

12-2019 ADDENDUM 3

DESIGN, SUPPLY, INSTALLATION AND TESTING OF NEW BUSWATCH SIGNS AT SOUTHWEST TRANSITWAY STATIONS

URGENT

PLEASE FORWARD THIS DOCUMENT TO WHOEVER IS IN POSSESSION OF THE REQUEST FOR PROPOSAL

ISSUED: April 8, 2019
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THIS ADDENDUM SHALL BE INCORPORATED INTO THE REQUEST FOR PROPOSAL AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS

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Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Request for Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 9 of Form A: Proposal may render your Proposal non-responsive.

In response to enquiries received from Proponents, please note the following:

1. What are the approximate weights of the existing BUSwatch signs?

The approximate weights (+/- 5 lbs) of the existing BUSwatch signs are as follows:

Type A:	20 lbs
Type B:	30 lbs
Type C:	50 lbs

2. What are the amperage and voltage for the electrical supply for the existing BUSwatch signs?

For the existing BUSwatch signs (Type A, Type B, and Type C): 15 amps, 120 volts

3. What are the approximate dimensions of the existing BUSwatch signs?

The approximate dimensions of the existing BUSwatch signs are as follows:

Type A:	Width=1092 mm, Height=286 mm, Depth=206 mm
Type B:	Width=610 mm, Height=790 mm, Depth=170 mm
Type C:	Width=1092 mm, Height=582 mm, Depth=278 mm

4. Can detailed drawings of the existing Canopy, Kiosk, and Pylon installations be provided?

See *Appendix 3* document that contains Record Drawings for typical Canopy, Kiosk, and Pylon installations for Southwest Transitway (Stage 1) stations. For information on Southwest Transitway (Stage 2) stations, Proponents are advised to consult with Project Co.

5. What is the mounting mechanism used for the existing BUSwatch signs?

See *Appendix 4* document that illustrates the mounting method used for existing BUSwatch signs.

6. Can new holes be drilled in the existing mounting structures/beams/pylons?

Yes, new holes can be drilled. Any holes currently used to attach existing BUSwatch signs, but which are not required for new BUSwatch signs, must be filled or covered with a non-rusting material that is similar in colour to the structure.

7. Is the Proponent responsible to investigate and confirm that the various structures (Canopy, Kiosk, Pylon, T-Man Sign Structure) can support the weights of and the wind loads on the signs proposed to be installed by the Proponent?

Yes, this is a responsibility of the Proponent.

8. Is the Contractor responsible for reinforcement of any existing structure that is unable to bear the load of the new BUSwatch installations?

Yes, the Contractor is responsible for any required reinforcements of structures.

9. What permits will be required to be obtained by the Contractor for the Work?

The Contractor is responsible for any and all permits that may be required for this work. The City currently anticipates that, at a minimum, an Electrical Permit from the City of Winnipeg Planning, Property and Development Department will be required. It will be the Contractor's responsibility to determine if any other permits are required.

10. What is the cost to the Contractor to obtain the required safety certifications?

There is no cost for safety certification provided by Project Co (PCL). The cost for safety certification provided by CN is approximately \$150 CDN per person.

11. Are Proponents required to supply Content Management Software or other application development? Are Proponents required to integrate with Winnipeg Transit's real-time passenger information?

There is no requirement for Proponents to supply Content Management Software or other application development. There is no requirement for Proponents to integrate with Winnipeg Transit's real-time passenger information.

Note that, as per Clause 4.8.3 of Appendix 1 (Functional Requirements), Proponents are required to provide a system that enables Winnipeg Transit to remotely monitor the real-time status of signs.

12. What are the minimum technical requirements for the sign processors?

The sign processors require the following:

- a) Ubuntu version 18.04
- b) 2 GHz dual core processor
- c) 4 GB system memory
- d) 25 GB of free hard drive / solid state storage space
- e) 2 USB ports
- f) Ethernet connection
- g) WiFi Connectivity

13. What is the minimum luminosity (e.g. number of candelas (cd) per square metre) required for the BUSwatch signs?

The required luminosity is to be determined by the Proponents, with due consideration given to Winnipeg's climatic conditions (e.g. bright sunlight, ground snow cover, etc.), the need to minimize glare, and typical

viewing distances of up to 15 metres for Canopy, Pylon, and Sign Structure installations and of up to 5 metres for Kiosk installations.

14. At the Southwest Transitway (Stage 1) Stations and the Southwest Transitway Terminal Stations, who will be responsible for the removal of existing BUSwatch signs that will be replaced by the new BUSwatch signs installed by the Contractor?

Winnipeg Transit staff will be responsible for removal of the existing BUSwatch signs at these stations.

15. Please provide clarification of the intent of the following in Clause 4.6.6 of the Functional Requirements: *“They shall have sufficient battery capacity to permit power cycling while leaving the sign in place. If a sign requires rebooting, power cycling shall be provided both remotely from Winnipeg Transit offices and on-site at the electrical supply cabinet at ground level”.*

The intent is that, in the event of a power outage, the sign processor will re-boot and the sign will re-start automatically without the need for Winnipeg Transit staff to attend to a station to re-boot the processor or re-start the sign manually. Note that the intent is NOT to provide a UPS specifically to maintain BUSwatch operation during an extended power outage.

16. Can the electrical conduit drawings referenced in Clause 4.6.7 be made available to Proponents?

Electrical conduit drawings for the Southwest Transitway (Stage 1) stations and Balmoral Station are contained in the *Appendix 5* document. Proponents are advised to consult with Project Co about electrical conduit drawings for the Southwest Transitway (Stage 2) Stations and the University of Manitoba Station.

17. Who will be responsible for providing SIM cards for the Contractor-supplied LTE modems?

Winnipeg Transit will provide the SIM cards for the Contractor-supplied LTE modems.

18. Who will be responsible for ongoing data costs for the new BUSwatch signs to be installed by the Contractor?

Winnipeg Transit will be responsible for the ongoing data costs.

19. For Canopy installations at Southwest Transitway Stage 1 and Stage 2 Stations and for Sign Structure installations at Terminal Stations (University of Manitoba Station and Balmoral Station), what is the minimum vertical clearance required between the lower edge of a new BUSwatch sign and the platform surface?

The required minimum vertical clearance is 3.65 metres.

20. What proportion of the display space in the Kiosks should be used for the BUSwatch sign?

The proposed BUSwatch sign in each Kiosk should use the full available display space in the Kiosk.

APPENDICES

- Add:**
- Appendix C** - Record Drawings for Typical Canopy, Kiosk, and Pylon Installations for Southwest Transitway (Stage 1) Stations
 - Appendix D** – Typical Mounting Details for Existing BUSwatch Signs
 - Appendix E** – Electrical Drawings for Southwest Transitway (Stage 1) Stations