ADDENDUM NO. 3

DATE:	November 21, 2016
TO:	All Potential Proposers
FROM:	Boyce H. Evans, Purchasing Agent
SUBJECT:	Addendum No. 3 – RFP Replacement of Bus Video System
BIDS TO BE OPENED:	November 30, 2016, at 11:00:00 a.m. Eastern Time

This addendum is being published to respond to questions asked by potential proposers regarding the above-referenced Request for Proposal. This addendum becomes a part of the Contract Document and modifies the original specifications as noted.

Question 1: Page 7 explains that "Heavy Duty" buses are equipped with a Digi WR44R. Are the low-floor cutaway vans and paratransit vehicles already equipped with Digi Routers (or will they be equipped) by the time Phase 3 is implemented?

Response: Yes. All sixty-one (61) heavy-duty buses and the twelve (12) cutaway vans contain the Digi WR44R routers that are a component of the DR600 AVL system. These routers were purchased and added to the DR600 AVL system less than six months ago. The twenty-two (22) para-transit vans do not have Digi WR44R routers nor the DR600 AVL system. These vans have an ECOLANE tablet system used in managing para-transit service. There are no plans to add Digi WR44R routers to the para-transit vans.

Question 2: Is there an estimated time frame for deployment of phase 2 and phase 3?

Response: Phase 2 and 3 is expected to occur sometime within year 2 and 3 respectively; sooner if funding suddenly becomes available.

Question 3: Vehicle installations:

a. Where will installations take place?
b. What hours will the vehicles be available for installation?
c. How many vehicles per day will be available for installation?

Response:

a. Installations should occur within KAT's maintenance shop located at 1135 Magnolia Avenue; two bays will be available for the awarded contactor.

b. Installation needs to occur predominantly during the maintenance department's third shift, 11:00 PM to 7:30 AM.

c. 80 to 100% of the fleet is available for installation during this time. KAT's maintenance department maintains a 24/7 operation

Question 4: For phase III, implementing the wireless capabilities and the backend software: Please confirm all vehicles are housed at a single location and provide the following information:

a. What is the physical address of the garage?

b. Is the parking area indoors/outdoors or both?

c. Is a floorplan of the facility available for proposers to review, for network planning purposes?

d. Is power readily-accessible at the location?

e. If there is already data run to existing location please specify cable type, condition/status power availability

f. Is there an existing facility Wi-Fi network at the location? If yes, please advise frequencies used and AP locations so we can determine the best solution that won't interfere with the existing network(s).

g. Are any of the vehicles broadcasting a Wi-Fi Signal (SSID)? If yes, please specify the frequency used and whether the channels are fixed or auto assigned.

Response:

a. 1135 Magnolia Avenue.

b. Vehicle parking is outdoors.

c. Note the bus lot engineering depiction provided in Addendum #2.

d. Access to electrical power is available both at the Church Street transit center and the Magnolia Avenue facility bus lot within the service building. We suggest, however, utilizing power available via awarded contractor installed Ethernet lines. Additionally, the City of Knoxville's standard for data cabling is CAT-6.

e. No. existing data cabling is available at neither the transit center nor Magnolia Avenue garage. Recommend proposers plan to use power available through awarded contractor installed Ethernet cabling as opposed to dedicated power from facility utility distribution boxes. If, however, facility utility power is utilized, the awarded contractor must provide all work to tie in to utility power and all work must be coordinated with the Public Building Authority.

f. The transit center has a Wi-Fi network provided by Comcast and is separate from any City or Public Building Authority networks. Comcast uses any of 802.11B/G/N frequencies which are channels tied to 2.4 or 5.0 GHz. The transit center has three access points; one near the top of the escalator on the platform canopy, one on the platform east side near the smoking area, and the third downstairs in the waiting area across from the customer service desk. Additionally, the garage (1135 Magnolia Avenue) has a wireless system to download new data to transit vehicle DR600 AVL systems. Wi-Fi for AVL downloads are 2.4 GHz set at Wi-Fi 0, mode B/G – channel auto select.

g. Bus and cutaway van passenger Wi-Fi, made possible through Digi WR44R with cellular service provided by Verizon, auto-select 2.4 GHz channels available at 802.11B/G.

Question 5: Will the Wi-Fi solution be dedicated to Video offload or will it be used by other devices? If used by other devices, please specify the type of devices, data and throughput requirement.

Response: The wireless download solution in the RFP is for dedicated video offload. This system must not interfere with any other existing transit Wi-Fi systems such as existing passenger Wi-Fi on buses, existing passenger Wi-Fi at the transit center, and any Wi-Fi related to the existing AVL system. See responses above for additional information.

Question 6: Will there be any need to provide Wi-Fi clients internet access via the Wi-Fi?

Response: No.

Question 7: As part of Phase III, should a server be quoted? If yes, please supply any requirements in regards to specs or form factor.

Response: Yes. Since the City will be evaluating the proposer's systems, the City believes the proposers should know what technical requirements will be necessary regarding equipment. Proposers are to provide a rack mountable server.

END OF ADDENDUM NO. 3