



THE CITY OF KEY WEST
3140 Flagler St,
Key West, Florida 33040

ADDENDUM #5
Public Transit Facility
Request for Proposal: 001-13
20 November 2012

This Addendum is issued as supplemental information to the bid package for clarification of certain matters of both a general and a technical nature. The referenced bid package is amended in accordance with the following items:

- See attached Questions and Clarifications (Addendum #5)
- Page 1-24: Paragraph 1.6.2 Evaluation Panel Process: add the following
 - Oral Presentations: At City of Key West's sole discretion, the TEB may schedule oral presentations/question and answers with each team submitting a proposal. Present at this meeting shall be the key personnel assigned to the project from the General Contractor and A/E firm. At a minimum key project staff, should include the Project Manager, Lead Design Engineer, and Lead Architect. Presentation/question and answer period will be no longer than 45 minutes. These meetings are exempt from the Florida Sunshine Law as covered under FS 286.0113
- Page B-14: Part III-Technical Statement-Project Approach
 - B. Submit a copy of the "Teaming Agreement" between the General Contractor and A/E. If a teaming agreement does not exist, an explanation on how the organizations will function together shall be provided
- Page 1-25 Basis of Scoring: Add the following
 - Key Personnel and Subcontractors submitted to the City and used as a basis for scoring shall be the same used during the execution of the project. Substitution of Key Personnel and Subcontractors after award shall only be done with the approval of the City
- Page C-4: Total Base Bid Amount
 - A schedule of values should be submitted with the Cost Proposal Package. Please refer to sheet C-3. The schedule of values shall be in sufficient detail to allow the City to understand how the Design-Builder arrived at said Total Base Bid price and shall become part of the contract for basis of payment. The Schedule of Values shall include at a minimum the line items shown in the attached sheet.
- Bid Due Date: The Bid due date is hereby extended to 3:30pm, December 12, 2012. Questions will be received until 5pm, 27 November 2012

- Alternate Bid Item: D: Vehicle Lifts: The following shall be a part of this project:
Procurement and Installation of:
 - 2 - Large Vehicle Maintenance Lifts: Rotary Lift: Heavy Duty Parellelogram 6 Leg 45/35S Model or equivalent approved equal.
 - 1 - Small Maintenance Lift: Rotary Lift: Y-Lift (YA12) Model (or approved equal)
 - Fluid Dispensing System for the Maintenance Service Bay: (3) drops.

A revised Attachment C: Cost Proposal will be issued with Addendum 6

- Technical Presentations: Technical presentations are limited to 50 pages double sided. Pages in excess of this amount will not be reviewed by the Technical Evaluation Board Members.

All Bidders shall acknowledge receipt and acceptance of this Addendum No 5 by acknowledging Addendum in their proposal or by submitting the addendum with the bid package. Bids submitted without acknowledgement or without this Addendum may be considered non-responsive

Signature

Name Of Business

CITY OF KEY WEST
Public Transportation Facility Project
Addendum No. 5
November 20, 2012

QUESTIONS

- Q1.** There are several environmental and operational permits that will be required for this project. Will the Contractor be required to provide permits for any other than the construction permits?
- A. Design-Builder will be responsible for permits to complete the construction work. The Design/Builder will prepare an Operating/Maintenance and Contingency Plan to describe the operation of the facility. This document will be used for permitting purposes.*
- Q2.** The RFP appendices include a LEED checklist with several LEED credits identified for achieving credit compliance. Are the credits indicated required to be provided or can the credit checklist be adjusted depending on anticipated certification level achievement path (i.e., may the design/build teams elect to not pursue measurement and verification credit as indicated and instead pursue other credits)?
- A. The checklist is a suggestion and can be adjusted by the Design-Builder.*
- Q3.** Who is responsible for the permitting for the petroleum storage tanks and who pays for the registration?
- A. Design-Builder is responsible for the permit and registration fee.*
- Q4.** Who is responsible for getting the operating permit for the repair facility?
- A. The City will secure the operating permit for the repair facility.*
- Q5.** Is the repair facility equipped with floor gutters routed to an oil/water separator? If not where will the waste oil/grease that falls on the floor be directed. Spills during oil changes do happen and contingency plans must be made.
- A. The facility shall be fitted with oil water separators. Please see Section 5.2.5.11, 6.2., 6.5.2, and 6.5.4.*
- Q6.** Who is responsible for developing the “Spill Prevention Control and Countermeasure (SPCC) Plan for the facility?”

- A. The Design/Builder will prepare an Operating/Maintenance and Contingency Plan to describe the operation of the PTF. This document will be used for both permitting purposes. Spill prevention Control Plan should be included under Fire and Safety Section. See Section 3.3.*
- Q7.** What are the requirements for the air compressor? To properly size the air compressor (and provide a bid price) either the required scfm and hp is required or the following information must be provided: The required number of drops, the locations of the drops and the required scfm at each drop.
- A. Air compressor technical information was provided in Addendum No. 4. The system should have (4) drops.*
- Q8.** Is a refrigerated dryer system required for the air compressor?
- A. No. A refrigerated dryer system is not required for the air compressor.*
- Q9.** The RFP indicates that a vehicle exhaust system is to be provided. Amendment 3 indicates that the direct capture type system is the preferred method to be provided in four bays. To properly estimate (and price) the required vehicle exhaust system, either the specifications for the desired system are required or more information in regards to the bus engine exhaust output is required.
- A. The system must provide min. 500 CFM at each drop.*
- Q10.** RFP Section 1.1.5 indicates to provide one 8,000 gallon AST for the fuel depot and to relocate an existing AST to the bus depot. Please provide information in regards to the existing tank to be relocated for bidding purposes.
- A. The existing tank is located at: 633 Palm Avenue Key West, FL 33040.*
- Q11.** RFP Section 6.5.1 indicates a total bio-diesel storage capacity of 8,000 gallons. Please verify total storage volume required for project.
- A. The facility will ultimately have (2) tanks at the fuel island. The base bid shall include relocating an existing tank. Alternate Bid Item C, on page C-6, specifies a second 8,000 gal tank.*
- Q12.** RFP Section 5.2.7 indicates a 1,500 gpm fire pump will be required for the project. To size and price the fire pump for proposal purposes, the existing site water pressures are required. Please provide fire flow test results for the existing site.
- A. It was stated at the pre-bid meeting that fire flow or water pressures will be the responsibility of the Design-Builder.*

Q13. RFP Section 6.5.5.3 requires the local AHJ to determine the fire protection requirement for the packaged Bus Wash Building. Please verify fire protection requirements for Bus Wash Building per the AHJ requirements as this information is required to provide a complete bid.

A. Design/Builder is responsible to make this determination per local governing codes.

Q14. Floor plan indicates a Server Room for the facility but does not indicate what will be provided in the server room in regards to computer equipment for determination of HVAC and power requirements. Please provide equipment that will be installed in the server room for determination of bid requirements.

A. Information was provided in Addendum No. 4, Question No. 2.

Q15. Will there be electric or hydraulic lifts in selected bays for raising the busses?

A. Yes, refer to Alternate Bid Item D on page 1 of this addendum for more information.

Q16. Will the fire pump be electric or diesel?

A. The existing fire pump is diesel powered. See more information below.







Q17. Which specific loads will need to be on emergency power? We assume that the bus wash is not. Will the generator service all loads in the administration and maintenance buildings in addition to the fuel farm?

A. Please refer to “Standby Power Generation” on page 5.76 and Section 5.7.4.

Q18. What equipment will be located in the machine room and in the maintenance bays? Will there be battery chargers located in the battery room?

A. We do not anticipate any special equipment stored in the machine room. The welding station exhaust system was omitted in Addendum No. 3 Question No. 37. However, refer to Section 6.5.3.4 for min. ventilation requirements. There will be a battery charger in the battery room.

Q19. What percentage of the fuel source should be bio-diesel. Various engine manufacturers have specific requirements on the use of bio-diesel in their systems. Many limit the percentage of bio-diesel to 5%. Some do not warranty the system if the bio-diesel portion is not filtered per their specifications. Please advise.

A. The current bus fleet receives 100% bio-diesel.

Q20. What is the size in KVA of the existing city-owned pad mount transformer?

A. Design-Builder can contact Keys Energy to verify the KVA.

Q21. Will the three vehicle gates have local entry control or will there be a master controller located in the main building?

A. The vehicle gates should have a remote controller located in the main building.

Q22. How are we supposed to gauge if the fill in certain areas on the site will be suitable for salvaging? Are there any tests being done on the material to help identify which areas will be suitable for reuse onsite?

A. The whole site requires 2 feet of clean fill as stated in section 6.2.2 of the Design Criteria. As stated in Addendum No. 3 Question 22: "As stated in addendum #2, Appendix F, part 4.0 continues on to state "No soil contaminant concentrations were detected above industrial SCTLs; therefore, the recommendation for the SWTE Facility is to use materials remaining onsite after demolition as fill material and to cover with 2 feet of clean soil." For costing the work, the design builder shall assume that no soils are above the Industrial SCTL. The Design/Builder should assume that no soil sample testing is required."

Q23. Is the 2 foot of clean suitable fill going to be placed above the "salvaged" material?

A. See answer above.

Q24. I haven't been able to locate the drawings D-04 and D-05 that are specified in the documents

A. Please refer to Appendix E – Demolition Plans: CH2MHill Plans D-04 & D-05. They are pages 348 and 349 in the original PDF document.

THIS IS A FORMAL ADDENDUM THAT HAS TO BE ACKNOWLEDGED IN THE BID ADDENDA ACKNOWLEDGEMENT FORM. IF A BIDDER FAILS TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM AS PART OF ITS BID SUBMISSION, THE CITY RESERVES THE RIGHT TO REQUEST, AND THE BIDDER MUST COMPLY WITHIN TWO (2) BUSINESS DAYS AFTER RECEIPT OF WRITTEN REQUEST FROM THE CITY.