



# CITY OF SAN ANTONIO

P.O. Box 839966  
San Antonio, Texas 78283-3966

## ADDENDUM II

**SUBJECT:** Formal Invitation Bid (IFB) 2011 Low Water Crossing Remediation (Prj. No. 23-04-07-0001), Dated: June 18, 2011

**DATE:** July 7, 2011

### **A. THE ABOVE MENTIONED BID IS HEREBY AMENDED AS FOLLOWS:**

1. **Add** "Site Map 1 Southton Rd"
2. **Add** "Site Map 2 Leslie Rd"
3. **Add** "Site Map 3 Lockhill/Bonnet"
4. **Add** "Site Map 4 Old Seguin @ Salado Creek"
5. **Add** "Site Map 5 Pinn Rd"
6. **Add** "Site Map 6 S. Hausmond Rd"
7. **Add** "Typical Remote Configuration"
8. **Add** "Gate Arm Configuration"
9. **Add** "Gate Arm Configuration signs"
10. **Delete** "025 Form AMENDED" and **Replace** with "025 Form AMENDED 2"

### **B. ANSWERS TO QUESTIONS RECEIVED BY CITY DURING THE PRE-SUBMITTAL CONFERENCE JUNE 30, 2011 ARE ANSWERED AS FOLLOWS:**

- Q1. Specifications and Special Conditions, 120. Special Conditions, item 4., states that the Contractor shall coordinate and obtain all applicable building and ROW permits. Public Works coordinated and obtained building and ROW permits on the previous contract. If this is indeed a change, please articulate exactly what permits are required and the full cost of those permits. We are particularly concerned about the sites at Old Seguin and Pinn Road which appear to be in TxDOT ROW. If this is the case we will not be able to commit to a 60 Day Performance Period due to uncertainty regarding the ability to obtain TxDOT Permits quickly enough.
- A1. Public Works will coordinate and obtained ROW permits.
- Q2. Specifications and Special Conditions, 125. Special Specifications, 16800.3. Equipment, (4), states that communications between Master Gauging Stations and Advance Warning Stations shall be via VHF Hydrologic Frequencies while communications with the base stations shall be via 900MHz spread spectrum radio. All communications with the current system utilize the VHF Hydro Frequencies. Please confirm that the intent remains to utilize VHF for all communications.
- A2. All communications must utilize the current system of VHF Hydro Frequencies.

- Q3. Specifications and Special Conditions, 125. Special Specifications, 16800.3. Equipment, (5)(g), states that Advance Warning Stations are to run on 12Volts DC. 125.2.(5)(g) says the Sites, for redundancy purposes, will be optionally powered by 120Volts AC. In systems of this type we normally run strictly on DC power. For previous contracts, we installed sites that would allow the City to add AC power in the future if desired. For the AWS flasher sites, we supplied 2" conduit at the base of pole. At the Master Station we supplied 2" EMT Conduit fastened to the wooden pole terminating at a 12" x 18" ground flush box at the bottom and at the equipment box near the top of the pole. At both Masters and Warning Sites we supplied an AC Power Battery Charger capable of delivering up to 4 Amps to charge the battery. Please confirm that this description is what is desired for this LWC Upgrade Project and if it is not, please indicate what the City intends.
- A3. Need to install at sites equipment that would allow the City to add AC power in the future if desired. For the AWS flasher sites, supply 2" conduit at the base of pole. At the Master Station supply 2" EMT Conduit fastened to the wooden pole terminating at a 12" x 18" ground flush box at the bottom and at the equipment box near the top of the pole. At both Masters and Warning Sites supply an AC Power Battery Charger capable of delivering up to 4 Amps to charge the battery.
- Q4. Does the City have site maps that can be provided to the bidders?
- A4. Yes, City will provide digital maps added via this addendum
- Q5. Drawings of the Master Gauging Station and Advance Warning Stations are not provided in this bid package. Please confirm that the desired configuration is the same as that called for and installed for on previous projects.
- A5. Refer to digital Standard details provided.
- Q6. All Master Gauging Stations within the COSA system are equipped with an expansion module that monitors lamp current and battery status at Advance Warning Stations, reducing the number of Advance Warning Stations by 3 in this configuration. Is it desired that these HWDS systems are configured in the same manner as those supplied under previous contracts? Physical configuration, Pressure Transducer and backup floats (utilizing A2 and Tip inputs), battery and beacon monitoring, etc.
- A6. Correct, configure, with Pressure Transducer and backup floats (utilizing A2 and Tip inputs), battery and beacon monitoring, etc.
- Q7. If the Prime Contractor fits the definition of one of the categories within the SBEDA Program does this qualify toward meeting compliance percentages?
- A7. The Prime Contractor's certification(s) do not count towards the 7% SBE subcontracting goal. For subcontractors/suppliers to be counted toward an SBE Subcontracting Goal, a firm must actively be certified as SBE through the South Central Texas Regional Certification Agency ([www.sctrca.org](http://www.sctrca.org)) and headquartered within the San Antonio Metropolitan Statistical Area (SAMSA) or maintain an office within the SAMSA for at least one year from which 20% of its total employees are regularly based. Counties within the SAMSA include Atascosa, Bandera, Bexar, Comal, Guadalupe, Kendall, Medina and Wilson. If a business is not certified, please call (210) 207-1339 or (210) 207-3900 for information and details on how subcontractors and suppliers may obtain certification during open solicitations.
- Q8. Page 22 of the General Conditions (3.13.5) states "The Owner will have appropriate Temporary Bench Marks and Baseline (horizontal and vertical) established." Is it a requirement for this project to provide precise elevations for the installed locations of the pressure transducer and ball float? If so, will The City provide these bench marks as stated in the General Conditions? Will The City also provide the desired elevation at each location to activate the beacons?
- A8. Correct, City will provide the desired elevation at each location to activate the beacons.

- Q9. The barrier gates that we have installed for the City previously at LWC Sites have included Advance Warning / Flashing Beacon Remotes adjacent to the barrier gates. The Equipment listed for the Lockhill Road Site indicates 3 gates and 4 Flashing Beacon Remotes. Please clarify whether the 4 Flashing Beacon Remotes include the 3 that would be immediately adjacent to the gates or whether there are 4 Flashing Beacon Remotes in addition to those adjacent to the gates.
- A9. There are 4 Flashing Beacon Remotes in addition to those adjacent to the gates.
- Q10. The South Hausman site calls for 2 Master Sites controlling 4 Remotes. It is our understanding that one of the Master sites always has water over the roadway first and water persists over the road after it has receded at the second proposed Master Site. Since no Flashing Beacon sites are located between the two masters we suggest that one Master Site be used to control all 4 Flashing Beacon Sites and that the second Master be eliminated. Does the City approve this recommended change?
- A10. Yes, City approves this recommended change.
- Q11. The Specification 16800.3 (14) and (15) call for two years of Hardware and Software Maintenance with the second year optional. However, there is no line item on the Unit Pricing Form to list Maintenance Costs. In addition it is our understanding that the City already has Software Maintenance from a previous contract. While there is also existing hardware maintenance from the previous contract it would not cover additional site so we believe it would make sense to add a line item to the Unit Pricing Form for Hardware Maintenance with a second line item for the optional second year for these new sites.
- A11. City concurs; please see updated 025 form with added line items.
- Q12. Based on field observations made, many of the AWS sites are obstructed by trees, tree branches and brush that would hide the proposed flashing beacons and signage from oncoming traffic. Is the contractor responsible for the removal and clearing of the vegetation for vehicle visibility?
- A12. No, City will remediate those issues
- Q13. The city already has manual gates at the Lockhill location, and the proposed automatic gates are to be placed at the exact location. In order to meet the performance period deadline it may be necessary to have the manual gates and footings removed prior to construction. Will the city be able to remove the manual gates and footings in a timely manner prior to construction?
- A13. Yes, city will remove prior to construction.
- Q14. Has the city conducted a radio path study of the proposed locations to ensure the data from the new sites will reach the repeater and base station?
- A14. No, city has not completed the study

**\*\*NOTE ADDENDUM ACKNOWLEDGEMENT FORM IS REQUIRED TO BE RETURNED WITH THE BID PACKAGE\*\***

**CITY OF SAN ANTONIO  
DEPARTMENT OF CAPITAL IMPROVEMENTS MANAGEMENT SERVICES  
CONTRACT SERVICES DIVISION**

RECEIPT OF **ADDENDUM II** IS HEREBY ACKNOWLEDGED FOR PLANS AND SPECIFICATIONS FOR CONSTRUCTION OF 2011 Low Water Crossing Remediation (**Prj. No. 23-04-07-0001**), **Dated: June 18, 2011**

FOR WHICH BIDS WILL BE OPENED ON **Tuesday, July 12, 2011**

THIS ACKNOWLEDGEMENT MUST BE SIGNED AND RETURNED WITH THE BID PACKAGE.

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip Code: \_\_\_\_\_

Date: \_\_\_\_\_

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Print Name/Title