



**REQUEST FOR QUALIFICATIONS**  
**Hoist Refurbishment Design and Construction**  
**Services**

DULUTH TRANSIT AUTHORITY

**Addendum #2**

February 6, 2024

1. The DTA conducted a pre-submittal meeting on Thursday, February 1, 2024. Attendees were: Kyle Levanen, Kurt Schwartzbauer, JBW Consultants, Alan Vonderbruggen, Jennifer Allen, LHB, Tom Johnson, JBW Consultants (attended virtually), Corey Weichel, JBW Consultants, (attended virtually), Mark Ness, Nancy Brown, DTA.
2. Please note: The DUE DATE for submittals to this Request for Qualifications HAS BEEN EXTENDED to **11:00 a.m. on Wednesday, February 14, 2024**. Please change all references to the due date accordingly.
3. Please note that the DTA is following the provisions of the Brooks Act and provisions of 49 U.S.C. §5325(b)(1). Also note the confidentiality provisions of 49 U.S.C. §5325(b)(2)(d). Questions on these requirements may be directed to [nbrown@duluthtransit.com](mailto:nbrown@duluthtransit.com).
4. The DTA conducted a competitive procurement to replace the hoists in 2021 after a required hoist inspection found issues with the current hoists and replacements were recommended.
5. The hoist replacement was a design-build procurement. There were two qualified respondents, one proposing a traditional two-post system from Rotary Lift similar to what we currently use, and a “cassette-style” lift system from Stertil Koni. Both products were capable of lifting all of the different vehicles that the DTA uses the lifts for, but the DTA required vertical height spacing for lock stops so the bus could be lifted to different heights to accommodate different types of repairs. (For example, lowering the bus so a transmission or an electric bus battery can be removed to a cart easily.) The Rotary Lift system’s safety lock increments were not as small as the Stertil Koni system, and was a consideration in the final award.
6. Although both contractors conducted extensive due diligence prior to submitting a proposal, after the contract was awarded to Midwest Lift Systems for the Stertil Koni cassettes, unforeseen conditions were discovered that required a cancellation of the project. The original drawing of the slab in the maintenance area has some discrepancies in the placement of utilities, including a main power wire that travels alongside the maintenance offices that could have interfered with the installation of the new hoist system. The DTA requested a detailed GPR to confirm placement of the subsurface utilities and support beams; upon review, the beams would also materially interfere with the hoist placement. The GPR images will be made available to the selected engineer.
7. Because the maintenance building is built on a structural slab, concrete removal must be carefully evaluated by the engineer prior to construction to ensure adequate support for both the slab and the lifts.
8. DTA evaluated a different hoist set up, but because of the turning radius of the buses, a ramp style system was unworkable; the buses would not be able to turn from the aisle onto the ramp unless the ramp was as wide as the maintenance

bay. In the end, the DTA cancelled the project so further evaluations could be done.

9. The DTA had a task order with LHB to assist with oversight of the construction, that contract was also cancelled. The DTA is open to all qualified parties for this contract.
10. Most DTA buses have solid axles except for the seven battery electric buses which have independent suspension.
11. The existing hoists operate on a track system for the front post so the post can be adjusted to fit a 35-foot bus or a 40-foot bus, as well as a cutaway paratransit vehicle. The tracks on some of the hoists that were repaired in 2009 are starting to pull away from the concrete. The selected engineer will evaluate the optimal repair and replacement to ensure that the new equipment will be reliable.
12. The DTA had originally anticipated that the life of the 2009 hoists would be 20 years, but they have not met that benchmark. DTA is requesting that the selected engineer provide a summary of the anticipated life of any replacement hoist when construction bids are received.
13. The DTA has the drills that were used to bore out the existing posts and install the new posts from the 2009 repair, and will make them available to the selected contractor when construction begins if that is the type of repair that is agreed upon.
14. Copies of the 2009 repair specifications, the 2021 bids and other information associated with the hoist replacement are available on the DTA website at [www.duluthtransit.com](http://www.duluthtransit.com).