



Memorandum

TO: Prospective Bidders
CC:
FROM: Southeastern Regional Transit Authority (SRTA)
DATE: 12/11/2020
RE: Responses to Questions and Clarifications (SRTA RFP 21-02) Addendum #1

SRTA Request for Proposals (RFP 21-02) for Driver Protective and Safety Barriers

Addendum #1

Contents:

The following includes the official response(s) of the Southeastern Regional Transit Authority (SRTA) regarding any Questions and Clarifications received prior to or by the December 4, 2020 deadline at 2:00PM (EST) with regard to the SRTA Request for Proposals (RFP 21-02) for Driver Protective and Safety Barriers.

Vendors / Proposers are reminded that – when submitting their proposals – herein Addendum #1 shall become part of the Contract documents and, as a result, must be acknowledged by Vendors / Proposers via the *Acknowledgement of Receipt of Addenda* form. The *Acknowledgement of Receipt of Addenda* form for this Addendum can be found on the following page.

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ACKNOWLEDGEMENT OF RECEIPT OF ADDENDA

Southeastern Regional Transit Authority RFP 21-02

The undersigned hereby acknowledges receipt of the following addenda to the above referenced RFP:

Addendum Number: 1, dated: December 11, 2020

Addendum Number: _____, dated: _____

Addendum Number: _____, dated: _____

Addendum Number: _____, dated: _____

Name of Individual, Partnership, or Corporation

Address

Name of Authorized Person

Signature

Title of Authorized Person

Date

(FAILURE TO COMPLETE THIS FORM AND SUBMIT IT WITH YOUR PROPOSAL WILL RENDER THE PROPOSAL NON-RESPONSIVE)

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Question #1:

In reference to Page 44 RFP 21-02 Bus Driver Protective and Safety Barriers, “SRTA’s overall goal for DBE participation is 1.37%. A separate contract goal has not been established for this procurement”. What is the DBE contract goal percentage for this procurement?

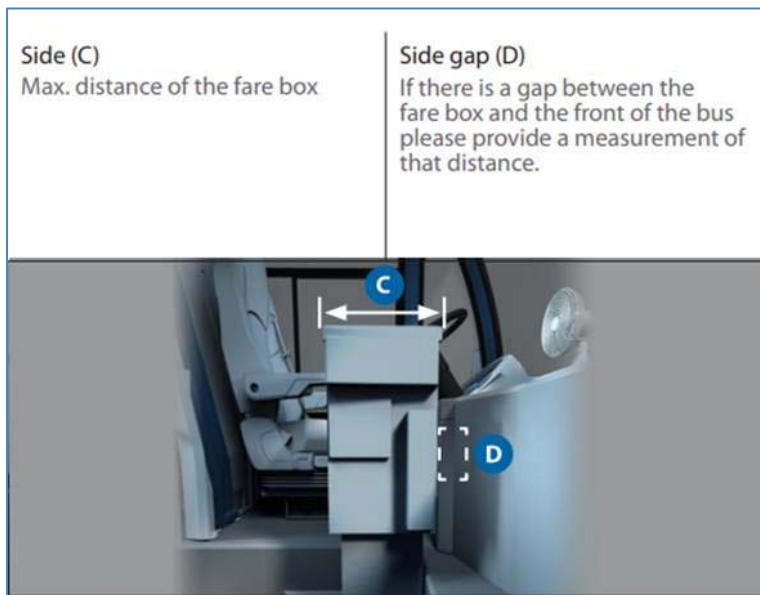
Response #1:

No separate contract goal has been established for this procurement.

Question #2:

For all 35’ and 40’ Gillig models (38 buses), please provide the measurements using the illustration below:

- Max distance of the farebox
- Side gap between the farebox and the front of the bus



Year	Count
2008	9
2009	10
2010	12
2012	9
2013	8
2016	11
2018	5
2020	5
Total	69

Length	Count
30'	31
35'	34
40'	4
Total	69

Response #2:

Measurements as followed:

Side (C): 10 ¼”

Side (D): 5 ¼”

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Question #3:

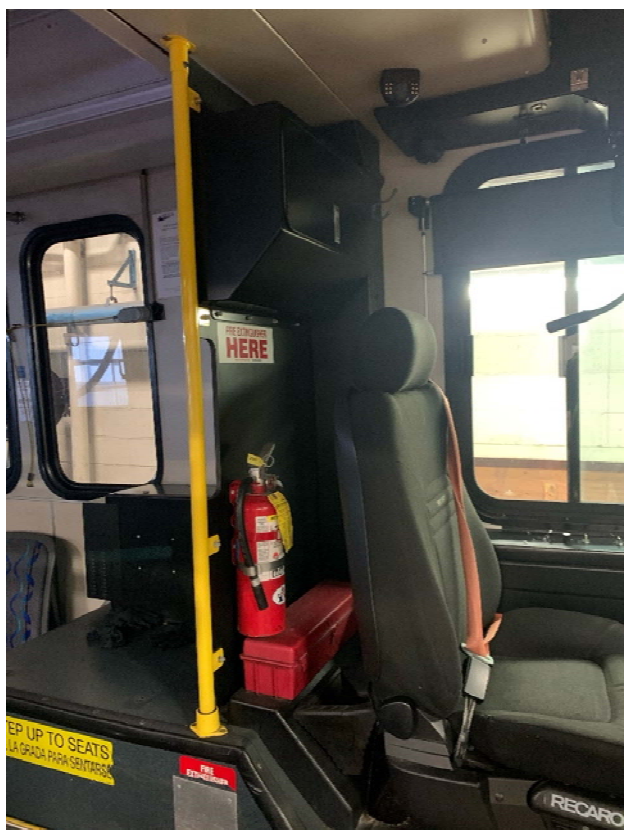
Please provide photographs of the following areas:

- Zoomed out picture showing floor to ceiling of the driver's/operator area
- Front and Side view of the Stanchion/Farebox
- Front and Side view of Pedestal
- Curb side wheel well

Response #3:

Gillig 30' Model, as followed:

- Floor to ceiling of the driver/operator area (Gillig 30')



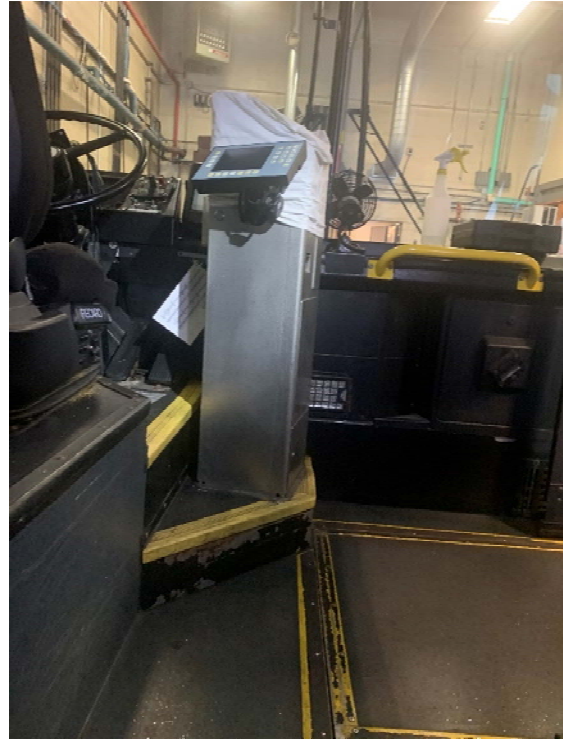
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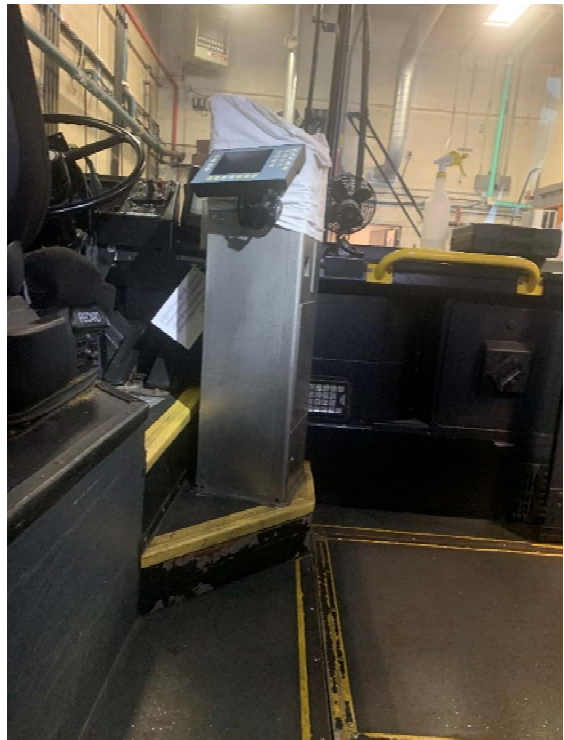
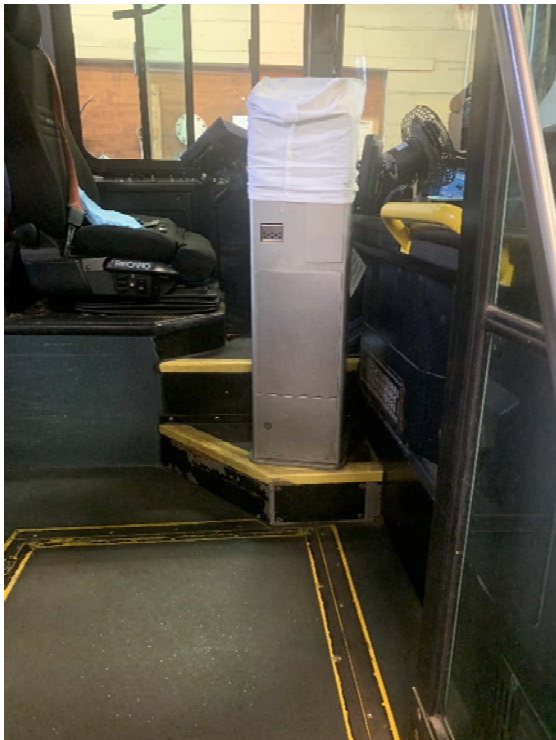
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Response #3 (Continued):

- Front and Side view of the Stanchion/Farebox (Gillig 30')



- Front and Side view of Pedestal (Gillig 30')



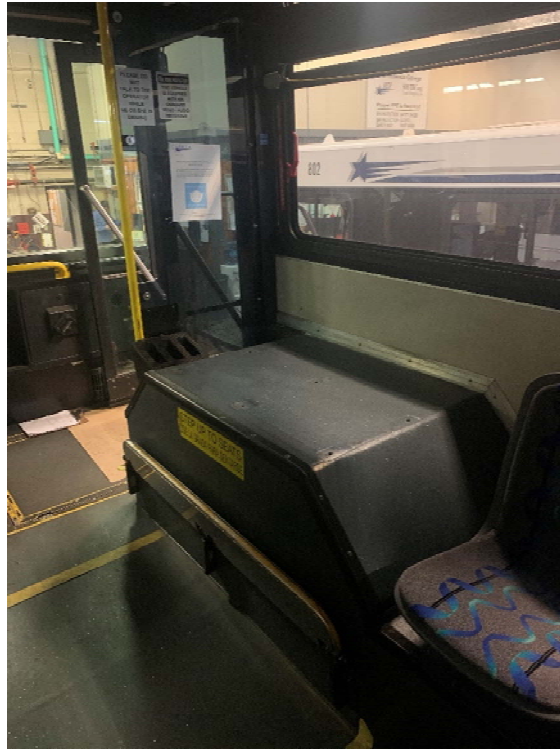
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Response #3 (Continued):

- Curb side wheel well (Gillig 30')



Note: All photos have also been provided in the zip folder attached to the email distribution.

Question #4A:

For all Gillig 30' models (31 buses), do they require panel wall construction for the safety barrier to properly enclose the driver?

- To clarify, this is the area between the driver seat and the back enclosure/SDS box. If yes, please provide pictures, details and measurements of driver's operator area that needs enclosure.

Response #4A:

As indicated by Requirement #10 of the Technical Specifications for Type 1: Gillig Low-Floor Heavy Duty Buses, it is the responsibility of the Contractor to provide a sturdy, secure mechanism to support and affix the barrier properly within the vehicle. If it is determined that more supportive features (i.e. panel wall construction) would be required in order to do so, then it should be included as part of the Contractor's proposal.

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Response #4A (Continued):

Requirement #10 of the Technical Specifications for Type 1: Gillig Low-Floor Heavy Duty Buses, as specified in the solicitation packet:

10	The Contractor must provide a sturdy, secure mechanism to support and affix the barrier properly within the vehicle to ensure optimal safety and longevity of the barrier, with consideration to the features of a 30', 35', and 40' Gillig Low-Floor Heavy Duty bus that may require more supportive features.
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Question #4B:

- Please also provide dimensions for Gillig 30' models.

OPERATOR AREA

Dimensions

Stanchion or farebox measurements

Height (A)

Max. height of the fare box

Front gap (B)

If there is a gap between the fare box and side of the driver area please provide a measurement of that distance.

Side (C)

Max. distance of the fare box

Side gap (D)

If there is a gap between the fare box and the front of the bus please provide a measurement of that distance.



Pedestal

Height (A)

Length (B)

Length (C)

Width (D)



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Response #4B:

Measurements as followed:

Side (A): 41 ¼”

Side (B): 2”

Side (C): 10 ¼”

Side (D): 5 ¼”

Pedestal (A): 6 ¼”

Pedestal (B): 26 ¾”

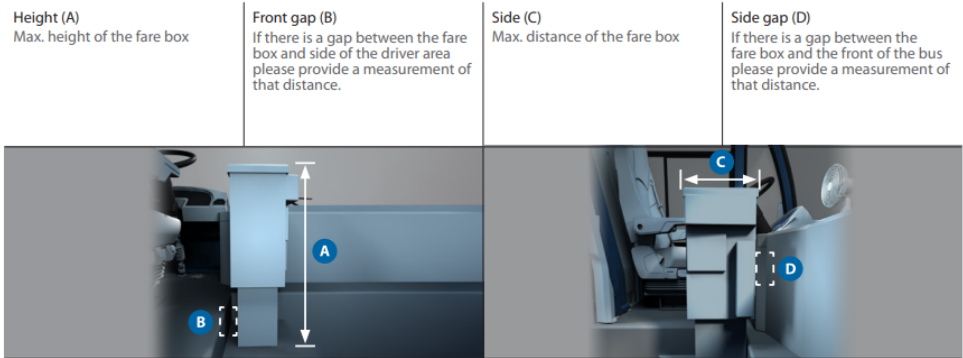
Pedestal (C): 13”

Pedestal (D): 14 5/8”

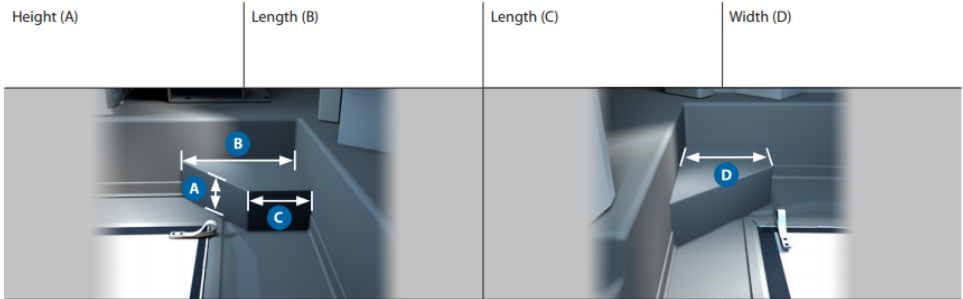
OPERATOR AREA

Dimensions

Stanchion or farebox measurements



Pedestal



Question #5:

Please provide photographs of the following areas:

- Zoomed out picture showing floor to ceiling of the driver’s/operator area
- Front and Side view of the Stanchion/Farebox
- Front and Side view of Pedestal
- Curb side wheel well

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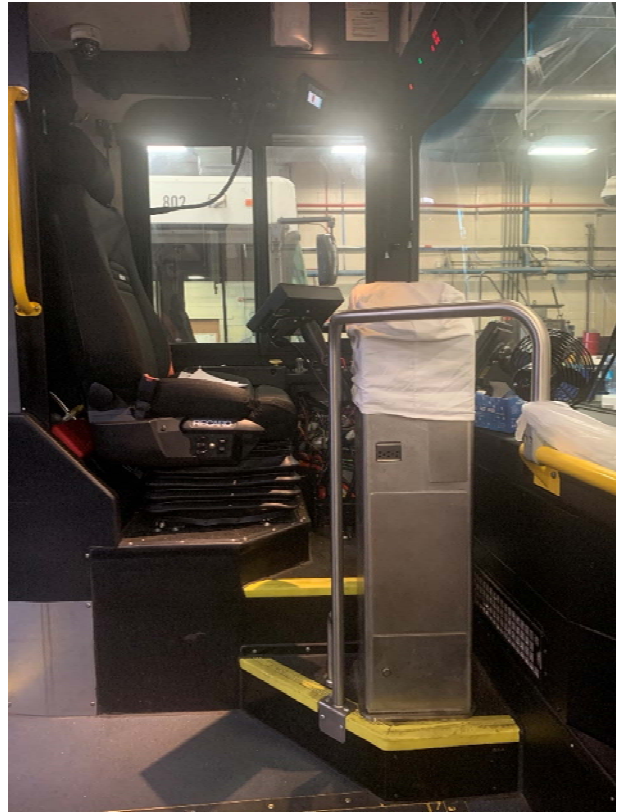
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Response #5:

Gillig 35' Model, as followed:

- Floor to ceiling of the driver/operator area (Gillig 35')



Continued next page

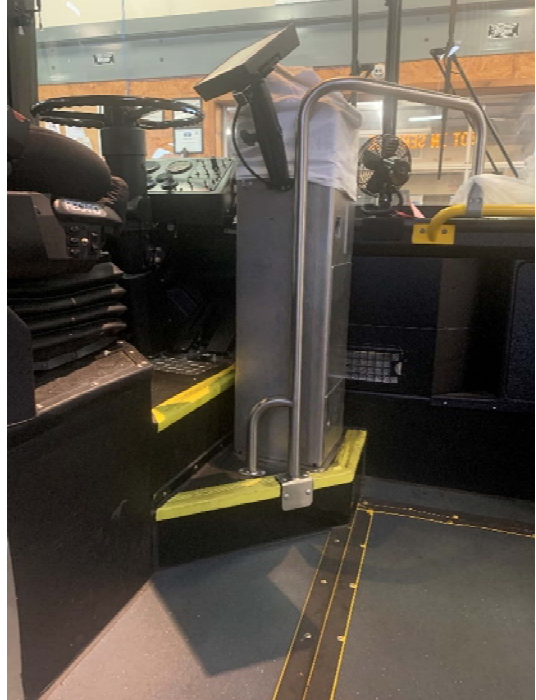
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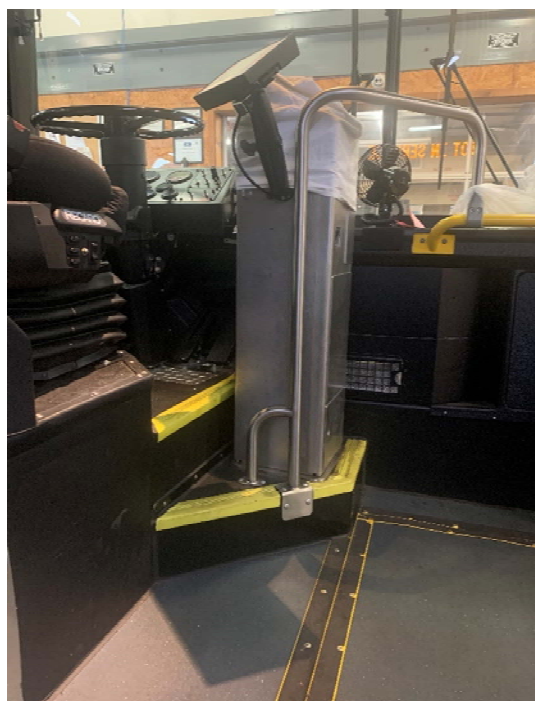
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Response #5 (Continued):

- Front and Side view of the Stanchion/Farebox (Gillig 35')



- Front and Side view of Pedestal (Gillig 35')



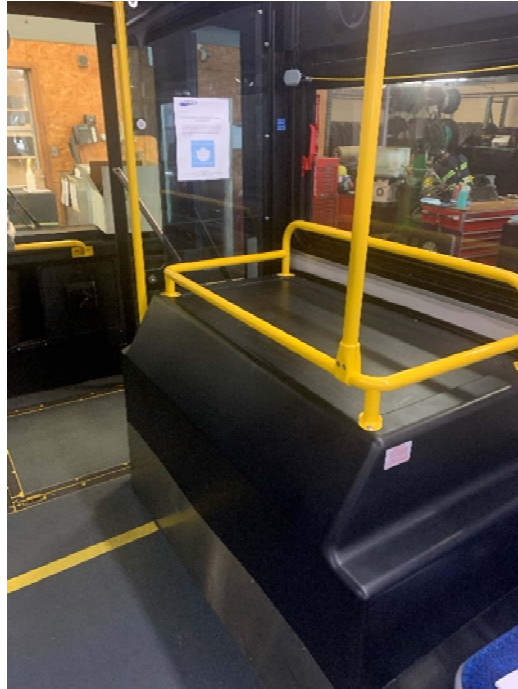
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Response #5 (Continued):

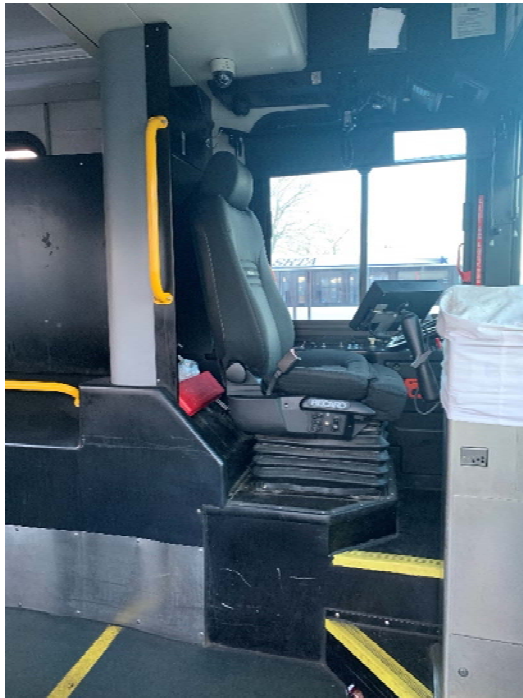
- Curb side wheel well (Gillig 35')



Response #5 (Continued):

Gillig 40' Model, as followed:

- Floor to ceiling of the driver/operator area (Gillig 40')



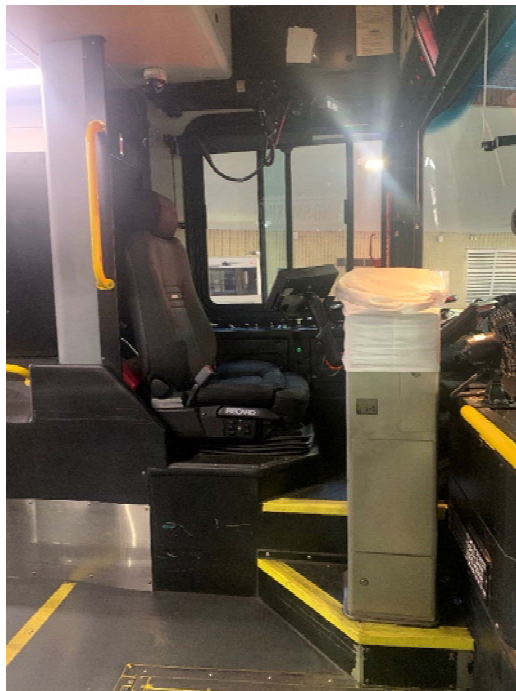
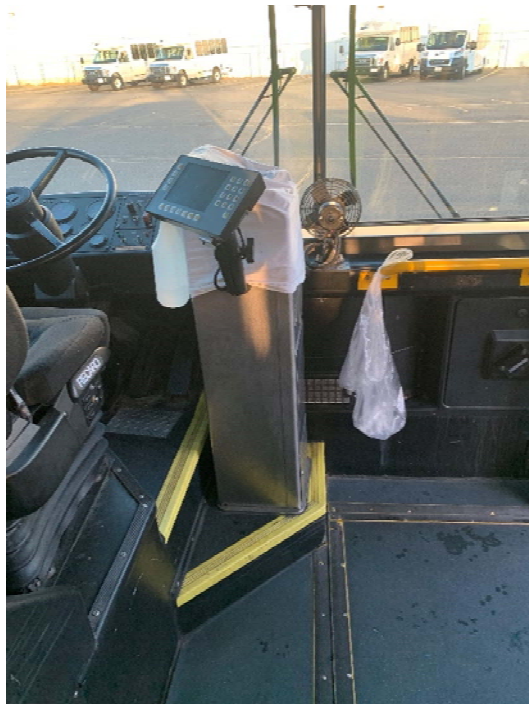
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Response #5 (Continued):

- Front and Side view of the Stanchion/Farebox (Gillig 40')



- Front and Side view of Pedestal (Gillig 40')



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Response #5 (Continued):

- Curb side wheel well (Gillig 40')



Note: All photos have also been provided in the zip folder attached to the email distribution.

As indicated under the response to Question #2 – the SRTA has determined to the best of our ability that the Operator area of the Gillig 35' and Gillig 40' fixed route buses entail matching configurations and / or measurements.

Additionally, as outlined in the RFP, site visits should be requested via procurement@srtabus.com. The SRTA will put forth its best effort to accommodate site visits up until the RFP Submissions due date, however, please note that any Questions and Clarifications received outside of the inquiry period will not be considered. Upon receipt of a request to schedule a site visit, a representative of the SRTA will reach out in order to arrange a mutually convenient time.

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Question #6:

For the driver barrier installation, please confirm the following:

- How many buses will be available daily for a bus float?
- What is the preferred work hours for installations?
- Is there more than one garage/depot where the installations will be done?

Response #6:

How many buses will be available daily for a bus float?

The number of buses available (daily) as a float can vary throughout the installation window referenced below. The number of available buses can start as low as 2 to 4 – depending on Out-of-Service levels – and can climb as high as 30 by 10:00PM (EST) as service concludes.

What is the preferred work hours for installations?

Installations are preferred to be completed during the hours of 2:00PM and 11:00PM (EST). Alternatively, the SRTA can put forth a best effort to accommodate weekend installations – the latter of which should be outlined in the proposed work plan and later discussed during contract and project negotiations.

Is there more than one garage/depot where the installations will be done?

Installations will be anticipated to be completed at a minimum of two distinct locations (Section 4: Proposal Requirements):

SRTA New Bedford Maintenance Facility
65 Potomska Street, New Bedford, MA 02740

SRTA Fall River Maintenance Facility
601 Brayton Avenue, Fall River, MA 02721

As a reminder, Addendum #1 shall become part of the ensuing Contract documents and, as a result, must be acknowledged by Vendors / Proposers via the *Acknowledgement of Receipt of Addenda* form.

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