



LOC NO. 2

Date: April 7, 2025
To: Prospective Bidders
From: Napa Valley Transportation Authority (NVRTA)
Re: LETTER OF CLARIFICATION NO. 2 to No. 25-R24 – BMF EV CHARGER BUILDOUT

This Letter of Clarification is being issued by the Napa Valley Transportation Authority (NVRTA) to provide the following information, correction and/or clarification made to the informal notice to bidders under CUCAAC Request for Bids: 25-R24 as follows:

1. Bidder Submitted Question: *“Single line diagram sheet E-02 is showing a non-fused disconnect before the power block. There is no disconnect or pull boxes locations shown on electrical site plan E-01 (only two (2) power block and four (4) bus chargers. (Refer to Picture – Attached). If the disconnects shown on the current single line diagram are necessary, where on the plans should they be installed and if the conduit pathways from the MSB to the disconnect location, along with pull boxes are already in place.”*

These disconnects are not required and are removed from the design.

2. Bidder Submitted Question: *“There is communication pull box at every bus charger location. No information on the plans callout for providing low voltage cabling; is this correct?”*

Yes, this is correct. Contract shall install conduits from the communications pull box to the Powerlink foundation, as indicated on the plans, but not pull communications cabling.

3. Bidder Submitted Question: *“Where on the plans is the main electrical service located? “MSB-EV”.*

Please see attached plan sheet E-01 with red cloud indicating location of MSB-EV.

4. Bidder Submitted Question: *“If the existing pull boxes on the East parking lot are to be relocated to accommodate the location of the new EV chargers at the center of each parking stall, the existing conduit stub-ups may have a change to be moved also. This requires additional work such as more saw cutting of the 12” thick asphalt, excavating to adjust the conduits and could end up an extra work as it is not stated this means. Can we eliminate the pull boxes instead and connect the new conduits for the new EV chargers and patch the 12” thick asphalt to save money?”*

Pull boxes in the East parking lot shall be relocated per the contract documents. Contractor shall include costs for all work associated with relocation of the pull boxes and conduit/stub ups as necessary to have complete and operational charging stations, including, but not limited to all pavement demolition and patching, excavation, and conduit extension.

If there is a potential for cost/time savings for any contract component, the low bid contractor may submit a Value Engineering Change Proposal per Caltrans Standard Specification Section 4-1.07 following contract execution.

5. Bidder Submitted Question: "E-02 Single Line Diagram Drawing showed two (2) Disconnects (in Black/New). What are the sizes of these disconnects and are these in NEMA 3R. Also, are there any mounting stands for these disconnects?"

These disconnects are not required and are removed from the design.

This document is being provided to you as additional information. All the documents which have been issued after the release of the RFB will serve as the basis of the work product that will be the ultimate result of this procurement.

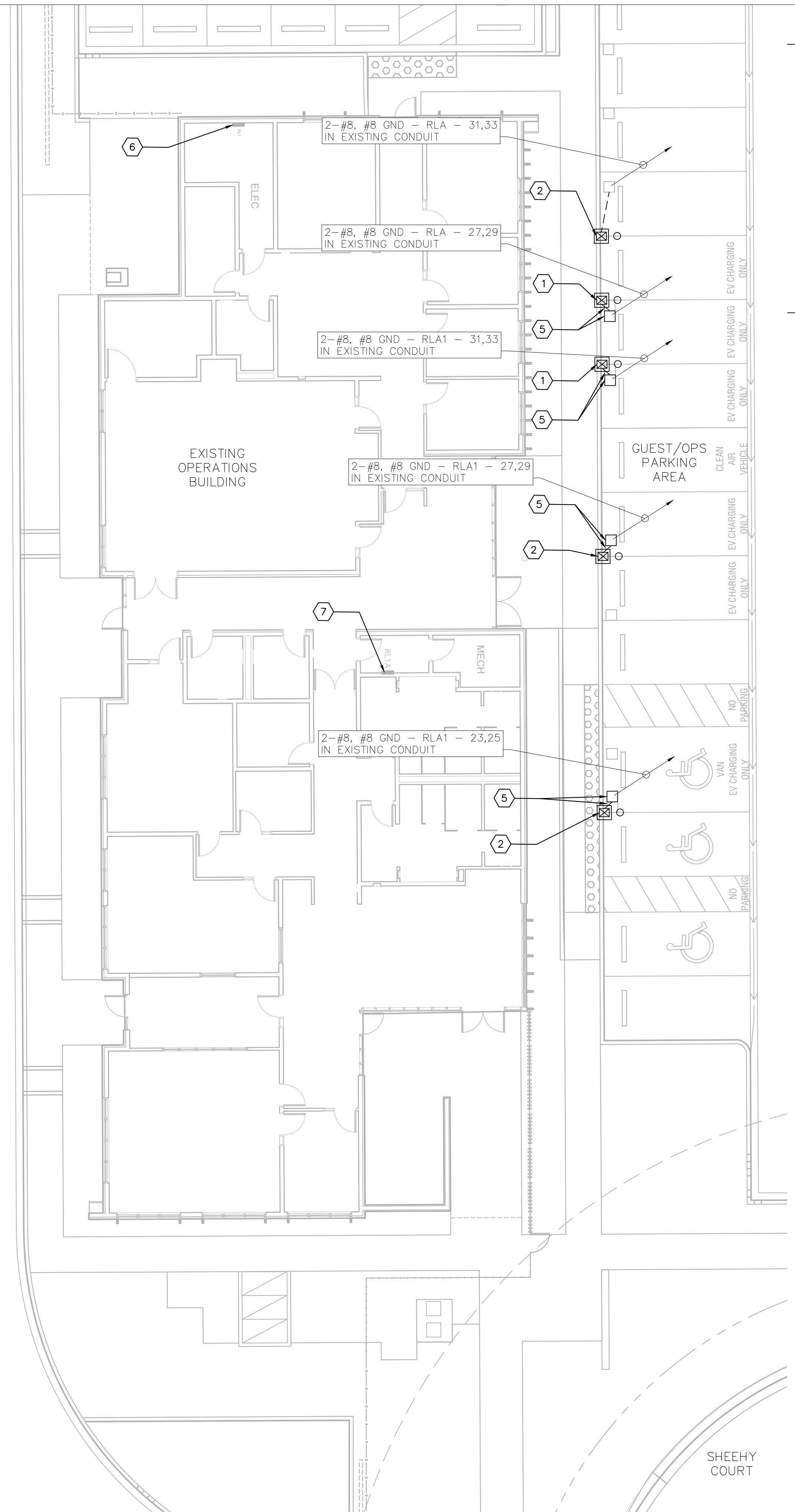
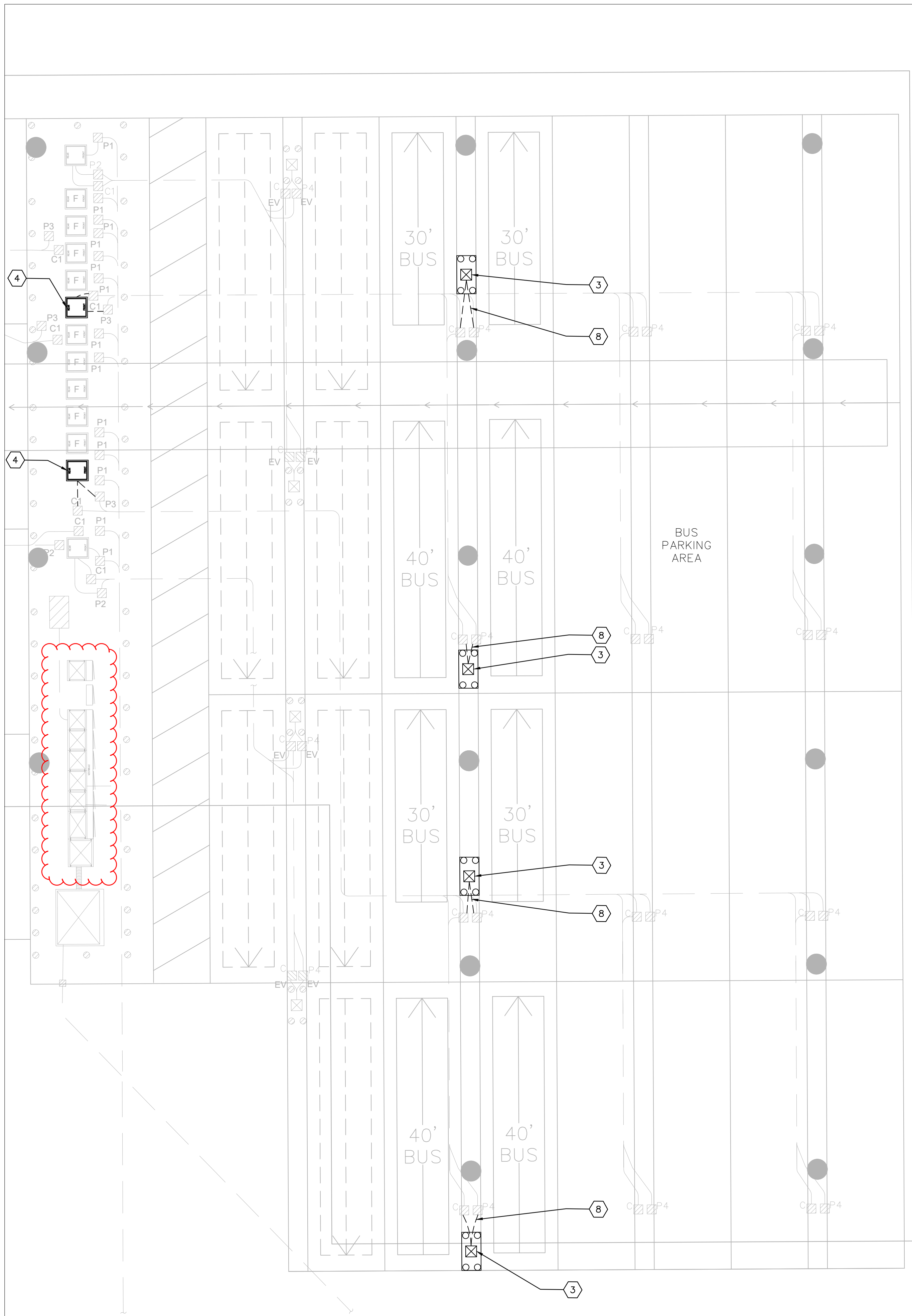
We thank you for your continued interest in this procurement and look forward to receiving your response to our solicitation.

**Bidder Questions and Answers Matrix #2 for
25-R24**

BMF EV CHARGER BUILDOUT

No.	SEC & PG NO.	QUESTION/COMMENT	RESPONSE
1.	Plans E-01 & E-02	<p>Single line diagram sheet E-02 is showing a non-fused disconnect before the power block. There is no disconnect or pull boxes locations shown on electrical site plan E-01 (only two (2) power block and four (4) bus chargers. (Refer to Picture – Attached).</p> <p>If the disconnects shown on the current single line diagram are necessary, where on the plans should they be installed and if the conduit pathways from the MSB to the disconnect location, along with pull boxes are already in place.</p>	<p><i>These disconnects are not required and are removed from the design.</i></p>
2.		<p>There is communication pull box at every bus charger location. No information on the plans call out for providing low voltage cabling; is this correct?</p>	<p><i>Yes, this is correct. Contract shall install conduits from the communications pull box to the Powerlink foundation, as indicated on the plans, but not pull communications cabling.</i></p>
3.		<p>Where on the plans is the main electrical service located? “MSB-EV”.</p>	<p><i>Please see attached plan sheet E-01 with red cloud indicating location of MSB-EV.</i></p>

No.	SEC & PG NO.	QUESTION/COMMENT	RESPONSE
4.		<p>If the existing pull boxes on the East parking lot are to be relocated to accommodate the location of the New EV Chargers at the center of each parking stall, The existing conduit stub-ups may have a chance to be moved also. This requires additional work such as more sawcutting of the 12" thick asphalt, excavating to adjust the conduits and could end up an extra work as it is not stated this means. Can we eliminate the pull boxes instead and connect the new conduits for the New EV Chargers and patch the 12" thick asphalt to save money?</p>	<p><i>Pull boxes in the East parking lot shall be relocated per the contract documents. Contractor shall include costs for all work associated with relocation of the pull boxes and conduit/stub ups as necessary to have complete and operational charging stations, including, but not limited to all pavement demolition and patching, excavation, and conduit extension.</i></p> <p><i>If there is a potential for cost/time savings for any contract component, the low bid contractor may submit a Value Engineering Change Proposal per Caltrans Standard Specification Section 4-1.07 following contract execution.</i></p>
5.		<p>E-02 Single Line Diagram Drawing showed (2) Disconnects (in Black / New). What are the sizes of these disconnects and are these in Nema 3R. Also, Are there any mounting stands for these disconnects?</p>	<p><i>These disconnects are not required and are removed from the design.</i></p>



GENERAL NOTES

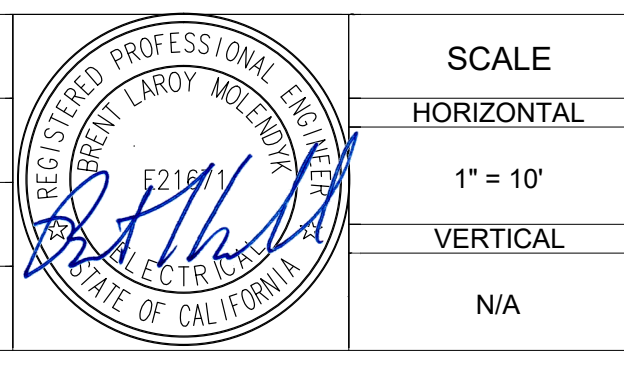
- ONE POWER BLOCK FEEDS (2) BUS CHARGING STATIONS.
- CONTRACTOR SHALL COORDINATE WITH CIVIL DRAWINGS FOR EXACT LOCATIONS OF BOLLARDS AROUND THE EV CHARGER.
- CONTRACTOR SHALL COORDINATE WITH CIVIL DRAWINGS FOR EXACT LOCATIONS AND DETAILS FOR ELECTRICAL EQUIPMENT FOUNDATION.

SHEET NOTES

- CHARGEPOINT CT4000 EV CHARGING STATION - SINGLE PORT.
- CHARGEPOINT CT4000 EV CHARGING STATION - DUAL PORT.
- CHARGEPOINT EXPRESS PLUS POWER LINK.
- CHARGEPOINT EXPRESS PLUS POWER BLOCK.
- RELOCATE PULLBOX.
- LOCATION OF PANEL RL1. CONTRACTOR TO PROVIDE TWO (2) 40AMP TWO POLE CIRCUIT BREAKERS TO FEED VEHICLE CHARGERS AS INDICATED.
- LOCATION OF PANEL RL1A. CONTRACTOR TO PROVIDE THREE (3) 40AMP TWO POLE CIRCUIT BREAKERS TO FEED VEHICLE CHARGERS AS INDICATED.
- CONDUIT AND WIRE SIZES PER DETAILS ON SHEET E-02.

DRAFT - NOT FOR CONSTRUCTION

NO	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE
			MOLENDYK, B.	3/17/25
			WOO, A.	3/17/25
			MOLENDYK, B.	3/17/25
2	COUNTY OF NAPA - SUBMITTAL 3	3/17/25	IN CHARGE	
1	COUNTY OF NAPA - SUBMITTAL 2	1/17/25	MOLENDYK, B.	3/17/25



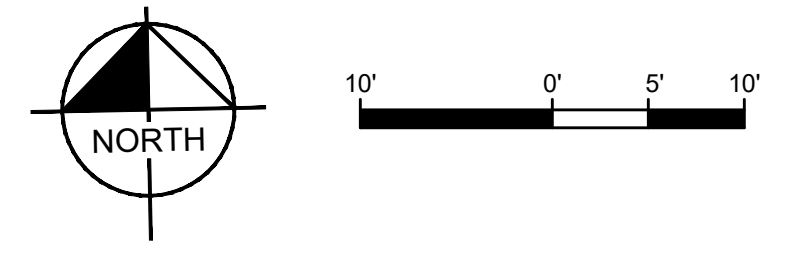
SCALE
HORIZONTAL
1" = 10'
VERTICAL
N/A

NVTA
NAPA VALLEY TRANSPORTATION AUTHORITY
625 BURNELL ST. NAPA, CA 94559

TyLin
1111 BROADWAY, #1250, OAKLAND, CA 95607

**VINE TRANSIT OPERATIONS FACILITY
EV CHARGERS AT BUS MAINTENANCE FACILITY**
96 SHEEHY COURT, NAPA, CA
PARCEL NUMBER: 057-250-025-000

ELECTRICAL SITE PLAN	DRAWING NO. E-01
	SHEET NO. 8 OF 10



VINE TRANSIT OPERATIONS FACILITY - EV CHARGERS AT BUS MAINTENANCE FACILITY