

# VVTA RFP 2021-17 DESIGN BUILD HESPERIA TRANSFER HUB ADDENDUM NO. 2

February 8, 2024

This addendum is provided to all known prospective proposers for clarification of the subject Request for Proposal (RFP).

The following questions were posed prior to the deadline for questions on 01/26/2024, along with the answers from VVTA staff:

Q1: "Please confirm that we do not need to complete the Subcontractor listing as part of this RFP. Since we do not have a design yet, we don't have a way for the subcontractors to bid on the project. This is usually done after the design is completed through a competitive bidding process."

A1: Per the state of CA DIR – the PWC100 is to be completed by the awarding agency at the time of award. In order to be able to report the Prime and Subs for the project, DIR registration has to be confirmed by the Agency prior to award. So, we do require the subcontractor form to be completed if it is your intention to use subs on your project.

Q2: "Please advise if Form P will be revised to exclude line item pricing per division. Since we do not have a design yet, we do not have a way for subcontractors to bid on the project, and therefore cannot provide an accurate breakdown of pricing per division."

A2: Please see Addendum no. 1 for the corrected form.

Q3: "Please advise if the pricing Form P can be revised? Since the RFP is not asking the teams to provide a complete design, we are not able to complete a detailed price proposal. We suggest the following items be included in the price proposal:

"Design Fees

"General Conditions Fees

"Overhead & Profit Percentage

"Allowance

"Estimated Construction Cost"

A3: Please see the updated form on Addendum No. 1.

Q4: "Please advise if a Bid Bond is necessary for this project. Bid Bonds are usually provided during bidding on a fully designed project that is going to start construction right after the bid. Surety Companies require total square footage, building materials, and other information that we don't have yet because the project is not designed. We suggest removing this requirement and asking for a Letter of Bondability from the Bidder's Surety Company stating that they can bond for the total project budget. Then Payment and Performance bonds will be provided once construction starts."

A4: Because of the Federal and State rules regarding the 2-step process, we are required to request a Bid Bond for the cost of the project prior to the opening of the proposals.



## VVTA RFP 2021-17 DESIGN BUILD HESPERIA TRANSFER HUB ADDENDUM NO. 2

- Q5: “Regarding Question/ Answer 15, we respectfully request that VVTA revisit their response. The question asked about naming all subcontractors (to include construction subcontractors) at the time of the RFP submission. Naming all subcontractors at the RFP stage might be premature, as in a D/B project not all subcontractors have been finalized due to the evolving nature of the design after award. The answer appears to address subcontractor local preference. Would VVTA waive the requirement to name all subcontractors greater than one-half of one percent?”
- A5: The DIR has made it clear that we have to confirm the DIR registration of all primes and subcontractors on the project prior to award. We respectfully request that you provide your Subcontractor information with your proposal.
- Q6: “Regarding Question/ Answer 16, to ensure complete clarity, please confirm that while VVTA's DBE goal is 4.75%, bidders are NOT held to a DBE goal for this project?”
- A6: VVTA's Race Neutral goal is 4.75%. The IS NOT a contract goal on this project.
- Q7: “Question/ Answer 45 states that VVTA has no plans for EV infrastructure. However, per California Green Building Code section "5.106.5.3.1 EV Capable Spaces", Table 5.106.5.3.1, this project is required to provide a certain number of EV charging stations based on the overall parking count. We respectfully request that VVTA revisit their response to Question 45.”
- A7: The project must comply with applicable Building Codes including EV ready/capable parking spaces. However, VVTA does not plan to have any bus charging infrastructure such as inductive or pantograph charging in the bus area.
- Q8: “Please provide the geotechnical report from the main facility construction project? This was not included in the as-builts provided in amendment 1.”
- A8: The Geotechnical Report from 2008 for the construction of the VVTA Administration is attached as Exhibit 1 to the Addendum.
- Q9: “Can you provide a copy of the as built of the existing VVTA Building at 17150 Smoke Tree St, Hesperia, CA 92345 so we can match finishes, construction type, and see where utility connections are coming from? The building, landscape, civil and structural plans will be very helpful to have. **(If we can get this earlier than Feb 1<sup>st</sup>, when the addendum will be released, it will be very beneficial)**
- A9: A link to the As-Build was included in Addendum No. 1 and is included below.
- Q10: “Can you provide a list of your utility providers at the current VVTA facility? Who is providing power, water, sewer, trash, etc?”
- A10: So Cal Edison, Southwest Gas, Advance Disposal, City of Hesperia Water for water and sewer.



## VVTA RFP 2021-17 DESIGN BUILD HESPERIA TRANSFER HUB ADDENDUM NO. 2

Q11: "Will you release the NEMA report?"

A11: VVTA is unaware of a NEMA report.

Q12: "Can you release a copy of the title report with plotted easements to determine if there are any utility easements?"

A12: There is an easement on a parcel to the north of the 10-acre parcel, but not within the boundaries of the 10-acre parcel.

Q13: "The RFP states that the contract period will be for 18 months, is this just for construction? Do you have an expected timeline for the design, construction plans and permitting process?"

A13: VVTA anticipates that the project will be start to finish in 18 months.

Q14: "The RFP states that "all costs of work" should be included but does this exclude costs for plan check applications fees, permit costs, utility connection fees and developer fees as these are all extreme unknowns that will be hard to calculate without submitting plans to the city for review? We can provide a budget but not exact costs. If you want a budget, can we include a separate line item in Form P, Price Proposal?"

A14: These costs will be factored into the contingency with the awarded contractor.

Also included with this Addendum:

Exhibit 1 – Geotechnical report for the VVTA Hesperia Administration and Maintenance Facility.

As-Builts can be accessed via this link:

<https://www.dropbox.com/scl/fo/r8qz8c0xbfspzcbftkbe/h?rlkey=jv5te2gm9fg4jkib0aq0y05v8&dl=0>

As stated in the RFP, all addenda must be acknowledged. Please use Attachment E included in the RFP package to acknowledge receipt of this addendum. Failure to acknowledge any addenda to this RFP may be a cause to deem Potential Proposer as "non-responsive."





**DIAZ • YOURMAN**  
& ASSOCIATES

*Geotechnical Services*

A Report Prepared for:

Maintenance Design Group  
1600 Stout Street, Suite 940  
Denver, CO 80202

**ADDENDUM REPORT NO. 1  
PRELIMINARY GEOTECHNICAL INVESTIGATION  
VICTOR VALLEY TRANSIT AUTHORITY  
TRANSIT ADMINISTRATION, OPERATIONS, AND MAINTENANCE FACILITY  
HESPERIA, CALIFORNIA**

Project No. 2006-059.02

by

Somadevan Niranjanan  
Civil Engineer 67023



V.R. Nadeswaran  
Geotechnical Engineer 2390



Diaz•Yourman & Associates  
1616 East 17th Street  
Santa Ana, CA 92705-8509  
(714) 245-2920

May 12, 2008



## TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	FIELD INVESTIGATION, AND LABORATORY TESTING.....	4
3.0	SUBSURFACE CONDITIONS .....	5
4.0	PAVEMENT THICKNESS DESIGN .....	6
5.0	PLAN REVIEW, CONSTRUCTION OBSERVATION, AND TESTING.....	7
6.0	LIMITATIONS.....	8
7.0	BIBLIOGRAPHY .....	9
APPENDIX A - LABORATORY TESTING .....		A-1

## LIST OF FIGURES

Figure 1 - VICINITY MAP.....	1
Figure 2 - SITE PLAN .....	2
Figure 3 - PAVEMENT THICKNESS .....	6





## 1.0 INTRODUCTION

This report presents the results of the additional geotechnical investigation performed by Diaz•Yourman & Associates (DYA) for the proposed Victor Valley Transit Authority (VVTA) Transit Administration, Operations, and Maintenance Facility (Transit Facility) in Hesperia, California. Maintenance Design Group (MDG) authorized this additional work by email on April 28, 2008.

The proposed VVTA Transit Facility is located at the northeast quadrant of the intersection of Smoke Tree Street and E Avenue in Hesperia, California, as shown on the Vicinity Map, Figure 1. The approximate layout of the proposed project is shown on the Site Plan, Figure 2.

DYA previously performed a preliminary geotechnical investigation and provided preliminary recommendations in a report dated January 30, 2007 (DYA, 2007). The previous DYA report included preliminary recommendations for pavement thickness within the project site. Subsequently, in April 2008, pavement thickness recommendations were requested for E Avenue, west of the project site. A Traffic Index (TI) of 10 was provided by the design team.

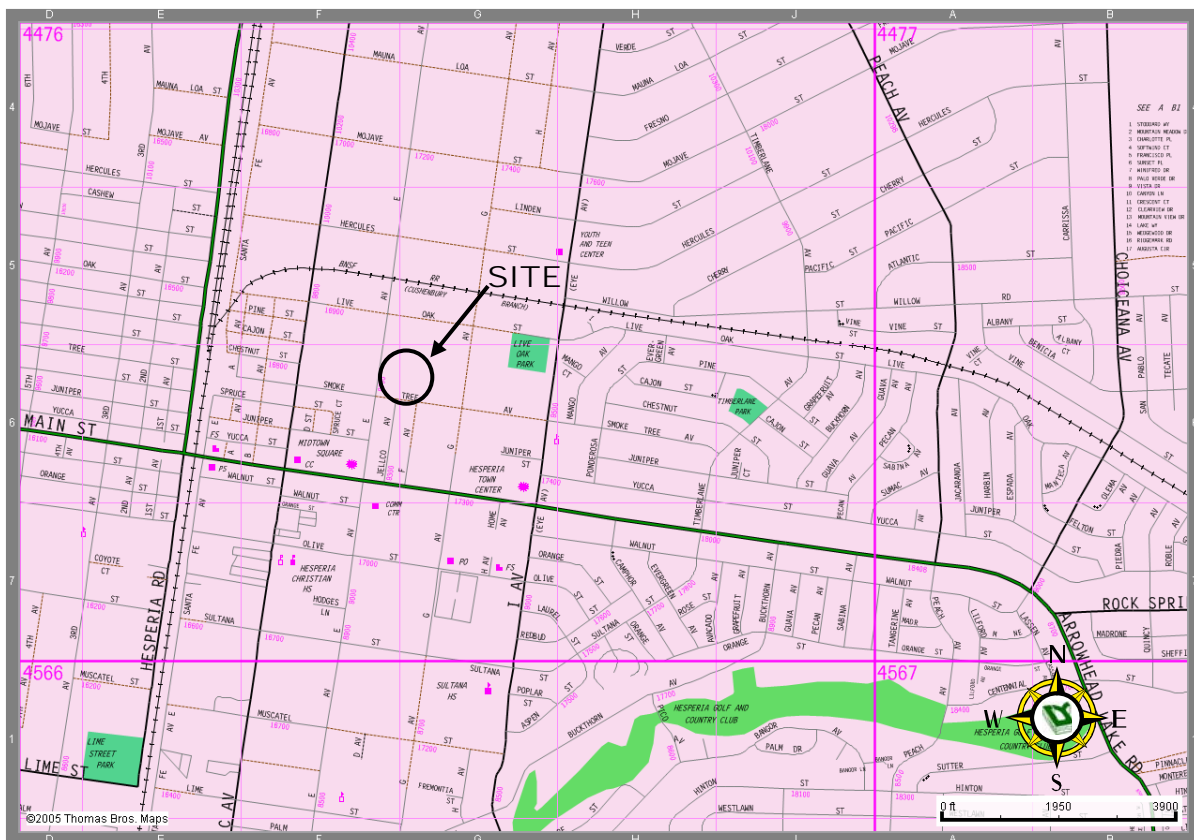
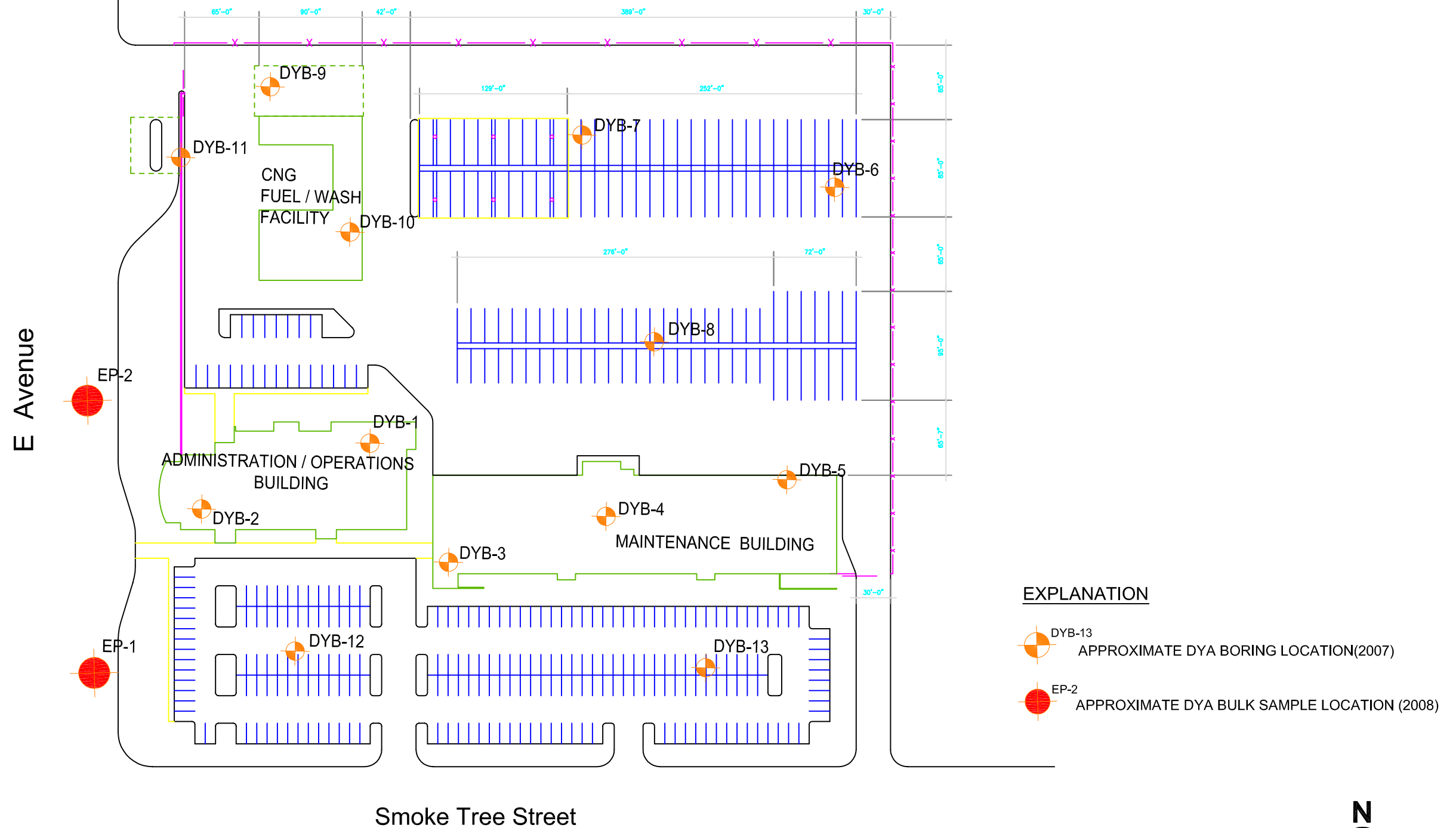


Figure 1 - VICINITY MAP







### Figure 2 - SITE PLAN



The purpose of DYA's additional investigation was to provide pavement thickness design for E Avenue for a TI of 10. The scope of our services consisted of the following tasks:

- Collecting two bulk samples from E Avenue from the pavement subgrade.
- Performing laboratory tests on selected samples.
- Performing engineering analyses to develop asphalt concrete (AC) pavement thickness design.
- Preparing this addendum report to summarize our findings.





## **2.0 FIELD INVESTIGATION, AND LABORATORY TESTING**

The field investigation, conducted on May 1, 2008, consisted of collecting bulk samples of the near-surface materials at the locations shown on Figure 2. The sampling locations were chosen to provide areal coverage of the project site. Prior to performing the sampling, the locations were marked in the field and underground service alert (USA) was notified. The bulk samples were collected using a backhoe and sampling was performed to approximate depth of 4 feet.

Soil samples collected from the borings were re-examined in the laboratory to substantiate field classifications. Selected soil samples were tested for moisture content, sieve analyses, and pavement-supporting capacity (California R-Value). Laboratory test data are summarized on individual test reports in Appendix A.





### **3.0 SUBSURFACE CONDITIONS**

The subsurface soils encountered in the samples from E Avenue mostly consisted of medium dense to dense silty sands. One R-value test performed on a sample showed an R-value of 67.

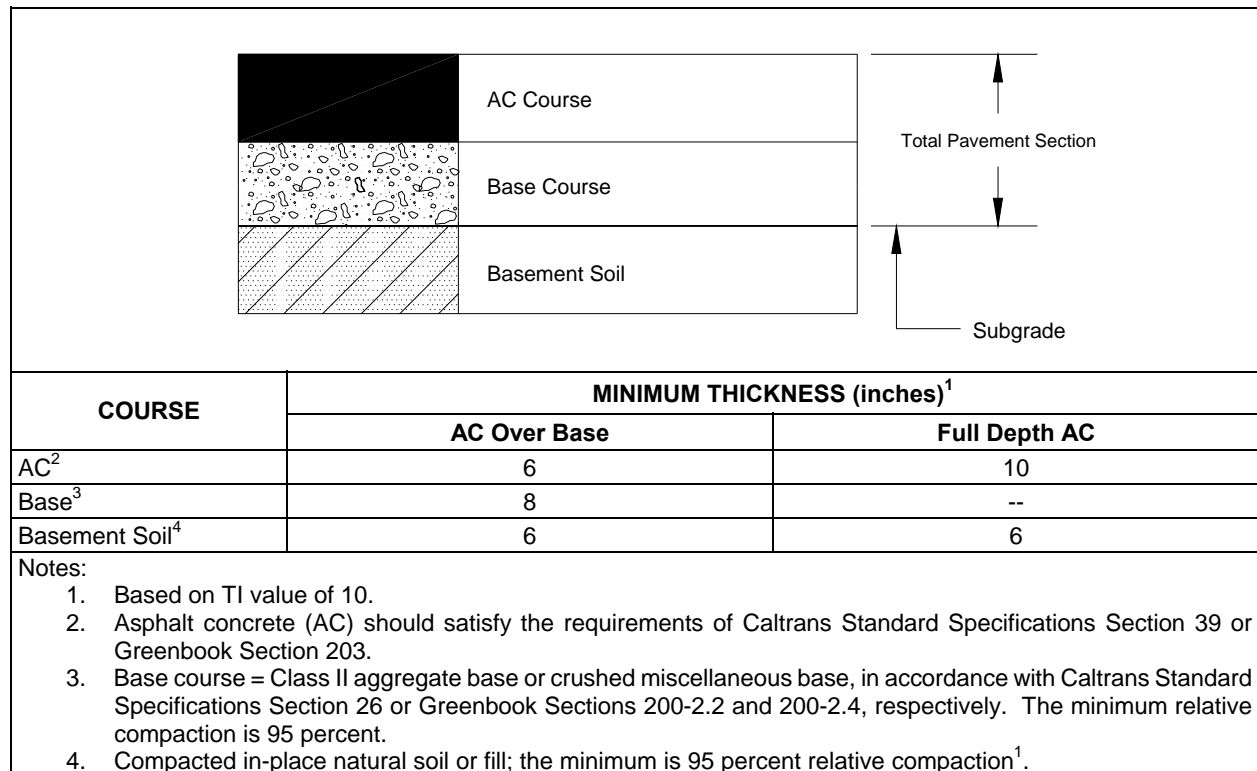




## 4.0 PAVEMENT THICKNESS DESIGN

Recommended minimum AC pavement sections are presented on Figure 3. The recommended minimum pavement sections were based on the following:

- California R-value of 50 for E Avenue.
- Caltrans design method.
- TI of 10, provided by the design team.



**Figure 3 - PAVEMENT THICKNESS**

For site preparation recommendations, see previous investigation report (DYA, 2007).

<sup>1</sup> Relative compaction refers to the in-place dry density of soil expressed as a percentage of the maximum dry density of the same material, as determined by the American Society for Testing Materials (ASTM) D1557-91 test method. Optimum moisture content is the moisture content corresponding to the maximum dry density, as determined by the ASTM D1557-91 test method.





## **5.0 PLAN REVIEW, CONSTRUCTION OBSERVATION, AND TESTING**

DYA should be retained to review the final design, finished grading earthwork and plans and specifications for conformance with the intent of our recommendations. The review will enable DYA to modify the recommendations if final design conditions are different than presently understood.

During construction, DYA should provide field observation and testing to check that the site preparation, excavation, and finished grading conform to the intent of these recommendations, project plans, and specifications. This would allow DYA to develop supplemental recommendations as appropriate for the actual soil conditions encountered and the specific construction techniques used by the contractor.

As needed during construction, DYA should be retained to consult on geotechnical questions, construction problems, and unanticipated site conditions.





## 6.0 LIMITATIONS

This report has been prepared for this project in accordance with generally accepted geotechnical engineering practices common to the local area. No other warranty, expressed or implied, is made.

The analyses and recommendations contained in this report are based on the literature review, field investigation, and laboratory testing conducted in the area. The results of the field investigation indicate subsurface conditions only at the specific locations and times, and only to the depths penetrated. They do not necessarily reflect strata variations that may exist between such locations. Although subsurface conditions have been explored as part of the investigation, we have not conducted chemical laboratory testing on samples obtained or evaluated the site with respect to the presence or potential presence of contaminated soil or groundwater conditions.

The validity of our recommendations is based in part on assumptions about the stratigraphy. Observations during construction can help confirm such assumptions. If subsurface conditions different from those described are noted during construction, recommendations in this report must be re-evaluated. DYA should be retained to observe earthwork construction in order to help confirm that our assumptions and recommendations are valid or to modify them accordingly. In accordance with UBC Appendix Chapter 33 Section 3317, DYA cannot assume responsibility or liability for the adequacy of recommendations if we do not observe construction.

This report is intended for use only for the project described. In the event that any changes in the nature, design, or location of the facilities are planned, the conclusions and recommendations contained in this report should not be considered valid unless the changes are reviewed and conclusions of this report modified or verified in writing by DYA. We are not responsible for any claims, damages, or liability associated with the interpretation of subsurface data or reuse of the subsurface data or engineering analyses without our express written authorization.





## 7.0 BIBLIOGRAPHY

American Society for Testing and Materials (ASTM), 2005, Annual Book of Standards, Vols. 4.08 and 4.09, Soil and Rock.

Building News, 2007, "Greenbook," Standard Specifications for Public Works Construction.

California Department of Transportation, 2006, Highway Design Manual, Sixth Edition.

California Department of Transportation, 2006, Standard Specifications.

Diaz•Yourman & Associates, 2007, Preliminary Geotechnical Investigation, Victor Valley Transit Authority, Transit Administration, Operations, and Maintenance Facility, Hesperia, California, January 30, 2007.





## **APPENDIX A**

### **LABORATORY TESTING**





## APPENDIX A - LABORATORY TESTING

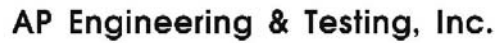
Diaz•Yourman & Associates (DYA) selected soil samples to be tested and the tests to be performed on the selected samples. Laboratory testing was performed by AP Engineering & Testing, Inc. Laboratory data are presented on Plates A1 through A3. We have reviewed and concur with the test results and accept full responsibility for their use in our analysis. A summary of the geotechnical laboratory testing is presented in Table A1.

**Table A1 - LABORATORY TESTING SUMMARY**

TEST NAME	PROCEDURE	PURPOSE	LOCATION
Moisture Content	ASTM D2216-92	Classification, index properties	Plate A1
Grain-Size Distribution	ASTM D422-63	Classification, index properties	Plate A2
Resistance (R-) Value	ASTM D2844-69 CTM 301	Pavement thickness design	Plate A3
Notes: <ul style="list-style-type: none"><li>• ASTM = American Society for Testing and Materials</li><li>• CTM = Caltrans Test Method</li></ul>			







## MOISTURE AND DENSITY TEST RESULTS

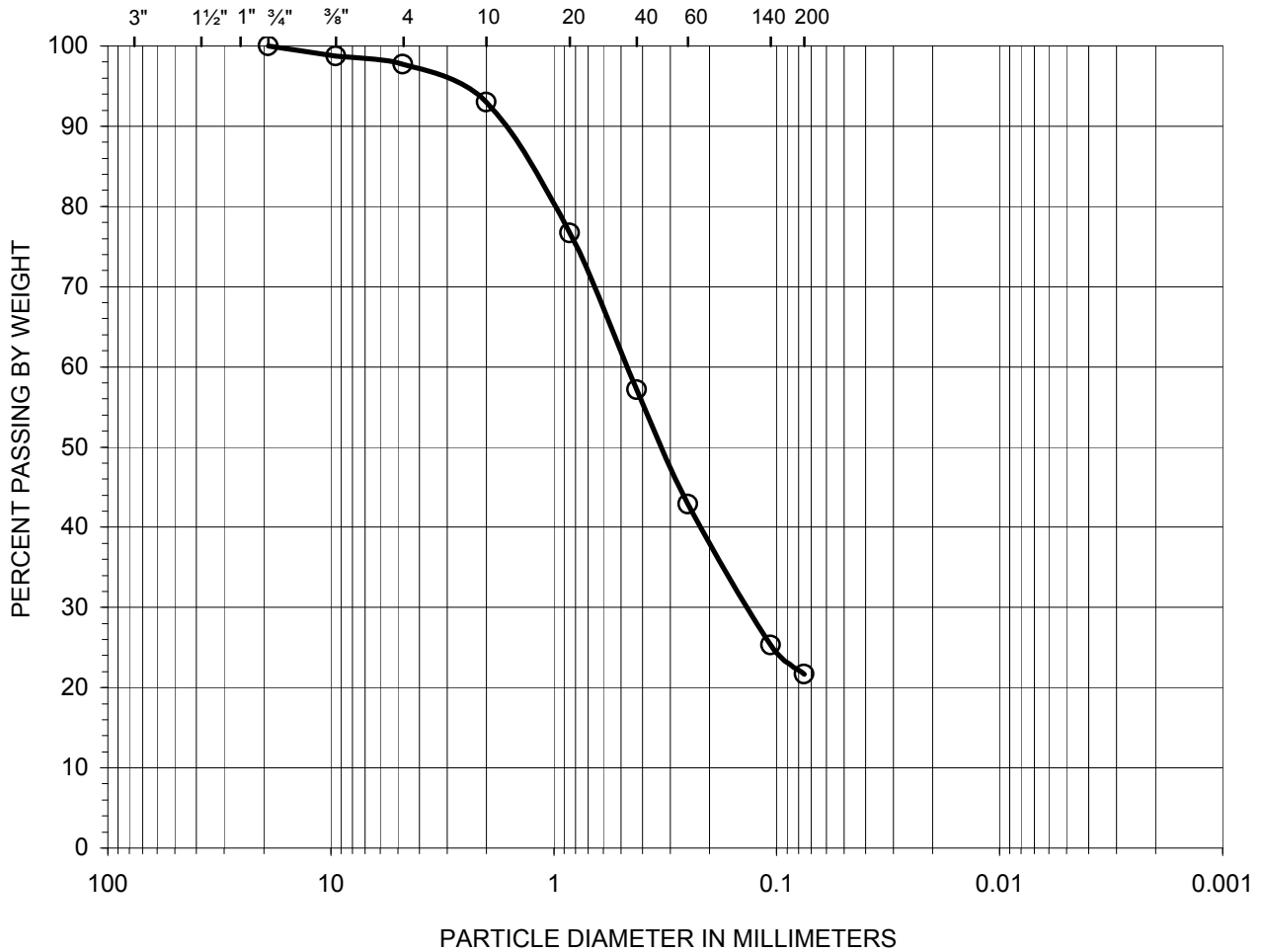
Client: Diaz Yourman  
Project Name: VVTA Pavement  
Project Location: 2006-059.02

AP No.: 28-0503  
Date: 05/01/08

[illegible]



GRAVEL		SAND			SILT OR CLAY
COARSE	FINE	COARSE	MEDIUM	FINE	
SIEVE OPENING		SIEVE NUMBER			HYDROMETER



Symbol	Boring No.	Sample No.	Depth (ft)	Percent			Atterberg Limits LL:PL:PI	Soil Type
				Gravel	Sand	Fines		
○	EP-2	-	-	2.3	76.1	21.7	NA	SM

\* NA = Not Available

## GRAIN SIZE DISTRIBUTION CURVE

ASTM D 422

Project Name: VVTA Pavement

Project No.: 2006-059.02

Date: 5/1/2008

AP No: 28-0503

PLATE  
A2





### R-VALUE TEST DATA

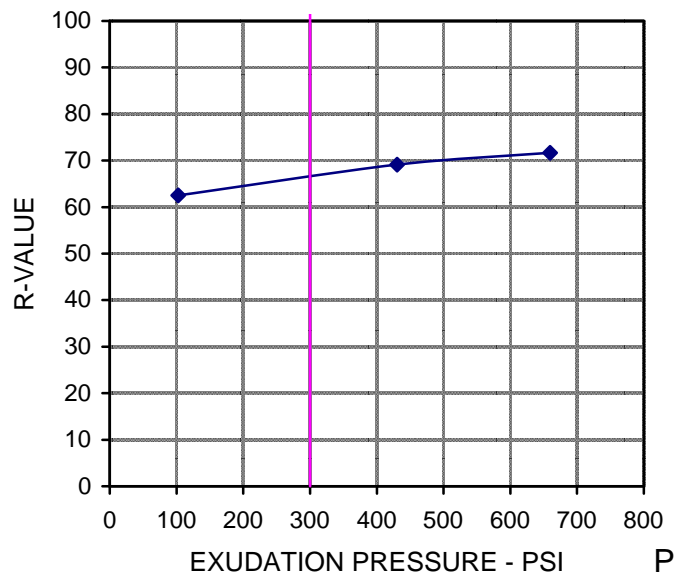
ASTM D2844

Project Name: VVTA Pavement Tested By: ST/KM Date: 05/01/08  
Project Number: 2006-059.02 Checked By: AP Date: 05/05/08  
Boring No.: EP-2  
Sample No.: Bulk Depth (ft.): NA  
Location: -  
Soil Description: Sand w/silt

Mold Number	E	F	D		
Water Added, g	61	66	64		
Compact Moisture(%)	8.7	9.2	9.0		
Compaction Gage Pressure, psi	250	220	230		
Exudation Pressure, psi	660	102	430		
Sample Height, Inches	2.5	2.5	2.5		
Gross Weight Mold, g	3099	2986	3115		
Tare Weight Mold, g	1957	1871	1971		
Net Sample Weight, g	1142	1115	1144		
Expansion, inches $\times 10^{-4}$	0	0	0		
Stability 2,000 (160 psi)	18/32	26/46	21/36		
Turns Displacement	3.96	3.71	3.85		
R-Value Uncorrected	72	63	69		
R-Value Corrected	72	63	69		
Dry Density, pcf	127.3	123.7	127.2		
Traffic Index	8.0	8.0	8.0		
G.E. by Stability	0.48	0.63	0.52		
G.E. by Expansion	0.00	0.00	0.00		

R-Value by Exudation = 67  
R-Value by Expansion = N/A  
Equilibrium R- Value = 67  
(by Exudation)

Remarks:  $G_f = 1.5$   
0.0 % Retained on the  $\frac{3}{4}$ "





## **DISTRIBUTION**

5 copies:        Mr. John Wulfmeyer  
                     Maintenance Design Group  
                     3920 Stansbury Avenue  
                     Sherman Oaks, CA 91423

## **QUALITY CONTROL REVIEWER**

Saroj Weeraratne, Ph.D, P.E., G.E.  
Senior Engineer

SN/VRN:cfp

