QUESTIONS AND ANSWERS 2
RFP 24-03 CHARLOTTE TROLLEY CAR w/ OPTIONAL
W2 TROLLEY CAR REHABILITATION

MAY 28, 2024

MATA's RESPONSES FOLLOW IN BOLD

The following should answer questions 8, 24, 35, 40, and 54 from MATA's Questions and Answers issued May 16, 2024.

On May 19, 2024, MATA Trolley maintenance tested Charlotte car #91 with Milan trucks at the southeast MSF turn. To prepare for the test, the car body was slightly raised using shims to meet clearance spec from the trucks, and the original Charlotte wheels were still in place. As a result, Charlotte car #91 successfully negotiated the southeast turn at the MSF, the smallest turn radius in MATA's track system. Consequently, MATA will allow Milan trucks for the Charlotte cars, keeping in mind that the track brakes need to be removed, the wheel profile needs to match the present MATA F-3 wheel standards (F-3 is a customized wheel profile specific for MATA's trolley system which is basically a B-3 profile with a flatten flange tip), the car body needs to meet clearance specs from the trucks, and the Charlotte wheels back-to-back dimension must equal to 54 inches to match MATA's wheel gauge.

QUESTION 8

With regard to Part 2, 5.3-1, Melbourne trucks are specified. Is MATA aware of a source for available Melbourne trucks for this project? If an alternative is proposed, what criteria will MATA use for evaluation?

MATA is currently testing and will provide this answer at a later date.

QUESTION 24

With regard to the ability of the Birney cars to negotiate the alignment's radii, MATA is asking the potential contractor to assume a high degree of responsibility for the end function when the root cause of the current issue is unknown. Would it be possible to arrange a demonstration of the Birney cars' issues in the existing radii with the Milan trucks, as well as the successful passage with Melbourne trucks from another of MATA's cars? Alternatively, would MATA remove the burden of guaranteed functionality from the contractor who installs Melbourne trucks per specification?

MATA is currently testing and will provide this answer at a later date.

QUESTION 35

5.9. Truck Work: Please indicate how it was determined that the change to Melbourne Trucks will correct the vehicles' ability to negotiate the turn into the MSF? Please provide any data, on site testing, or vehicle-track profile studies performed. The assertion that Car 453 (with the Melbourne Trucks navigates the turn) is not a fair comparison as the carbodies are fundamentally different, including a 2-foot longer truck center distance.

MATA is currently testing and will provide this answer at a later date.

QUESTION 40

5.9. Truck Work: If it is determined that a newly fabricated truck will meet the intentions of the specification, including turning radius, would an alternate truck design be approved in place of the Melbourne trucks?

MATA is currently testing and will provide this answer at a later date.

QUESTION 54

With regard to Part 2, 5.3-1, would MATA accept refurbishment of the existing Milanese Peter Witt style trucks as a substitute for supply of Melbourne trucks?

MATA is currently testing and will provide this answer at a later date.