

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

Invitation for Bids for Superstops

Addendum Number 1 – Issued May 18, 2015

The Santa Barbara Metropolitan Transit District (MTD) herewith issues this Addendum No. 1 to its *Invitation for Bids for Superstops* issued April 14, 2015. Except as modified by this addendum, all other terms and conditions of the IFB remain unchanged.

A1-1. The **bid opening** for the IFB is changed from 2:00 PM (PDT) on May 19, 2015 to **2:00 PM (PDT) on May 28, 2015**.

A1-2. The following questions or issues presented during and after the pre-bid meeting on April 29, 2015, which are identified by “Q” and an identifying number, and their related answers, which are identified by “A” and a corresponding number, are incorporated in the IFB.

- Q1. Will the bus stop on Carrillo St. be available to the contractor during work performance?
A1. Both the Anacapa and Carrillo bus stops will be closed to bus service during the construction period making them completely available to the Contractor. However, it is incumbent upon the Contractor to plan its work schedule so as to minimize the time of bus stop closure including taking into account long lead time materials.
- Q2. Since there is no bus turnout near the library on Anacapa St, how will traffic be controlled?
A2. The contractor will have to coordinate traffic control with the City and include all related expenses in its bid.
- Q3. Since there will be encroachment permits required and the contractor must pull them, will MTD pay the permit fees directly or will the contractor be reimbursed after paying the fees?
A3. See note 2 of the General Notes in Dwg No. A0.1 which is being revised to read as follows:
A. The Contractor shall obtain and pay for all permits, licenses, and fees, required by all governing entities as necessary for successful completion of the project with the exception of the general building construction permit and deputy inspections which have previously been paid for by the owner (the City of Santa Barbara requires that the Contractor pick up the construction/inspection permits at its offices at 630 Garden Street). It is anticipated that other required permits will at least include those for traffic control and a temporary construction easements at both locations. The Contractor shall include the expected cost for such permits (and the actual cost of traffic control) within its bid amount as such costs will not be reimbursed by Owner separately.
- Q4. Will work inspection be by just Public Works department?
A4. The library Superstop is situated both in the public right of way and on the library property. Thus, it is MTD's understanding that there will be City Building Division inspections as well.
- Q5. What are the work start and completion requirements?

A5. As stated in the IFB, work must start within 30 days of the notice to proceed and be completed, whether contract award is for one or both sites, within six months after the notice to proceed.

Q6. Not used

Q7. Does the solar installation only provide power for lighting?

A7. The solar panel system provides power for the lighting and for the future AVL system where applicable as indicated on the plans.

The specified solar panels (SANYO HIP-190DA3 190 Watt HIT Double Solar Module) have been discontinued. The current equivalent panels to replace them are Sunpreme Maxima GxB 300W Bifacial Modules. All other solar system components (battery, inverter etc.) shall remain as specified in the Drawings.

The Sunpreme Maxima GxB 300W panels are dimensionally larger than the Sanyo HIT panels they replace. Therefore, they shall be mounted atop the top layer trellis members (2" x 2" x .125" MTL. tube top layer of trellis) in revision to details 8/A5.2 and 9/A5.2. The 2" x 2" x .125" MTL. top trellis members, that were formerly interrupted by the solar panels, will now be continuous length. The panels shall be centered front to back.

Q8. Is a licensed electrical contractor required for installation of the solar low voltage system?

A8. Either an "A" or "C-10" license is acceptable for the solar system installation.

Q9. Can the large pieces that are specified to be powder-coated be cut down in size in the event no powder-coating facility can be found that can accommodate them and to reduce the difficulty in moving them around?

A9. Refer to Specifications Section 05500-2.1-B: "Steel: As designed on the Drawings. Fabricate at the shop to fullest extent possible. No rooftop welding permitted." Also see Section 05500-3.1-A for Fabrication, Execution and Installation.

Coordination of this item shall occur during the shop drawing process. Any proposed breakup of the components will need to be approved by the Architect prior to fabrication and installation in accordance with the shop drawings approval process.

Q10. Can ½ inch thick pieces specified to be laser-cut be water-cut instead?

A10. If the contractor prefers to have the ½ inch steel water-cut, this would be acceptable provided that the cut quality is equal to or better than that specified.

Q11. The ½ inch steel that is to be laser cut (A5.1) would be as structurally sound and much more affordable if it were ¼ inch. It takes a much more expensive machine to laser cut ½ inch. Otherwise water jet can cut it, but the cost is much more. Please let me know if you would approve ¼ inch as an option.

A11. Bid the ½ inch steel per the Drawings and Specifications.

Q12. There was discussion about the "T-section" for the armrest and how to make it.

A12. Fabricate the "T-section" per the Drawings. Means and methods to achieve the design is the responsibility of the Contractor.

Q13. I have a question regarding the glass for the shelter, the design calls out for ½ inch Wired Glass, textured. If you preferred wired glass, we would like to substitute for ¼ inch wired

glass or laminate 2 pieces of ¼ inch wired glass together to make your ½ inch Spec. We could also provide wired less fire rated glass as a substitute.

A13. Use ½ inch thick wired-less fire-rated tempered textured glass instead of ½ inch wired glass where occurs.

Q14. Do all steel tubes with exposed ends have steel end caps?

A14. Yes, all steel tubes require continuously welded, ground, cleaned and flush end caps made 1/8" minimum thickness steel plate, where the ends of steel tubes would otherwise be open or exposed.

Q15. Based on an RFI pertaining to Sheet 15; Dwg. #A5.3; Detail 4 Map – Case Elevation – Anacapa Site: There just isn't enough information/details for the construction on how this is built. Was hoping that the spec book would recommend a manufacturer.

A15. The Map Case is a custom built feature.

Q15a. Don't know if there is a partition.

A15a. There is no partition.

Q15b. Is it two sided with hinged doors?

A15b. Yes.

Q15c. Is it glass mounted door?

A15c. The door is a 1/8 inch thick steel frame with 2" wide perimeter boarder powder-coated. It overlays (sits atop / proud of) the side columns. The map / glass panel is not in the scope of the contractor and will be provided by others.

Q15d. The varia backer panel - is it center and how does it mount?

A15d. No, they are not centered; there are two Varia panels per map case. They are attached directly to the backside of the metal grill work screens. One of the metal grill work screens shall be removable with tamper proof hardware to access the LED tube light fixtures.

Q15e. The section & side elevation kind of show this display flush mounted with the exterior beams.

A15e. The door frame overlays; the grill work screens are flush.

Q15f. Details 2a & 2 (sht. 15) show LED tube light fixture (no length or details)

A15f. 1'0" long LED tube lights at the Anacapa Map Case, 3'0" long LED tube lights at Carrillo map case per plans.

Q15g. Future AVL LED display & future battery (No details)

A15g. Future AVL Display and future battery are not in the scope of the contractor's work. Provide a capped power feed to the future battery location only.

Q16. Based on an RFI pertaining to Sheet 21; Drwg. #S-4; Carrillo Street – Elevations the left detail kind of shows the display being flush mounted to the post which makes more sense.

A16. Refer to A-Sheets for map case details; see answer to question 15c and 15e above.

Q16a. That would kind of make sense of 15f & 15g above (just not enough details)

A16a. Refer to answers to 15f & 15g above.

Q16b. Again a recommended manufacturer would be beneficial.

A16b. The Map Case is a custom built feature.

Q17. Are the gusset plates found on detail 14/S-5 architectural (decorative only) or structural?

A17. The gusset plates found on detail 14/S-5 are architectural (decorative only), non-structural.

Q18. Is there one of these superstops on the MTD routes now and, if so, where? If not, is there one of these Map/Route displays in the existing system?

A18. There is no existing Superstop or Map/Route display.

Q19. Is there an engineer's estimate?

A19. MTD is not making the engineering estimate public.

Q20. What are the liquidated damages?

A20. There are no liquidated damages except as addressed in the FTA Contract Provisions included in the IFB. Specifically, provision 17, Contract Work Hours and Safety Standards Act, applies.

Q21. What should be done to correct notes in the plans?

A21. Any references to "sheet A5.5" should read "sheet A0.1."

Q22. Where can full size plans be obtained?

A22. Tri-Co Reprographics is the official plan holder from which plans may be ordered by going to the following link: <http://www.tricoblue.com/>. Then click "MTD Superstops" under "Public Jobs."

End of Addendum 1