



RFP# 2022-04
Design Build Services MTA Center of Technology Canopy Installation

ADDENDUM # 1
Date of Addendum: May 9, 2022

NOTICE TO ALL PROPOSERS

The Request for Proposal (RFP) is modified as set forth in this Addendum. The original RFP and any previously issued addenda remain in full force and effect, except as modified by this Addendum. Bidders shall consider this Addendum when preparing and submitting a bid and shall acknowledge receipt of this Addendum in their bid.

PROPOSALS SUBMITTAL DEADLINE

The proposal submittal deadline remains unchanged by this Addendum.
Proposals are due May 19, 2022 by 1:00 PM (EDT).

ADDENDUM

The RFP is modified as set forth below.

PLEASE NOTE ALL CHANGES:

1. Does MTA currently use or plan to in the future use the AIM system with their existing Fuel Master fuel management equipment? AIM Telematics is an RFID based system whereas each vehicle is equipped to automatically transmit vehicle data and authorize vehicle fueling transactions without the vehicle data being input manually by the driver. It is proximity-based technology between the authorization pedestal and the vehicle.
A specific pedestal mounted FMU (3505) is required for use with the Aim system. If AIM is not required, I will propose a standard 3500 Plus G unit that will work sufficiently with a Prokee tag system but does not accommodate the AIM system.
Answer: Yes, MTA is installing the AIMs units on all the fleet starting late summer 2022.
2. The wireless sending unit on the new pedestal mounted FMU will be installed on the Autogas dispensing system. The sites Fuel Master wireless receiver at one time was mounted to the outside of the east wall of building #2 (Service), near the top of wall, in line of site with the existing fuel island noted on sheet A101. It is critical that the receiving unit on the building be in line of site with the new propane Autogas system as well to allow for proper operation. From sheet A101, the site plan appears to show the new Autogas system line of site may be impeded by the Building and Grounds portion of building #2. If required, the relocation of the receiving unit to such a location that it is in line of sight with all wireless fuel management equipment will be the responsibility of others. Can you confirm the location of the wireless receiving unit on the back wall of building #2 (Service) and that the propane Autogas FMU will be in clear line of site?

Answer: The wireless receiving unit receiving is located on the back wall of Building #2. The receiving unit will be moved by others if it needs to be in clear line of site for proper usage.

3. In the Bid Spec it states that stairs will be required to access the LPG tank valves. To be clear IPS is proposing an Autogas specific dispensing storage tank which has side mounted gages and filler valves. No stairs are required to access this style dispensing tank. Will this present a problem to the customer?

Answer: IF the design does NOT need stairs to access to the LPG tank valves or any other serviceable equipment then there should not be a problem.

4. Current gate hardware company that we use, and their contact information is listed below if needed:

Sonitrol Great Lakes

Shonte Crafts- Client Relationship Specialist

Phone: 810-515-0594

scrafts@sonitrolgreatlakes.com

END OF ADDENDUM #1



Pre-Bid Sign In Sheet

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	NAME	COMPANY	PHONE	E-MAIL
1	Bruce Hemmingway	Smensers Gross Co.	810-691-3039	b.hemmingway@SGCompany.com
2	RYAN SLY	SOBELSEN GROSS CO.	(810) 767-4821	RYAN@SGCOMPANY.COM
3	Ray Delbridge	SETD Mechanical	810-691-0121	RDelbridge@SD-Mechanical.com
4	Jim Schoenfield	WALKER ELECTRIC	810-233-5111	Jim@WALKERELECTRIC.BIZ
5	Neal Phillips	Siwek Construction	614-327-2498	nphillips@siwekcc.com
6	Dave Johnston	EAL Construction	734-891-2379	dave.johnston@eandlgroupp.com
7	Scott Davis	MTA		SDAVIS@mtaflint.org
8	George Anagnostis	H2A Architects	810-287-0571	GEORGE@H2AARCHITECTS.NET
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