



REQUEST FOR QUALIFICATIONS
Bus Storage Building Floor Refurbishment
Services

DULUTH TRANSIT AUTHORITY

Addendum #2

February 6, 2024

1. The DTA conducted a pre-submittal meeting on Thursday, February 1, 2024. Attendees were: Kyle Levanen, Kurt Schwartzbauer, JBW Consultants, Alan Vonderbruggen, Jennifer Allen, LHB, Tom Johnson, JBW Consultants (attended virtually), Corey Weichel, JBW Consultants, (attended virtually), Mark Ness, Nancy Brown, DTA.
2. Please note: The DUE DATE for submittals to this Request for Qualifications HAS BEEN EXTENDED to **10:00 a.m. on Wednesday, February 14, 2024**. Please change all references to the due date accordingly.
3. Please note that the DTA is following the provisions of the Brooks Act and provisions of 49 U.S.C. §5325(b)(1). Also note the confidentiality provisions of 49 U.S.C. §5325(b)(2)(d). Questions on these requirements may be directed to nbrown@duluthtransit.com.
4. The bus storage building and the maintenance building are built on a structural slab with reinforcing rebar throughout the slab. The rebar is evident in images taken during the most recent preventative maintenance performed on the floor in September 2021. Pictures of the repair area are available on the DTA website at www.duluthtransit.com.
5. DTA staff anticipates that the project will be in multiple phases, with the first phase consisting of the trench drain repair and replacements. The trench drains are original to the building and the shoulders are deteriorating due to the twisting of the drain covers. This phase will require the selected engineer to evaluate current products on the market and make a recommendation on products that represent the best long-term value to the DTA. The selected firm will also need to provide an opinion of probable cost for this work.
6. The second phase will involve concrete repair and recoating the entire floor. The selected engineer will need to estimate the amount of concrete repair as a base allowance in the construction technical specifications, as well as identify all areas of the building that require recoating. Some areas of the building have been recoated within the past year and will not require recoating, other areas have held up well and may also not require recoating. The selected engineer will also be required to prepare an opinion of probable cost for this phase of work.
7. The DTA also has images of ground penetrating radar in the maintenance building in conjunction with a separate project to refurbish the bus hoists. The GPR images will be made available to the selected engineer for review in preparation for technical specifications of floor repairs.
8. The entire floor in the storage and maintenance area was recoated in 2013. Copies of the drawings and specifications from that project are available on the DTA website, along with product sheets of the coatings used.
9. Note that LHB was the engineering firm that developed the technical specifications and conducted the construction oversight of the project. *The DTA*

is open to all qualified Respondents and will award the Contract based on the criteria in the Request for Qualifications.

10. The 2013 construction work was awarded to Terrazzo Concrete and Restoration in the amount of \$431,371.00.
11. Regarding the request for a summary of current projects under the proposed project engineer, the DTA is evaluating the proposed engineer's schedule availability to ensure that the selected firm can provide necessary services in a timely manner and for the entire anticipated duration of the project.
12. The DTA is separately conducted a Request for Qualifications for engineering service for the Hoist Refurbishment project. The two projects are distinctly separate from this project and each will be considered and awarded separately. Respondents may not tie their response to being awarded both projects.
13. Respondents are reminded that economy of responses is preferred.
14. The DTA may conduct interviews with Respondents prior to entering into cost negotiations.