REQUEST FOR BIDS

CELLULAR ROUTER AND TICKET VALIDATOR INSTALLATION

DULUTH TRANSIT AUTHORITY

Addendum #1

January 27, 2021

A. Please note: the Bid due Date HAS BEEN CHANGED to 1**:00 p.m. on Wednesday, February 17, 2021**. Please change all references in the Request for Bids to reference this new date.

1. The DTA held a prebid meeting on Tuesday, January 19, 2021. Attendees were Craig King, Jennifer King, Discount Cell; Rance Best, Sierra Wireless; Andy Grapp, Keltek, Inc.; Logan Davey, Mobile Radio, Inc.; Ko-Shin Leu, Carsten Beck, Alan Knight, Masabi, Inc.; Deniz Erkan-Bax, Spanner Capita; Jim Caywood, Aleda Johnson, Chris Belden, Nancy Brown, DTA.

2. Please note that the DTA will be providing all cellular routers, electronic ticket validators, brackets, bolts, nuts, washers and other materials for the installation of the equipment. Contractor must supply all labor and tools to complete the project.

3. The DTA will make designate an area in the Operations facility to perform the work. DTA is requesting that the bulk of the work be completed between the dates of March 15 and March 31, 2021, although some buses can be completed earlier if needed. The time of day when work is conducted is also flexible. Work can start as early as 7:00 a.m. and continue until 5:00 p.m. or possibly later if the DTA Project Manager approves. DTA Project Managers for the installation are Jim Caywood, Director of Maintenance, and Aleda Johnson, Director of IT.

4. Most buses are available between the hours of 10:00 a.m. until 2:00 p.m. and the bulk of the installations could be scheduled during that time.

5. The DTA Operations Center is a secure facility; the Project Manager will issue FOBs for building access during the installation. Contractorsôstaff must wear high visibility vests while working in the bus storage and maintenance area. Due to the COVID-19 pandemic emergency, masks must be worn in occupied areas, but are not required while working on the individual buses.

6. Routers, require 2 grounds, a 24volt ignition and 24 volt constant power at 10 amps. Validators requires a 24 volt ignition and a ground at 1 amp.

6. Note that 27 buses, model years 2018 and 2020 currently have Sierra MP 70 routers that will be removed. The DTA does **NOT** want an adapter spliced in for the MP 90 router.

Please DELETE the following:

Section 6, Technical Specification, Section B 6:
6. ~~Cables for routers will be hot, ground and ignition. For the existing modems, an~~

~~adapter must be spliced onto the cable; no splicing will be required on the buses without modems. DTA will supply the adapters for splicing.~~

INSERT the following:

ñ6. For buses with existing routers, disconnect the cables and remove the router for DTA storage. The existing cable will be abandoned; tag the cables for identification. Install new cables and connect the router in accordance with the manufacturerøs instructions.ò

7. Please ADD the following to the technical specification:

ñFor buses with existing routers, the existing router antenna will be removed and retained by the DTA. Installation of the new antenna will be installed on the existing opening. A picture of the antenna is attached for reference. The antenna cable has 3 LTE and 3 WIFI/GPS leads.ò

8. DTA will supply the caulk to seal the roof around the antennas. The caulk is a 3M product in a standard tube that fits into a caulk gun. It require a 1-hour cure time, but the DTA does not anticipate running any buses through the bus wash immediately after the antennal installation.

9. Contractor will be responsible to remove any old caulk or gaskets from the existing antenna on the 2018 and 2020 buses prior to installing the new antenna.

10. Routers and cabling will be placed in the existing IT cabinet. A mounting bracket is included with the router and must be security attached in the cabinet before installing the router.

11. New cables for the routers and validators will be exposed on the dash and possibly behind the driverøs seat. Cables will be secured using DTA-supplied zip ties placed every 18-22 inches.

12. DTA will install the SIM cards in the routers prior to installation in the buses.

13. The DTA-supplied stanchions will be installed with DTA-supplied self-tapping screws on the dash of the Gillig diesel buses and the Hometown Trolleys. The Proterra buses do not require a new stanchion; the validator will be mounted on the existing stanchion.

14. Installation of the stanchion will require predrilling three holes in the stanchion using a step-bit to ensure that the plastic casing doesnøt crack. Two holes will be to mound the validator to the stanchion, the third hole will be all the way through the stanchion to enable the CAT 5 cable to drawn up through the stanchion into the validator. The CAT 5 cable will be zip-tied to the rear of the stanchion until it reaches the pre-drilled hole.

Please note the validator installation guide available on the DTA website for further information.

15. The selected Contractor would be permitted to take the stanchions off-site to predrill the holes prior to installing them on the buses.

16. The stanchion on the 7 Proterra buses includes an anchoring bracket that must be moved about 1 ½ inches forward to accommodate the validator.

17. Connections for power and ground are in the overhead electrical cabinet. Gillig buses have 12-volt ignition power in the IT cabinet. There are no inverters on the Gillig buses.

The power to the validators will come from the ignition switch. DTA to identify and supply the type of connector needed.

19. There are no specific requirements for the type of scaffolding used. The Contractor shall be responsible for the type of scaffolding and any safety requirements needed for working on the scaffolding. Contractors are permitted to bring more than one set of scaffolding to the worksite to facilitate a faster installation timeline.

20. Contractor Must record the serial number for each router and validator installed on each respective bus in a spreadsheet supplied by the DTA at the time of installation.

21. The DTA has conducted a survey of all of the bus types that identifies the location of the power source and ground connection as well as other details of the bus types, and will be providing a copy of the survey in a subsequent addendum.