superstructure cab)
- Boom nose mounted, boom position indicator light(fully wired)
- "XL" counterweight package: (2) 10,000lbs slabs, (2) 4,000lbs wing weights and (2) 2,250lb wing weights in addition to standard for a total of 48,500lb (need the additional counterweight to make crane a 115 ton capacity crane.
- Counterweight lifting sling assembly with shackles

Answer #1:

As long as you can cover the operation of the mobile crane and simple maintenance of the truck, then your training should suffice. All references to OSHA and ASME standards have been removed. Any additional options not included in the technical specifications should be included at the contractor's discretion. Ref- Pg. 114 –Training, Start up, and Manuals

Question #2:

#1 - This Bid is for a hydraulic truck crane with a capacity rating of 115 tons. Our machine that is comparable is rated at 110 tons and goes head to head with all our competitors in this class. In the meeting it was stated that offerings could be more than 115 tons, but not less. Then it was stated that machine with lesser capacities could be included if the load charts were comparable, which ours are. My question is can the bid language be changed to state that you will consider and include machines from 110 tons to 115 tons or greater, or some version thereof so we may bid this machine?

Answer #2:

As long as the load chart offered by the proposer is comparable (or equal) to the load chart of a 115 ton hydraulic truck crane, then 110 ton truck train will be considered acceptable. Any truck greater than the 115 ton, or 150 ton comparable, will be deemed unacceptable. Ref-Pg.109 – General Description

Question# 3:

The specs handed out at the meeting (page 4 Section 9 item b) state that the main boom shall measure less than 37 feet retracted to 170 feet fully extended. The main boom on our offering is 164 feet fully extended. When I asked about this ruling us out from bidding it was stated that you interpreted that to mean it was a range from 37 feet retracted to 170 feet fully extended. My question is can the technical specs be amended to reflect your wording and language so we are able to bid this?

Answer#3:

The technical specification should read "less than 37 feet retracted and no greater than 170 feet fully extended". The technical specification has been updated. – Ref- Pg.109 – General Description

Question #4:

Was attendance at the Pre proposal meeting mandatory? Is this item for only the mobile crane?

Answer #4:

The pre-proposal meeting was not mandatory. This procurement is for the supply of a 115 Ton mobile crane truck and brief training on how to use and maintain the 115 Ton mobile crane truck.

Attachment #3

- c. Relative Humidity: 20% to 100%, including conditions of condensation;
 - d. Maximum Rainfall: 12 inches in 24 hours;
 - e. Maximum Snowfall: 23 inches in 24 hours;
 - f. ~~Wind Speed: 80 mph (operational), 120 mph (storage);~~
 - f. Freezing Rain: Two or three times per year;
 - g. The temperatures shown only represent ambient temperature conditions.
- (26) Increased temperatures due to solar radiation on the vehicle's body and heat produced under environmental extremes must not result in degradation of the vehicle's performance or reliability.

(l) **SIGNAGE:**

- (7) The vehicle must conform to Virginia, Maryland and Washington DC weight restrictions.
- (8) A vehicle weight analysis must be performed and must show the weight of all components and distribution between all axles.
- (9) All completed vehicles shall conform to Federal standards for clearances and such documentation shall be maintained inside the cab of the vehicle.
- (10) All vehicles over 10 feet high must include placards showing vehicle travel height or overall height of body/ equipment. Placards shall be installed on the cab's dashboard for best driver visibility, using 1" characters. Two (2) placards shall be installed on the front of the vehicle's body within line of sight of mirrors, using 2-inch characters. The location of the placards shall be as follows: One (1) shall be mounted on the curb-side and one (1) shall be mounted on the street-side.

(m) **PAINT/ FINISH COATING:**

- (11) ~~The vehicle shall be yellow.~~ The vehicle color should be the same as the color provided by the manufacturer
- (12) Below body line, tool boxes and all other underbody components shall have a diamond plated design.
- (13) All bare metal on the exterior and interior of vehicle, including interior compartments and toolboxes shall be primed and painted..
- (14) Decals: Type of fluid shall be stenciled or decaled with 1 ½" letters on each tank in a conspicuous place using a contrasting color. Supply all operational and safety decals.
- (15) Rust proofing and Undercoating: Chassis shall be Standard OEM; Body: Rustproof/Undercoat underbody and all bare metal components below body line. A finished coat will be deemed acceptable

(n) **General Description:**

- a) This specification describes a rubber tire, 8x4x4 drive carrier mounted-type mobile hydraulic truck crane with a minimum 115 tons (230,000 lbs.) rated capacity on outriggers.
- a) The machine shall not exceed 13 feet 9 inches overall height, 44.2 ft. overall length, and 8.5 ft. width in travel configuration. With outriggers fully extended, outrigger spread from center of jack to center of jack shall not exceed 23 ft. from side to side and 18.3 ft. from center of front jack to center of rear jack.

- b) The main boom shall measure less than 37 ft. retracted and no greater than 170 ft. fully extended. It shall be a six (6) section hydraulic powered boom. The boom extension system shall utilize one cylinder with each section being pinned to enhance lifting capability. The pinning system shall have two side mounted pins for each section to eliminate any binding under load. The boom shall be of "greaseless" design that eliminates the need for greasing by utilizing self-lubricating wear pads and Teflon based paint. There shall be five (5) lower sheaves and (2) upper sheaves in the boom head.
- c) Boom elevation shall be controlled by one single-acting cylinder from minus -3 to 82 degrees with an integral holding valve.
- d) The load moment and anti-two block system with audio/visual warning and control lever lockout shall provide an electronic display of boom angle, length, radius, tip height, relative load moment, maximum permissible load, load indication and warning of impending two-block condition.
- e) The crane must have hoist mirrors, a hoist camera, and rotation indicators on the controller and the hoist access platform.
- f) The cab shall be of aluminum, hydraulically tiltable to 20 degrees and containing an acoustical lining, safety glass and adjustable operator's seat with hydraulic suspension. Inside the cab, and in the rear there shall be sliding windows and in the front there shall be a hinged window with wipers, a sun visor and a window shade. The cab shall include an HVAC system, defroster, armrest-mounted dual axis crane control joysticks, full instrumentation panel and engine controls and a manually extendable running board shall be stowed under the cab. The crane shall have blind spot cameras. The crane shall be equipped with an automatic transmission.
- g) The swing mechanism shall be accomplished with two planetary gear boxes with axial piston-fixed displacement motors, which are infinitely variable and have a holding brake and service brake.
- h) The counterweight shall be 16,000 lbs. standard consisting of (4) removable sections: (1) base plate weighing 3,000 lbs., (1) pin-able section of 3,000 lbs., and (2) pin-able sections weighing 5,000 lbs. each.
- i) The carrier engine shall be comparable to a Cummins ISX 12 (2017 on-highway EPA certified) 6-cylinder turbo-charged after-cooled diesel engine with at least 450hp & 1,500 lb.-ft. torque and include an hour meter, air service indicator, low oil pressure-high water temperature with audio-visual warning, with a Cummins C engine or comparable brake, ether cold start aid and immersion engine block heater (120V, 1500 watt). (Or Equal)
- j) The main and auxiliary hoists shall have axial piston motors, planetary gearing, with a grooved drum, with multiple disk brake.
- k) The hoists shall have 300 fpm line speed and have at least 800 ft. cable length on main hoist and 550 ft. cable length on the auxiliary.
- l) The wire rope shall be 19mm 17,160 lb. 35 x 7 (rotation resistant rope)
- m) The hydraulic system shall utilize separate circuits, each with power limiting control.
- n) The Hydraulic system shall have a dual fan electric oil cooler.
- o) The Hydraulic system shall incorporate the following features: pressure test points, on-screen display of hydraulic oil temperature, and a tank capacity of at least 150 gallons.
- p) The hook block shall be a 50-Ton 3 sheave quick-reeving hook block and shall weigh approximately 1,000lbs. and have a 12-Ton top swiveling overhaul weight that weighs approximately 500lbs.
- q) The controls for the outriggers shall be located on both sides of the truck chassis and in the operator's cab, the controls shall be standard carrier mounted controls with auto leveling.

- (i) WMATA reserves the right to perform on-site acceptance inspections at the Contractor's facilities during vehicle construction, prior to painting. For pre-delivery inspections, the Vehicle shall be inspected by representatives of WMATA. Unless otherwise specified by WMATA, all vehicles constructed under the awarded contract shall be complete and ready for inspection prior to the arrival of the pre-delivery inspection team. If the vehicle is found to be incomplete and not available for a complete pre-delivery inspection, the Contractor will pay for all expenses for additional pre-delivery inspections. WMATA reserves the right to make vehicle factory inspections at any time that the vehicle is under construction.
- (j) An inspection must be performed at Contractor's facility prior to delivery to WMATA. Contractor shall contact WMATA's Service Vehicle Fleet Manager to schedule inspection.
- (k) Upon completion of the pre-delivery inspection, all deficiencies, corrections and modifications shall be resolved to the satisfaction of WMATA prior to delivery of the Vehicle. No deficiencies, corrections or modifications shall be treated as warranty claims. Any deficiencies, corrections or modifications found during the pre-delivery inspection, that have not been repaired or corrected will result in the vehicle being returned to its place of production for repair or correction at the manufacturer's expense.
- (l) All fluids shall be checked and topped off at the time of inspection and/or delivery.
- (m) Proposer shall not install any trade names, decals or other type of advertisement on vehicles exterior.
- (n) Wheel alignments shall be performed to the completed vehicle after all specified equipment is installed and prior to delivery. A print out of alignment readings shall be supplied upon request from WMATA.
- (o) The Vehicle shall be inspected for compliance with all sections and subsections of the technical specifications as stated herein.

(y) ACCEPTANCE:

- a) Upon delivery of the completed vehicle, and prior to payment, WMATA will conduct a final acceptance inspection of the vehicle.
- b) At the time of acceptance, the Contractor shall provide the certificate of origin to WMATA.
- c) At the time of acceptance, the Contractor will provide WMATA with all necessary manuals for training, maintenance and preventive maintenance.
- d) At the time of acceptance, the Proposer shall provide WMATA with six (6) sets of working keys for the ignition, the vehicle doors, storage compartments and tool box doors.

(z) Training, Start-up and Manuals:

- a) The Contractor shall provide a two (2) two day hands-on training, at the customer's facility. The subjects of the two courses will be a Mobile Crane Operator Train the Trainer course and a Mobile crane maintenance course.
 - o The Mobile Crane Operator ("Train the Trainer") course shall be devoted to instructing WMATA operating personnel on the following subjects: ~~OSHA & ASME crane standards, cause & results of crane accidents, types of mobile cranes~~ components & terminology, pre-operational inspections, safe operating practices & procedures, and operator responsibilities. This training will be for up to four WMATA employees.
 - o The Mobile crane maintenance course shall instruction WMATA maintenance personnel in the erection and maintenance of the new crane. Maintenance of the truck carrier will