



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 December 1, 2016	
3. ISSUED BY PURCHASING SECTION Kunj Behari Department of Procurement		4. ADMINISTERED BY (If other than block 3) Melloney A. Wilson, 202-962-1255, mwilson@wmata.com	
5. CONTRACTOR NAME AND ADDRESS <small>(Street, city, county, state, and Zip Code)</small>		6. FORM TYPE (Check only one) <input type="checkbox"/> AMENDMENT OF SOLICITATION NO. <u>A001</u> DATE _____ (See block 7) <input type="checkbox"/> MODIFICATION OF CONTRACT/ORDER NO. _____ DATE _____ (See block 9)	
<p>7. THIS BLOCK APPLIES ONLY TO AMENDMENTS OF SOLICITATIONS</p> <p><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 _____ copies 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.</p>			
8. ACCOUNTING AND APPROPRIATION DATA (If required)			
<p>9. THIS BLOCK APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS</p> <p>(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.</p> <p>(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.</p> <p>(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.</p>			
<p>10. DESCRIPTION OF AMENDMENT/MODIFICATION</p> <p>Solicitation CQ17062MW is amended to clarify grammatical errors and inconsistencies. Corrections are highlighted on the attached pages.</p> <p>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.</p>			
11. <input checked="" 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 <u>Kunj Behari</u> <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)	17. DATE SIGNED
		KUNJ BEHARI	12/1/2016

Washington Metropolitan Area Transit Authority
IFB No. CQ17062MW

Date: November 28, 2016

SUBJECT: IFB No. CQ17062MW

Dear Sir/Madam:

The Washington Metropolitan Area Transit Authority (WMATA) is seeking bids from qualified contractors to provide ultrasonic rail flaw detection services on an on-call basis.

A pre-bid conference **will not be held**. Your company's bid must be submitted in accordance with the IFB's terms and delivered to WMATA's, Office of Procurement and Materials, 600 Fifth Street, NW, Room 3C-02, Washington, DC 20001-2651, **no later than 2:00 p.m. on December 14, 2016**.

If you have any technical, contractual, or administrative questions, please e-mail them to Melloney Wilson, Contract Administrator at mwilson@wmata.com no later than close of business, **December 8, 2016**. WMATA will provide written answers, by e-mail to all those who obtain the IFB and provide their e-mail addresses.

The following documents must be completed, signed and submitted with your company's bid:

Price Schedule;
Solicitation, Offer & Award form;
Pre-Award Survey;
Representations and Certifications;
Certificate(s) of Insurance
Appendix C (if applicable)

Sincerely,



Kunj Behari
Contracting Officer
Office of Procurement and Materials

Scope

CENI-TSFA has a two (2) times per year minimum requirement for Ultrasonic Rail Flaw Detection Inspection on mainline track and a one (1) time per year minimum for yard track. **This multi-year (1 Base, 3 Option)** on call testing requirement for a contractor to provide all the necessary labor, tools, materials, and equipment required to automatically inspect WMATA rail system utilizing a hi-rail or rail bound vehicle to collect Ultrasonic Rail Flaw Detection Inspection. The Washington Metropolitan Area Transit Authority (WMATA) requires on-call contractor services for Ultrasonic Rail Flaw Inspection through electro-inductive hi-rail vehicle or the latest approved method using methods equal to or greater than The American Society of Nondestructive Testing (ASNT) recommended practice. The Metro track system shall include all revenue service tracks, pocket tracks, interlocking, connector tracks, and yard lead, and yard tracks constructed of 115 lbs. head hardened (HH), heat treated (HT), vacuum treated (VT), alloyed and control cooled (CC) rail. The approximate length of tracks to be tested is (234) miles mainline and Approx. **(72) miles of yard lead and yard tracks**. Testing frequency is measured per fiscal year (WMATA's fiscal year is July 1 through June 30).

On-call Ultrasonic Rail Flaw Detection Inspection Testing shall be completed by request at a minimum of one (1) time a year or a maximum of four (4) times a year to supplement WMATA's testing needs per year as follows on an as-need basis.

1st Test Cycle - (234 miles) Mainlines, (72) miles Yard Leads and Loops, Turnouts and Crossovers

2nd Test Cycle – (Optional) (234) Mainlines, (72) miles Yard Leads and Loops, Turnouts and Crossovers

3rd Test Cycle – (Optional) (234) Mainlines, (72) miles Yard Leads and Loops, Turnouts and Crossovers

4th Test Cycle – (Optional) (234) Mainlines, (72) miles Yard Leads and Loops, Turnouts and Crossovers

All measurements shall be collected utilizing American standards reported in inches and foot/feet.

- 1.1 The contractor shall calibrate their equipment prior to each test. This calibration data will be provided in either written or electronic format to Inspection Supervisor prior to the end of each testing shift to verify accurate test results. A valid calibration test report will be required before acceptance of any testing.

2.0 Applicable Documents

- a) WMATA 1000 Track & Inspection Manual Rev. 6, or most recent.
- b) WMATA Roadway Workers Protection Manual
- c) Metro Rail Safety Rules and Procedures Handbook
- d) Federal Railroad Administration (FRA) Track Safety Standards 213

3.0 Technical Specifications

The Contractor shall:

- 3.1 Contractor shall include a backup hand inspection rail flaw detector similar to the GE Go32 or better, and check the sensitivity of the scope prior to use.

7.1.2 Must be able to operate quietly for night work in urban areas.

7.1.3 Must clear all WMATA tunnels, platforms, contact rail, assemblies and structures as indicated in the drawings included in Appendix 14.1.3

7.1.4 Must provide continuous shunting capabilities that can be recognized by the ROCS/mapping system located at the Central Control Center (OCC) at all times while operating on WMATA tracks.

7.1.5 For the purposes of towing in an emergency situation, the equipment shall have one (1) tow eye of 2-1/16" in diameter at each end of the vehicle.

7.1.6 The tow eye shall be 14", + - or 1/2 ", from the top of the rail centerline of tow eye as measured with new wheels.

7.1.7 Equipment must be able to operate on standard gage of track set at 56 1/4" track gage and successfully negotiate a 200' radius curved track.

8.0 Additional Instructions and Special Requirements

8.1 All reports and recorded data shall be the exclusive property of WMATA with the methods and results of all equipment calibrations.

8.2 Qualified Pilot(s)

8.2.1 A WMATA RWIC (Roadway Worker in Charge) qualified person shall accompany contractor while performing the service at ALL times.

8.2.2 Testing and inspection shall be performed at various locations throughout the WMATA system and the work hours will be variable and determined by WMATA.

8.2.3 WMATA shall provide:

8.2.3.1 A suitably safe work site to include flag or block protection and/or other precautions as may be required for the safety of personnel and equipment.

8.2.3.2 The testing program is based on a five (5) days or nights work period. Note: Based on track access requirements the contractor may be required to work seven (7) days per week and work days may be up to twelve (12) hours long.

9.0 Inspection and Acceptance Testing

9.1 The contractor shall calibrate their equipment prior to each test. This calibration data will be provided in either written or electronic format to inspection supervisor prior or the end of each testing shift to verify accurate test results. A valid calibration test report on a WMATA calibration rail located within each rail yard will be required before the acceptance of any testing data.

9.2 A map depicting calibration rails located in each rail yard will be provided. Calibration will include successful detection of defects found on each calibration rail.

10.0 Safety Certificate

14.0 Appendices

14.1 Crane Car Design Loading

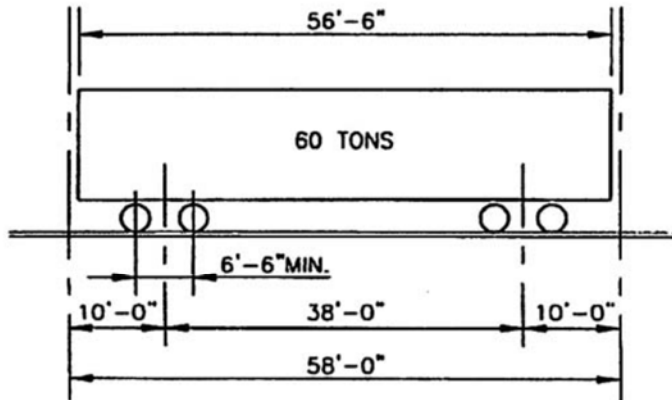
14.2 Rapid Transit Vehicle Design Loading

14.3 Design Vehicle Dynamic Outline Diagram – Tangent Track

14.4 WMATA Rapid Transit Car Clearance Envelope

14.5 METRO Rapid Transit Car Dynamic Outline Under Floor Car Clearance

14.1 Crane Car Design Loading



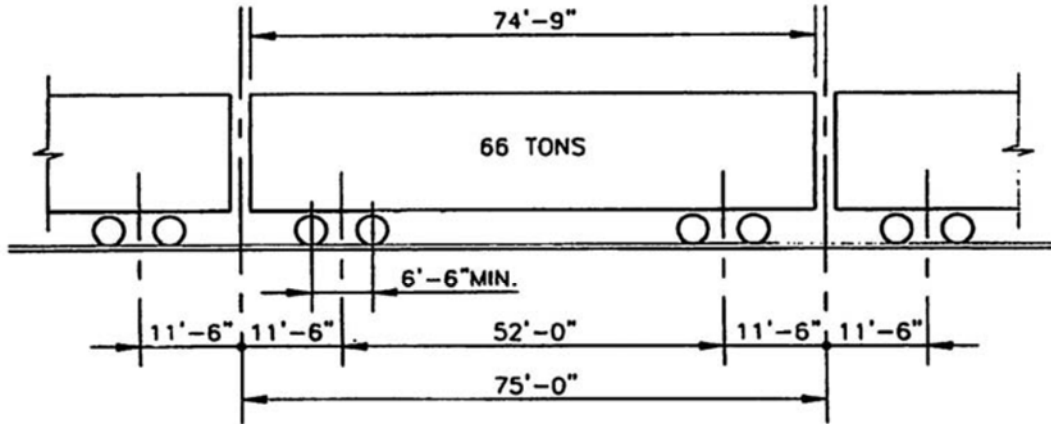
1. DESIGN Loads _____ CAR _____ 80,000 LB.
 _____ PAYLOAD _____ 40,000 LB.
 TOTAL CRANE CAR
 LOADING (LL) 120,000 LB.
2. AXLE LOAD _____ 30,000 LB.
3. IMPACT _____ AS SPECIFIED
4. CENTRIFUGAL FORCE _____ $[0.0012 \times \text{SPEED}^2 \text{ (MPH)} \times \text{DEGREE OF CURVE (DEG)}] \% \text{ LL}$
5. ROLLING FORCE _____ $\pm 10\% \text{ LL}$
6. LONGITUDINAL BRAKING AND TRACTIVE FORCE _____ $15\% \text{ LL}$
7. LOADING COMBINATIONS _____ FOR COMBINATIONS OF ABOVE
 LOADS REFER TO SECTION E

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DIVISION OF PLANNING, DEVELOPMENT,
 ENGINEERING AND CONSTRUCTION
 OFFICE OF CHIEF ENGINEER - FACILITIES

CRANE CAR
 DESIGN LOADING

14.2 Rapid Transit Vehicle Design Loading



1. DESIGN Loads _____

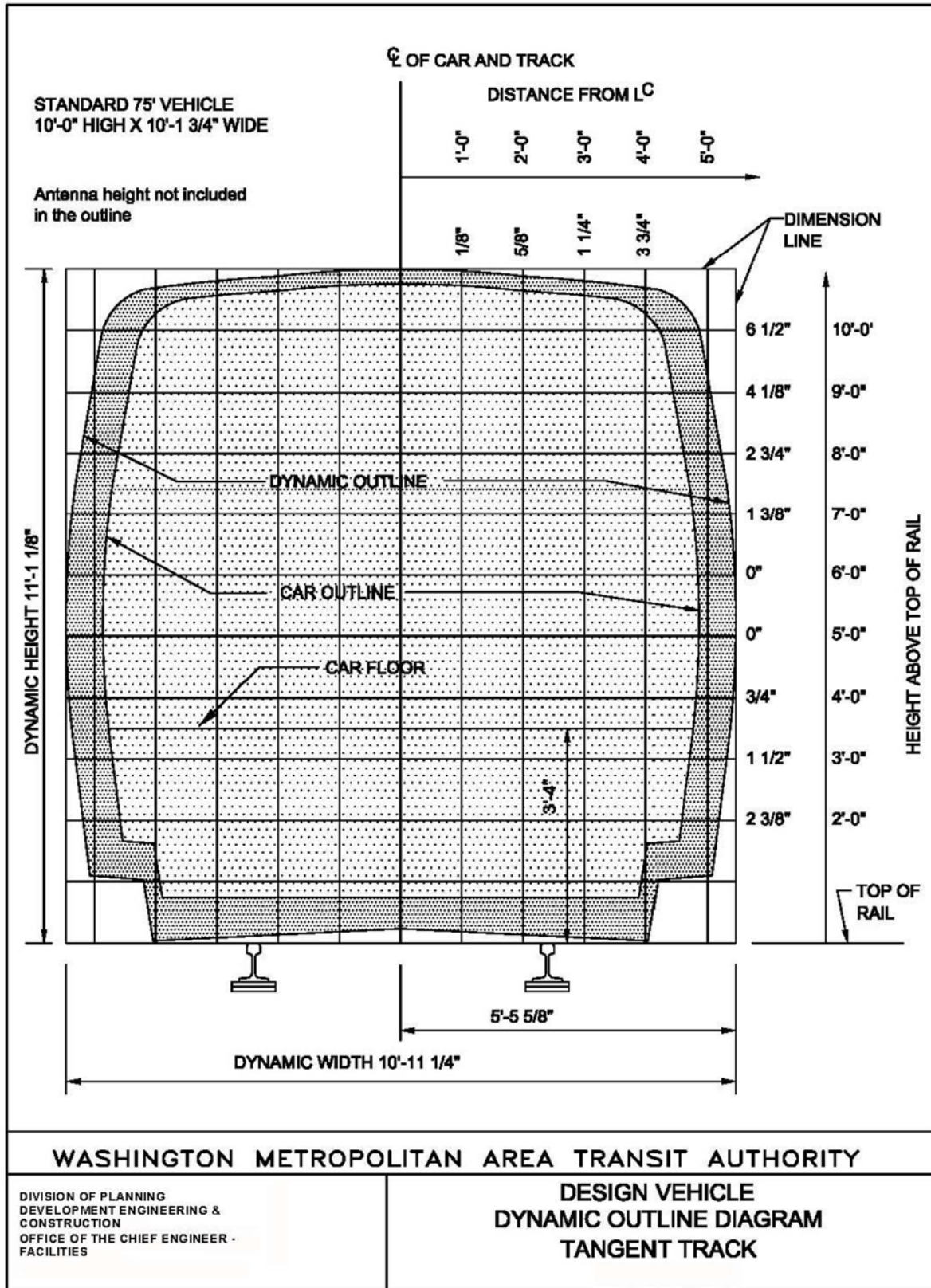
VEHICLE _____	82,000 LB.
PASSENGERS _____	50,000 LB.
TOTAL RAPID TRANSIT LOADING (LL) _____	132,000 LB.
2. AXLE LOAD _____ 33,000 LB.
3. IMPACT _____ AS SPECIFIED
4. CENTRIFUGAL FORCE _____ $[0.0012 \times \text{SPEED}^2 \text{ (MPH)} \times \text{DEGREE OF CURVE (DEG)}] \% \text{ LL}$
5. ROLLING FORCE _____ 10% LL
6. LONGITUDINAL BRAKING AND TRACTIVE FORCE _____ 15% LL
7. LOADING COMBINATIONS _____ FOR COMBINATIONS OF ABOVE LOADS REFER TO SECTION E

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

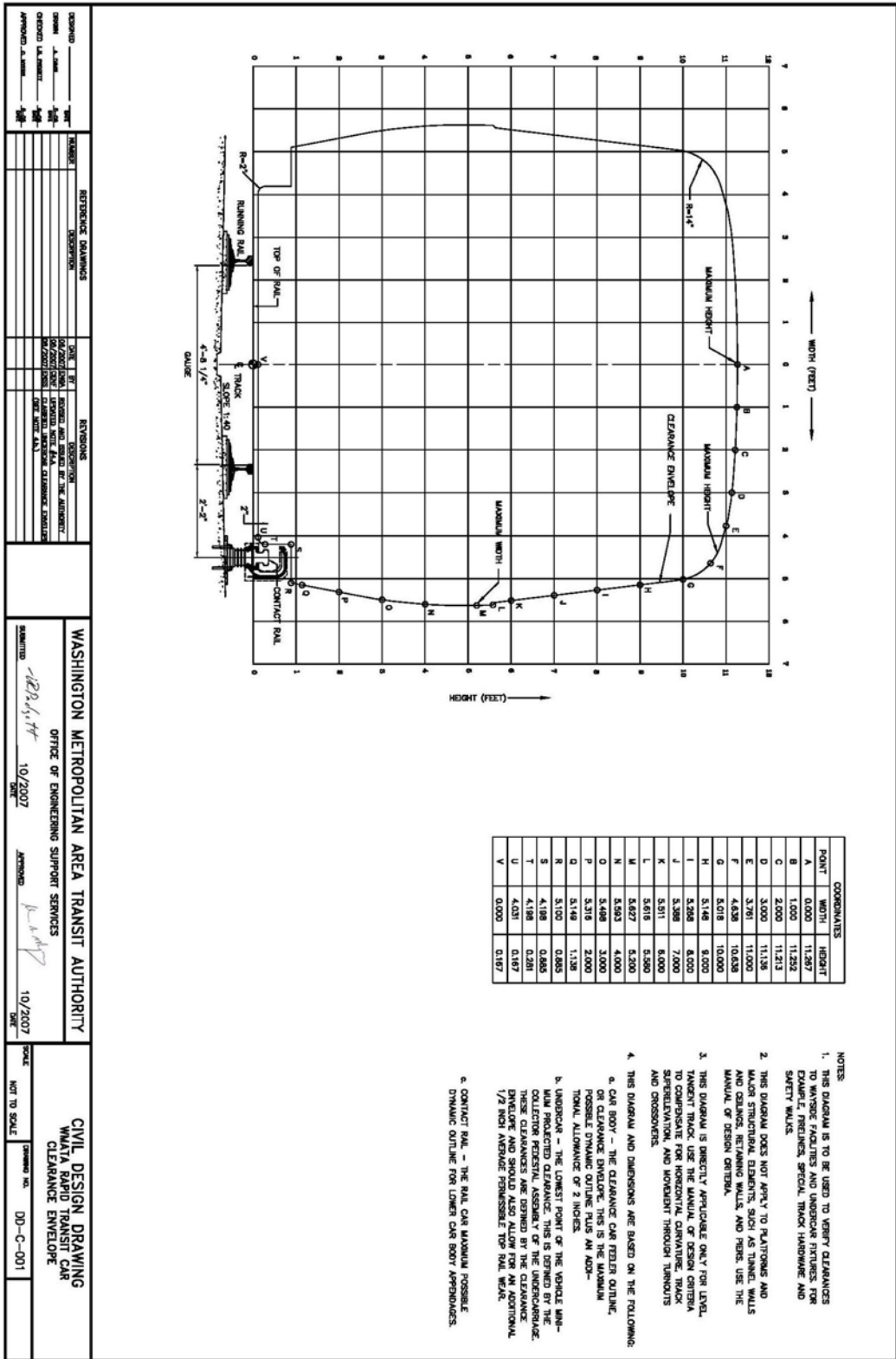
DIVISION OF PLANNING, DEVELOPMENT,
 ENGINEERING AND CONSTRUCTION
 OFFICE OF CHIEF ENGINEER - FACILITIES

RAPID TRANSIT VEHICLE
 DESIGN LOADING

14.3 Design Vehicle Dynamic Outline Diagram – Tangent Track



14.4 WMATA Rapid Transit Car Clearance Envelope



DESIGNED BY: J. J. [Signature]	DATE: 10/2007	REVISIONS:	DESCRIPTION:
CHECKED BY: [Signature]	DATE: 10/2007	NO.:	DATE:
APPROVED BY: [Signature]	DATE: 10/2007	BY:	DATE:

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 OFFICE OF ENGINEERING SUPPORT SERVICES

10/2007

10/2007

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