REQUEST FOR PROPOSALS

Refurbishment of Heavy Duty Bus Hoists

DULUTH TRANSIT AUTHORITY

Addendum #1

August 30, 2021

1. The DTA held a prebid meeting on August 30, 2021. Attendees were: Chuck, Pump and Meter, Daven Davenport, Pump and Meter, Joshewa Johnson, Pump and Meter, Mick Blazevic, Minnesota Petroleum, Pat McNiff, Minnesota Petroleum, Daven Schoenbeck, Midwest Lift Works, Rawn Roman, Stertil-Koni, Mark Ness, Brandon Thompson, Nancy Brown, DTA.
2. Respondents must include a 5% bid bond for the first three hoist repairs only. Performance and payment bonds must be for the accepted proposal price, and may be adjusted if more work is added.
3. The DTA is seeking a system that minimizes the interruptions to operations and has a potential life of 30 years or more. The DTA is open to all brands of hoists, but prefers post style hoists over scissor type hoists.
4. The most recent hoist inspection report in being finalized and will be made available to interested parties as soon as it is complete. Preventative maintenance on hoists A and H has just been completed, including replacing leaking seals.
5. Based on preliminary findings, the DTA has taken G hoist out of service because the rails are loose in the concrete. This hoist is the first priority for repair.
6. The first two hoists to be refurbished are adjacent to each other and are on the same hydraulic line, the third hoist is across on the other side of the maintenance shop.
7. The DTA has new replacement hydraulic tank on site, but it has not been installed. G and H hoists are on one pump, E and F hoists are on one pump, the rest are on individual pumps, but share a common tank and reservoir.
8. Drawings of the building and the inspection pits are available on the DTA website at www.duluthtransit.com. ***The DTA does not guarantee the accuracy of these drawings.*** Respondents must conduct their own due diligence on current conditions.
9. The selected Contractor must ensure all utility locates are done before work begins. No exceptions will be permitted.
10. The DTA prefers a hoist capacity of 60,000 pounds. The Respondent must evaluate the weight distribution of the respective DTA vehicles and determine the optimal fore and aft lifting capacity of the hoists.
11. DTA diesel buses have Meritor axles; the Respondent must evaluate the size and style of any proposed adapters for the respective vehicles.
12. The Proterra has seven battery electric Catalyst buses with front independent suspension. The Respondent must provide details on proposed equipment for these buses.

13 Contractor is not required to recoat the traffic coating; DTA will repair it after the project is complete.

14. The wheel base for each type of vehicle is as follows:

35-foot Gillig diesel bus: 230 inches

35-foot Hometown Trolley:

35-foot Gillig Trolley: 163 inches

40-foot Gillig diesel bus: 279 inches

40-foot Proterra electric bus: 296 inches

15. Further information on the repairs done in 2009 will be provided as soon as it becomes available.

16. Attached is information on the jacking points for the various vehicles at the DTA, further information on the Hometown trolley jacking points will be provided as soon as it is available.

The 35 foot and 40 foot Gillig buses use the same lifting points but have different wheel bases. The 40 foot Gillig has a wheel base of 279 inches, and the 35 foot bus has a wheel base of 230. Both have the same Vehicle Wieght of 25,000lbs and a GMVW of 39,600. Both use the same Meritor FH946 beam front axle anh Neway H-frame in the rear.

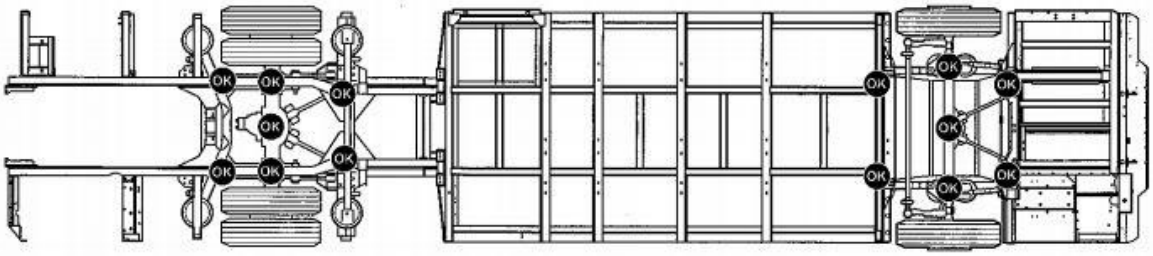

Figure 1-6, Jacking Locations

The hometown Trolleys (2) have a GVMR of 32,000lbs and a wheel base of 192 inches. They have a beam front axle and 4 air bag freightliner X-Ride rear suspension.

Gillig Trolley uses a meritor MFS12-155 beam front axle and a Neway ADLSD-120 Rear axle/suspension

The Vehicle wieght is 22,000 lbs and a GMVW of 30,000lbs and a wheel base of 163 inches

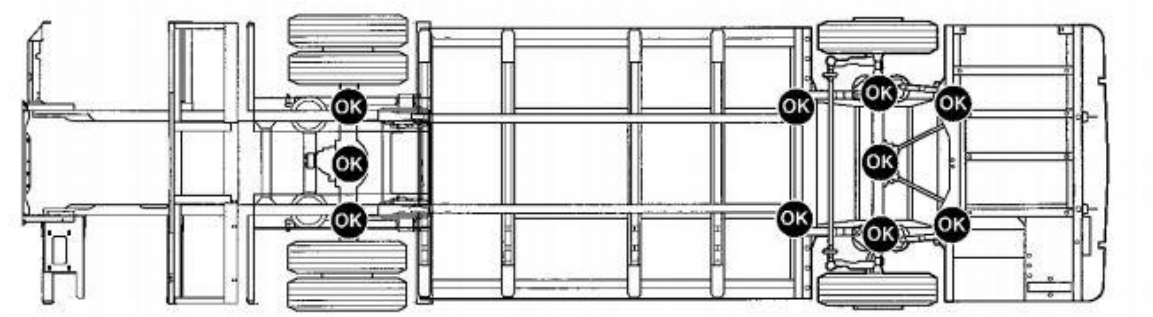

Figure 1-6, Jacking Locations

Proterra buses have lift points located on the body and are aprox. 228 inches apart.

Bus curb wieght is 33,000 lbs, and a GVW of 39,050 lbs. wheel base of 296 inches.

The locations shown below are the Proterra Recommended jacking/hoisting locations:

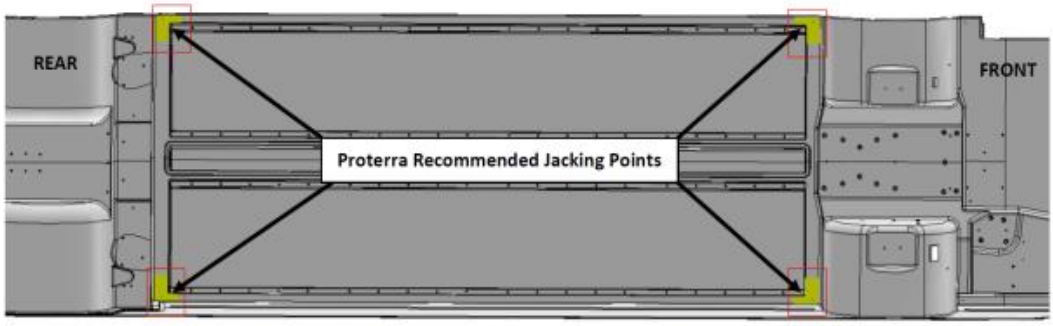

Figure 21-2. Proterra Recommended Jacking Points

NOTICE!: If the Jacking Plates can't be used, the preferred method to lift the bus is by using the Rear Axle and the Front 30" Lifting Areas shown below. The 35" Rear Lifting Areas may also be used if you can't lift by the Rear Axle.

The bus may be picked up by the following locations, but **MUST** have a surface area of no less than 5 square inches per mounting pad that contacts the bus body. The zones shown below are acceptable lifting areas:

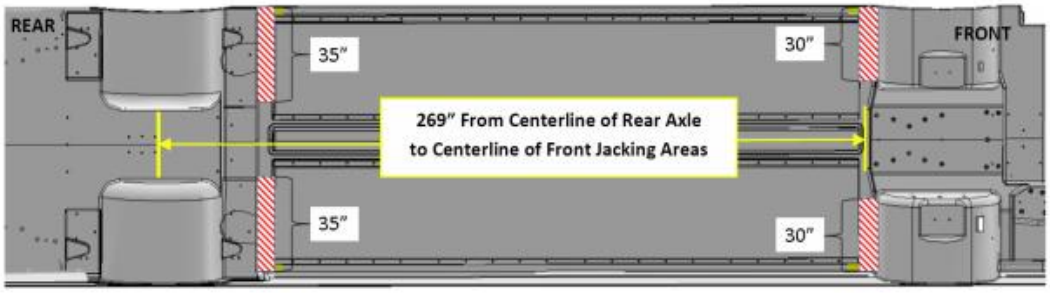

Figure 21-3. Proterra Recommended Lifting Zones