

**SUPPLY AND DELIVERY OF BUS OPERATOR SHIELDS**

**URGENT**

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

ISSUED: August 3, 2017  
BY: Ron Martin  
TELEPHONE NO. 204 - 986-6864

**THIS ADDENDUM SHALL BE INCORPORATED  
INTO THE REQUEST FOR PROPOSAL AND  
SHALL FORM A PART OF THE CONTRACT  
DOCUMENTS**

Template Version: Ar20160708

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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.**

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**PART B – BIDDING PROCEDURES**

- Add: B18.5.1 Proponents are advised that the City does not have funds in an approved budget for Phase 2. The Work of Phase 2 will be contingent upon the City approving funding for the Work. If sufficient funding for Phase 2 is not approved, the City shall not award Phase 2.
- Add: B18.5.2 After the completion of Phase 1, the City may determine that it will not proceed with Phase 2. The Proponents will be paid for all services rendered for Phase 1.
- Add: B18.5.2 The City reserves the right to accept one (1) shield design from each Proponent based on the City's assessment on which shield meets the specification listed in E2.2.

**PART E – SPECIFICATIONS**

Replace: E2.2 with: Shield must fit New Flyer Xcelsior XD40LF and D40LFR buses as well as other New Flyer buses.

- (a) Shield must be of a rattle-free construction and fit around existing structure on bus. It must allow for an unobstructed sightline to the bus operator's mirrors.
- (b) Shield glass must be impact and scratch resistant. Antiglare and anti fog coating must meet industry standards (ANSI/SAE Z 26.1-2007). Shield glass must not fade or discolor from exposure to UV and cleaning products.
- (c) Shield must allow for minor configuration changes after trial. Shield must allow for wheelchair accessibility.
- (d) Shield must allow for temperature control in the bus operator's compartment. Shield and shield locking mechanism must be intruder resistant. Shield must provide for unhindered communication between bus operator and passengers.
- (e) Shield must meet Winnipeg Transit's Plant and Equipment maintenance requirements for durability, longevity and serviceability. Shield is required to meet the following additional maintenance requirements:
  - (i) Shield location and shape must permit full seat travel and reclining possibilities that can accommodate the shoulders of a 95<sup>th</sup>- percentile male.
  - (ii) The lower area between the seat and panel must be accessible to the operator in order to access driver seat controls.

- (iii) Shield should be isolated for noise control and attached with rubber grommets.
- (iv) Shield configuration around fare box must not impede with cash box removal and top of fare box operation or servicing.
- (f) Shield must provide operator with ample room to allow for unobstructed operation of bus.
- (g) Shield must be installed for testing by Dec 15, 2017. Testing trial will be approximately 6 months in length.