



**IFB #26-007 Paratransit Facility Façade Repairs dated December 3, 2025**

**ADDENDUM NO. 2- 2/6/2026**

This Addendum is being issued to modify or clarify the IFB documents and shall supersede and supplement all portions of previously issued IFB documents with which it conflicts. This addendum includes contractor questions, revisions to a few drawings, and the pre-bid sign-in sheet is attached.

**CONTRACTOR QUESTIONS**

**Question 1:**

Q: The drawings note that the roadway or “alley” between the two buildings must remain open at all times as a bus lane. A contractor stated that could be difficult if a large lift is used to work on the chimney.

A: PVTA clarified that the contractor does not have to keep the “alley” open. PVTA can utilize the north gate.

**Question 2:**

Q: Should the emergency generator be protected while working on adjacent high areas, such as the chimney.

A: Yes. Protect the generator with a sidewalk bridge. Intakes and exhausts must be maintained so that the generator can operate. Cover the generator intake while cutting masonry in adjacent areas.

**Question 3:**

Q: A question was asked about the award, the overall schedule, and whether the project must be completed in this fiscal year. Concern was raised that March is typically still too cold for masonry and coating work and even April can be questionable.

A: PVTA stated that the goal is to complete the project in this fiscal year, by the end of June, but the project can overlap into the next fiscal year slightly if necessary.

**Question 4:**

Q: Due to the recent heavy snowfall, plowing of I-91 has resulted in snow around 4' deep between the building and highway. The snow is in contact with the wall. Contractor questioned that the specified coatings might be damaged if kept wet for a prolonged time and questioned whether a cementitious wall coating should be utilized for the lower 4'.

A: STV reviewed this with coating manufacturers and they confirmed that the intermittent snow would not be a concern. However, they did recommend applying a block-filler on the CMU before the two applications of the waterproofing coatings. Also, Sika has phased out the specified Sikalastic and replaced it with Thorocoat 400.

**Question 5:**

**Q:** Due to the salting of the highway, the CMU might contain higher than normal chlorides. Has the CMU been tested and is there any remediation called for?

**A:** CMU has not been tested for chlorides. There is no special remediation called for.

**DRAWING REVISIONS**

The following revisions affect the scope of work.

Item No. 1: Bus Wash/Storage Building-West Elevation-A3.101:  
All CMU control joints shall be cut and sealed 100%.

Item No. 2: Maintenance/Admin Building-North Elevation-A2.106  
Add four lintels to be replaced, for a total of 5 on north elevation.

Item No. 3: Maintenance/Admin Building-West Elevation-A2.101  
The chimney repair is limited to rebuilding the upper 4', from the corbel up.  
Delete note about cutting and pointing 100%.

Item No. 4: Maintenance/Admin Building-East Elevation-A2.113  
ADD: Cut and caulk window perimeters.

**PRE-BID SIGN-IN SHEET**

The pre-bid sign-in sheet listing contractors attending the pre-bid is attached.

**SIGN-IN SHEET  
PRE-BID CONFERENCE  
JANUARY 29, 2026 @ 10:00 AM  
PVTA IFB #26-007**

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