

**Seattle Monorail Services
Deferred Major Maintenance Program (DMMP)
Pre-Proposal Meeting Discussion and Questions
10:00 A.M., October 22, 2007
Seattle Center House, Room 211**

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The Agenda was distributed prior to the meeting and adhered to. Below are the questions and discussion points that came to light during the meeting.

1) *Is there a maintenance vehicle for the beams?*

Seattle Monorail Services has a vehicle that can be driven along the beams but it is unreliable and will not be suitable for long term use. Also, by its design it is especially unsuitable for the Beam Joint Resurfacing and Patching project. The Contractor selected for this project will need to supply all required scaffolding and methods of transportation of materials and staff to the project work site.

2) *What is the minimum number of beam joints that will need repair?*

The technical requirements ask for a price for 40% of the joints that need repair and a per unit price for each additional joint that might be added as time and money permit.

The Contractor's proposal should include a fixed price for completing repairs to 35 beam joints on the Red beam, and 45 repairs on the Blue beam. Each joint repair will include resurfacing the top surfaces of two adjoining beam ends, and resurfacing eight side surfaces, two on each side of the two adjoining beam segments. Drawing # SK-1 in the Beam Section of the RFP provides a visual representation of a complete joint repair. In addition to the fixed price for

the 35 beam joints on Red beam and 45 joints on Blue beam, the Contractor shall also provide a cost per joint, for additional joints that SMS may wish to add to the scope of work. If this option is exercised by SMS, the additional work will be identified before the beginning of the project work to allow the Contractor to avoid additional mobilization expenses to perform the additional work.

3) *Who did the beam joint repair in 2005?*

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4) *What is the benefit and incentive for a General Contractor to bid on the work instead of dividing the program into individual projects?*

SMS is interested in using a General Contractor because they generally have more experience coordinating work among trades, meeting complex schedules, and implementing effective QA/QC programs. While SMS realizes that a General Contractor for the Program would take a mark-up on various subcontractors, there are probable savings in administrative costs and time over-runs.

5) *Is the contract going to be awarded on the basis of the lowest bid?*

No. The Federal Transit Administration allows proposals to be awarded based on experience and merit, not purely on low bids.

6) *Will there be a public bid opening?*

No. SMS is administering the contract - it is not a public works project so there is no need for a public bid opening. In addition, although Tom Albro originally suggested that we might post proposal responders on the Monorail web site; due to confidentiality and concerns over competitive advantage, we will not post the names of proposers or any of their proposal language. The FTA Administration, Regulations and Guidance: paragraph 4.5.4 states, "The name and number of proposals received is not normally considered a public record and need not usually be released to the competitors or the public at large".

7) *Will the trains be shored and stable enough on the beam for people to work safely inside the trains?*

Yes. The Bogie Refurbishment contractor shall jack and shore the train car bodies on the guideway beam prior to disassembly of the bogies. This is expected to be completed within the first two weeks of the project schedule. Once the train cars are properly jacked and shored, they will be stable enough for all contractors performing work on the trains. The Bogie Refurbishment contractor shall also be responsible for checking and adjustment of the shoring as necessary to maintain car body stability throughout the term of the project.

8) *Are the Westinghouse valves going to be replaced?*

Yes. The requirement for the replacement is located in the Technical Specifications.

9) Can we get information from the Seattle Center paint supplier to make sure the barrier walls match the current color scheme?

Yes. SMS will work with the Seattle Center to provide that information.

10) Is there any flexibility in the proposal due date?

We certainly appreciate the considerable effort that contractors will have to exert to meet the proposal requirements.

SMS is under tremendous pressure to get this project underway. To help us do that we placed a pre-proposal notification with project overviews in the "Daily Journal of Commerce", the City of Seattle web site and the Seattle Monorail website on September 17th. We then did exactly the same notifications – and delivered the proposal to all interested contractors, on October 15th. So at the shortest we gave all contractors 4 full weeks to prepare a response and 8 full weeks to begin putting plans in place. The trains are available for viewing as needed during the response period.

To that end we are at this time holding to the 3:00 PM November 9th due date.

11) Are there more complete specifications for the barrier walls? What about height, UBC and wind speeds?

SMS requires a barrier wall that will be able to protect our customers, employees, contractors and withstand partially exposed Seattle weather conditions. Winter storms in the Seattle area have in the past produced wind speeds across the Seattle Center Monorail Station in the range of 60 mph with gusts to 80 mph. However, the proposing contractor should consult a national weather database for actual wind speed expectations, add a margin of safety based on the contractor's own experience, and design the structure appropriately. Regardless of the actual wind speeds experienced, the Contractor shall be responsible for repair or correction of all weather related damage to the structure during the term of the project. It should also project an image of quality workmanship. UBC should not be an issue because we do not believe that there are any permits needed for this program.

12) What does the RFP mean when it states a contractor must have worked on a "major project in the State of Washington"?

That was a poorly written statement. It should have been edited to state that a contractor had worked on, "a similar sized project." The intent was to assure SMS and the contractor that the size of the project was within a previously demonstrated scope of work. It is not necessary that the work has been performed in the State of Washington.

13) Are the door reliability problems recent or historical from day 1? Is there a deficiency in the original design or are they just worn out?

The original design likely worked well with the original construction of the trains. However, time has taken its toll on the doors, and they have suffered bending, twisting, and misalignment damage that cannot be corrected through adjustment. The current state of the door openings, car body, window seals, sensitive edges, seals, etc, need to be taken into account during door design. New door tracks and rollers are necessary. The pneumatic system has worn out, and the electrical control switches will not maintain adjustment and are not reliable in their current configuration. In addition, the door designers will need to provide specific installation instructions, too aid in installation, alignment and adjustment procedures for the doors and door operating mechanisms. This last requirement is more fully described in the Passenger Door section of the RFP, as item #7 of the Warranty section. SMS is very open to suggestions based on the knowledge and experience of proposers. Proposers shall describe their approach to the design of the door systems.

14) Is it safe to be that close to the live power rail?

Naturally safety is our most important concern. SMS technicians often work on the opposite beam while the other train is in service - so properly instituted safety guidelines work. It should be noted that the scaffolding and barrier for Beam Joint Resurfacing and Patching are the responsibility of the Contractor doing this work. The scaffolding project for train refurbishment and the temporary platform barrier listed in the price proposal sheet are for the work at the Seattle Center Station only. The SMS Project Manager will evaluate the Safety Plan proposed by all contractors for all projects.

15) Will there be new compressed air reservoirs installed as part of this project?

Yes, as well as new air compressors, driers and filters. The specifications for these new "Air Supply Units" are contained in the Pneumatic Rehabilitation section of the RFP. The Contractor shall patch or install riveted covers over old unused pneumatic piping holes or penetrations.

16) What are the liability issues for the contractor with the pneumatic system in regard to the brakes?

The brakes are connected to the pneumatic system but the fundamental operation of the brakes has not changed. The contractor will be responsible for ensuring that compressed air is properly routed to the brake chambers. The contractor will need to be present at the brake testing but *only* to make certain that there are no problems with the pneumatic lines. The Pneumatic Rehabilitation Contractor shall not be responsible for either the design, or the performance, of the braking system.