

**Michigan Department of Transportation  
Bureau of Passenger Transportation  
#591I9200001 – Addendum #1  
Medium Duty 24 & 28 Passenger Buses**

**A. Revised Cost Model**

It has come to our attention there are several errors in the Cost Model. The following sections are where corrections have occurred:

1. **O. Options – Alternate Quote Prices, 5** - “Deduct” is added to Farebox Electric Prep.
2. **IV. Chassis Specifications, D** – “1. Auxiliary Coolant Heater” is added under “Engine – Diesel.”
3. **VI. OPTIONS – ALTERNATE QUOTES, A & B** – 26 & 29 foot brand, capacity has been added.
4. **VI. OPTIONS – ALTERNATE QUOTES, B** - The correct entry is “B. Air conditioning/Heat- Rooftop.”

Please use “**REVISED COST MODEL – ADDENDUM # 2**” dated March 16, 2009.

**B. Bidder Questions and Clarifications**

1. **Q: Pg 15, 1.062 Price Term** - An escalation clause on the body in addition to the changes in the chassis equipment? Steel and other product costs have been extremely volatile recently. Please accept an escalation clause based on the PPI that would allow a price adjustment after one year. This would allow for overall lower bid pricing. Pricing would even be adjusted downward should the PPI index dictate. Proposed language is attached for your consideration.

**A:** This clause will remain as stated.

2. **Q: Pg 64, 3.025 Reservations** - What is your intent regarding multiple, optional use contracts? Do you intend to make one award for the Metal Rollover Frame, Cage-type Construction and one for the FRP Composite Unitized-type body?

**A:** The State’s intent is to make an award(s) based upon the best value to the State of Michigan.

3. **Q: I. Purpose of Specifications and pg 63, Section 3.010** - deleted the reference to a pre-bid meeting; however, this section states a meeting will be scheduled. Please clarify.

**A:** This specification will remain as specified.

4. **Q: B. Body Structure and Exterior Panels, b.** - We request approval that galvanized and aluminized steel meets this requirement.  
**A:** This specification will remain as specified.
5. **Q: B. Body Structure and Exterior Panels, b.** - We request approval that galvanized and aluminized steel meets this requirement.  
**A:** This specification will remain as specified.
6. **Q: B. Body Structure and Exterior Panels, b.** - Box tubing used in our floor structure is either galvanized or aluminized for corrosion resistance on both the exterior and interior surfaces. We request that this treatment be accepted in lieu of the coating requirements in Section II. M.  
**A:** This specification will remain as specified.
7. **Q: B. Body Structure and Exterior Panels, c.** - We request clarification that the use of Fiberglass Reinforced Plastic body panels is acceptable to meet the properties required. Test Data is attached.  
**A:** This is acceptable if it meets or exceeds specifications.
8. **Q: B. Body Structure and Exterior Panels, d.** - We request approval to use panel attachment devices with tread locking properties equal to using a reinforcing panel.  
**A:** This specification will remain as specified.
9. **Q: B. Body Structure and Exterior Panels, f.** - We use self-threading screws to retain the rubrail and No. 8 plated, self-threading bolts for the splash guards. Is this acceptable?  
**A:** This specification will remain as specified.
10. **Q: B. Body Structure and Exterior Panels, h. and V. Windows, 1.** - We request approval for a 1/8" tolerance to allow for production variables. This installation is acceptable to our window supplier.  
**A:** This specification will remain as specified.
11. **Q: E. Interior, 1.** - We request approval to provide thumb latches in lieu of the specified SouthCo latch.

**A:** This specification will remain as specified.

12. **Q: F. Flooring, 4** - We haven't been able to develop a method of running the flooring up the rear wall that will look finished and seal properly in the corners. Therefore, we suggest stopping the flooring at the rear wall and using caulk to seal the area where the flooring meets the rear wall. An ABS trim strip would be used to finish the area and prevent water from reaching this area.

**A:** This specification will remain as specified.

13. **Q: M. Undercoating/Rustproofing 2** - All box tubing will be either aluminized or galvanized steel on the interior and exterior. We propose this method of rustproofing in lieu of an alternate corrosion resistant material. Approval is requested.

**A:** This specification will remain as specified.

14. **Q: P. Driver's Seat, 1a** - The driver's seat will be mounted on the chassis OEM seat base. We cannot modify the base, so it will provide the adjustments as supplied by the chassis manufacturer. Please acknowledge.

**A:** This is acceptable if it meets or exceeds specifications.

15. **Q: 4. C. Seats General, (2)** - Is the integrated child restraint to have two child restraints, or a single CRS and a companion seat?

**A:** The State specifies a single integrated child restraint seat and a companion seat.

16. **Q: Handrails, Stanchions, 1** - We propose to use fittings and brackets constructed of stainless steel rather than yellow coated steel. Please approve.

**A:** This specification will remain as specified.

17. **Q: S. Exterior Lighting, 2 & 3** - We request approval to provide Sound Off exterior lighting.

**A:** This specification will remain as specified.

18. **Q: S. Exterior Lighting, 4 & 5** - Please delete the requirement for voltage regulated lamps as this feature is only available from one of the suggested sources listed.

**A:** This specification will remain as specified.

19. **Q: Y, Lift, 5** - Is it your intent that manufacturer's are to provide a lift padding kit?

**A:** The State's intention is for the vendor to pad sharp corners and edges. If padding is needed, please do not cover the lift counter.

20. **Q: IV Chassis Specifications** - We request approval to have the chassis pre-delivery inspection performed by our mechanic who is authorized by the chassis manufacturer to perform this inspection. This was approved on the small cutaway bid.

**A:** This is acceptable to the State.

21. **Q: D, Auxiliary Coolant Heater, 1a** - The Espar model Hydronic 10 has been replaced with the new **Hydronic M10**. This Espar heater meets and exceeds all specifications for the Auxiliary Coolant Heater outlined in the MDOT specification. The new **Hydronic M10** has motors of the brushless design to increase service life, dual ceramic glow pins to reduce heater start time and a longer 2 year/1500 hour warranty. The heater can be mounted vertically, horizontally, or in the standard intermediate position. Please accept as equal.

**A:** This is acceptable to the State.

22. **Q: I. Battery** - We request approval to provide the chassis OEM batteries which have a combined rating of 1150 CCA. These have a better warranty that is provided by the chassis mfr. The better warranty, ease of access, and warrantability at any chassis mfr. service center. To meet 1250 CCA would require non-OEM batteries.

**A:** This specification will remain as specified.

23. **Q: I. Battery** - We request approval to provide our standard thumb locks.

**A:** This specification will remain as specified.

24. **Q: J. Battery Cable and Grounds** - In addition to the OEM chassis ground straps (engine and frame), we provide two gauge bonding grounds at the front and rear of our welded cage structure. This meets all grounding requirements recommended for this application. Approved equal is requested.

**A:** This specification will remain as specified.

25. **Q: B. Electrical, 4** - We request that the heater module being mounted on the rear of the electrical panel be approved as equal to mounting on the front of the panel. This allows easy access.

- A:** This specification will remain as specified.
26. **Q: Air Conditioning System, A1.c** - Carrier “EnviroMate” control systems are in the process of replacing to the “Total Control “A/C control system. This control system offers higher reliability and more features. Please accept as equal.
- A:** This is acceptable providing it meets or exceeds specifications.
27. **Q: B and Cost Model** - Manual Entrance Door - The manual door control rod impinges into the door opening, resulting in a 28” clear opening in this area. We request an exception to the 30” opening in this one area.
- A:** There is no manual entrance door option. This is an error on the Cost Model, part VI, B and should read “air conditioning/heat – rooftop.” A revised Cost Model has been posted to this website.
28. **Q: O. Two-way Radio Power** - We request approval to provide metal Greenleaf conduit rather than plastic conduit. It is more durable and provides better RF shielding. This was approved on the small cutaway bid.
- A:** This is acceptable to the State.
29. **Q: N. Rear Air Ride Suspension** - This section lists the MOR/ryde system as an option, however, IV. Q. lists it as part of the base equipment. Please clarify.
- A:** Per section IV, Q, MOR/ryde or equal is standard equipment for the rear suspension. In section VI, M, MOR/ryde or equal is specified as an option for the front suspension. In section VI, N, an air ride suspension (apart MOR/ryde or equal) is specified as an option for the rear suspension.
30. **Q: B. Manufacturer’s Quality Control** - On a steel framed bus performing a water test before interior trim installation is costly and has no positive impact on quality. Performing water test after completion is less costly and insures that no screws used to attach interior trim have pierced the exterior skin.
- A:** This specification will remain as specified.
31. **Q: C. Air Conditioning Certification** - We request approval to have the performance testing conducted by representatives of the a/c supplier.
- A:** This is acceptable to the State.
32. **Q: D. Heating/Ventilating Certification** - Please accept a road test on actual Michigan roads under natural Michigan weather conditions as an equal testing method to Dynamometer testing.

**A:** This specification will remain as specified.

33. **Q: F. Warranty** - The chassis warranty is provided and administered by the chassis manufacturer. The body will be provided and installed by a manufacturer qualified by the chassis manufacturer. However, the chassis manufacturer remains responsible for their warranty.

**A:** The State has acknowledged your comment.

34. **Q: Pg 15, 1.062 Price Term** - An escalation clause on the body in addition to the changes in the chassis equipment? Steel and other product costs have been extremely volatile recently . Please accept an escalation clause based on the PPI that would allow a price adjustment after one year. This would allow for overall lower bid pricing. Pricing would even be adjusted downward should the PPI index dictate. Proposed language is attached for your consideration.

**A:** Please refer to the answer to Question # 1.

35. **Q: Pg 40, 2.125 Equipment Warranty** - The last paragraph notes that warranty work must be performed at a mutually agreed upon location. Please acknowledge that warranty work on the chassis has to be done at the chassis manufacturer's service center.

**A:** This is acceptable to the State.

36. **Q: Pg 64, 3.025 Reservations** - What is your intent regarding multiple, optional use contracts? Do you intend to make one award for the Metal Rollover Frame, Cage-type Construction and one for the FRP Composite Unitized-type body?

**A:** Please refer to the answer to Question # 2.

37. **Q: Pg 2, I. Purpose - Section 3.010** - deleted the reference to a pre-bid meeting; however, this section states a meeting will be scheduled. Please clarify.

**A:** Please refer to the answer to Question # 3.

38. **Q: I. Purpose of Specifications** - Will you accept 28-passenger buses that are 30'4" in length?

**A:** The specification will remain as specified.

39. **Q: B. Body Structure and Exterior Panels, b.** - We request approval that galvanized and aluminized steel meets this requirement.

**A:** Please refer to the answer to Question # 4.

40. **Q: B. Body Structure and Exterior Panels, b.** - We request approval that galvanized and aluminized steel meets this requirement.
- A:** Please refer to the answer to Question # 5.
41. **Q: B. Body Structure and Exterior Panels, b.** - Box tubing used in our floor structure is either galvanized or aluminized for corrosion resistance on both the exterior and interior surfaces. We request that this treatment be accepted in lieu of the coating requirements in Section II. M.
- A:** Please refer to the answer to Question # 6.
42. **Q: B. Body Structure and Exterior Panels, c** - We request approval to use 3.8 mm Lamilite in lieu of galvanealed steel. A data sheet is attached for reference.
- A:** Please refer to the answer to Question # 7.
43. **Q: B. Body Structure and Exterior Panels, d** - We use coated screws for fastener retention in panels and screws and battens on ceiling panels. Approval is requested.
- A:** Please refer to the answer to Question # 8.
44. **Q: B. Body Structure and Exterior Panels, f** - We use self-threading screws to retain the rubrail and No. 8 plated, self-threading bolts for the splash guards. Is this acceptable?
- A:** Please refer to the answer to Question # 9.
45. **Q: B. Body Structure and Exterior Panels, h. and V. Windows, 1** - We request approval for a 3/16", +/- 1/16", frame clearance. This installation is acceptable to our window supplier.
- A:** Please refer to the answer to Question #10.
46. **Q: E. Interior, 1-** We request approval to provide thumb latches in lieu of the specified SouthCo latch.
- A:** Please refer to the answer to Question # 11.
47. **Q: F. Flooring, 4** - We haven't been able to develop a method of running the flooring up the rear wall that will look finished and seal properly in the corners. Therefore, we suggest stopping the flooring at the rear wall and using caulk to seal the area where the flooring meets the rear wall. An ABS trim strip would be used to finish the area and prevent water from reaching this area.

- A:** Please refer to the answer to Question # 12.
48. **Q: 10. G. Emergency Exits, 2** - We use a purchased door that has an FRP skin on both side of the door. Please approve.
- A:** This is acceptable if it meets or exceeds specifications.
49. **Q: M. Undercoating/Rustproofing 2** - All box tubing will be either aluminized or galvanized steel on the interior and exterior. We propose this method of rustproofing in lieu of an alternate corrosion resistant material. Approval is requested.
- A:** Please refer to the answer to Question # 13.
50. **Q: P. Driver's Seat, 1a** - The driver's seat will be mounted on the chassis OEM seat base. We cannot modify the base, so it will provide the adjustments as supplied by the chassis manufacturer. Please acknowledge.
- A:** Please refer to the answer to Question # 14.
51. **Q: O. Exterior Mirrors** - We would like approval to provide Lucerix mirrors.
- A:** The specification will remain as specified.
52. **Q: C. Seats General, (2)** - Is the integrated child restraint to have two child restraints, or a single CRS and a companion seat?
- A:** Please refer to the answer to Question # 15.
53. **Q: Q. Handrails, Stanchions, 1** - We propose to use fittings and brackets constructed of stainless steel rather than yellow coated steel. Please approve.
- A:** Please refer to the answer to Question # 16.
54. **Q: S. Exterior Lighting, 2 & 3** - We request approval to provide Sound Off exterior lighting.
- A:** Please refer to the answer to Question # 17.
55. **Q: S. Exterior Lighting, 4 & 5** - Please delete the requirement for voltage regulated lamps as this feature is only available from one of the suggested sources listed.
- A:** Please refer to the answer to Question # 18.

56. **Q: Y. Lift, 5** - Is it your intent that manufacturer's are to provide a lift padding kit?
- A:** Please refer to the answer to Question # 19.
57. **Q: Y. Lift, 5** - We would like to use an InPower interlock per the attached sheet.
- A:** The specification will remain as specified.
58. **Q: IV Chassis Specifications** - We request approval to have the chassis pre-delivery inspection performed by our mechanic who is authorized by the chassis manufacturer to perform this inspection. This was approved on the small cutaway bid.
- A:** Please refer to the answer to Question # 20.
59. **Q: D, Auxiliary Coolant Heater, 1a** - The Espar model Hydronic 10 has been replaced with the new **Hydronic M10**. This Espar heater meets and exceeds all specifications for the Auxiliary Coolant Heater outlined in the MDOT specification. The new **Hydronic M10** has motors of the brushless design to increase service life, dual ceramic glow pins to reduce heater start time and a longer 2 year/1500 hour warranty. The heater can be mounted vertically, horizontally, or in the standard intermediate position. Please accept as equal.
- A:** Please refer to the answer in question # 21.
60. **Q: I. Battery** - We request approval to provide our standard thumb locks.
- A:** Please refer to the answer to Question # 23.
61. **Q: J. Battery Cable and Grounds** - In addition to the OEM chassis ground straps (engine and frame), we provide two gauge bonding grounds at the front and rear of our welded cage structure. This meets all grounding requirements recommended for this application. Approved equal is requested.
- A:** Please refer to the answer to Question # 24.
62. **Q: L. Engine Fast Idle** - At this time, the IC chassis does not have a fast idle system. Approval is requested.
- A:** The specification will remain as specified.
63. **Q: B. Electrical, 4** - We request that the heater module being mounted on the rear of the electrical panel be approved as equal to mounting on the front of the panel. This allows easy access.

A: Please refer to the answer to Question # 25.

64. **Q: Air Conditioning System, A1.c** - Carrier “EnviroMate” control systems are in the process of replacing to the “Total Control “A/C control system. This control system offers higher reliability and more features. Please accept as equal.

A: Please refer to the answer to Question # 26.

65. **Q: B and Cost Model** - Manual Entrance Door - The manual door control rod impinges into the door opening, resulting in a 28” clear opening in this area. We request an exception to the 30” opening in this one area.

A: Please refer to the answer to Question # 27.

66. **Q: O. Two-way Radio Power** - We request approval to provide metal Greenleaf conduit rather than plastic conduit. It is more durable and provides better RF shielding. This was approved on the small cutaway bid.

A: Please refer to the answer to Question # 28.

67. **Q: N. Rear Air Ride Suspension**- This section lists the MOR/ryde system as an option, however, IV. Q. lists it as part of the base equipment. Please clarify.

A: Please refer to the answer to Question # 29.

68. **Q: B. Manufacturer’s Quality Control** - On a steel framed bus performing a water test before interior trim installation is costly and has no positive impact on quality. Performing water test after completion is less costly and insures that no screws used to attach interior trim have pierced the exterior skin.

A: Please refer to the answer to Question # 30.

69. **Q: C. Air Conditioning Certification** - We request approval to have the performance testing conducted by representatives of the a/c supplier.

A: Please refer to the answer to Question # 31.

70. **Q: D. Heating/Ventilating Certification** - Please delete the requirement for a chassis dynamometer. There is no way to provide this feature if the test is conducted in natural cold climate conditions and very few facilities offer this feature.

A: Please refer to the answer to Question # 32

71. **Q: Pg 13-15,Article #1 1.051 Delivery of Chassis** - RFP calls for 120 days delivery of chassis to occur within 120 days after Pre-Pilot model review. Due to

current economic conditions and shut downs by various chassis manufacturers, 120 day delivery at present time is certainly doubtful. One particular chassis manufacturer that we are looking at has virtually been shut down for about 4 months. Request that this section be modified to allow for such chassis production slowdowns and shut downs.

**A:** The bidder shall provide verification or documentation of any chassis manufacture delivery problems and/or issues. After such documentation is provided by the bidder, the State will make appropriate adjustments.

72. **Q: P 15, 1.062 Price Term** - This section allows for chassis cost adjustment in the event the chassis manufacturer makes changes in **standard** equipment which results in a cost increase to contractor if over \$100.00. Due to the unprecedented economic times we are experiencing periodic cost increases from manufacturers. Such cost increases are not always associated with “**changes in standard equipment**” but are due to the increases in cost of materials and manufacturing. There is no way to predict what these may be over a 2 year term. There is also uncertainty as to the future of some manufacturers and whether they will exist as we know them today. We request that this section to be modified to allow for any chassis cost increase due to standard equipment changes, regulatory mandated changes or periodic chassis cost increases of \$100.00 or more after the first 6 months of the award of the contract. Such increases would be documented.

**A:** This clause will remain as stated.

73. **Q: Appendix B, Specifications: II- Body specifications, 2a** - This type of bus does not require by Federal law to be tested to FMVSS220 standards. And as such, the bus we are planning to propose has not been 220 tested. We would like MDOT to consider and approve one of the two options below. 1. Delete the requirement of FMVSS220 since Federal law does not require it. Or 2. If first option is not acceptable, then allow documentation of 220 testing to be supplied by contractor prior to building of the prototype. This would allow us time to do a 220 test to meet MDOT requirements.

**A:** This specification will remain as specified.

74. **Q: Section F-Flooring** - We hereby request approval of the floor deck to be constructed as follows. This type of fiberglass encased plywood flooring allows for a floor that eliminates any moisture penetration into the wood and offers exceptional life span and durability. **FLOOR DECK** The finished sub floor is  $\frac{3}{4}$  thick Fiberglass reinforced plywood. This material is described as follows: The inner core of the FRP panel is made of Northern Fir Lauch B/C plywood that has been plugged and filled. The maximum number of filler plugs per 4 x 8 sheet to be no more that twenty (20).. This material is sandwiched between 18 oz woven rope fiberglass matt that is impregnated with fiberglass resin, The face side of the material to have 20 mil. Gel coat with the back side covered with co-extruded

melinex film. The FRP panels are then installed on the top of the steel sub frame with grade five (5) floor bolts. Construction adhesive is utilized as well along the top of all floor members that intersect the floor decking material as an additional securement method. A minimum of six (6) bolts per crossmember is standard.

**A:** This specification will remain as specified.

75. **Q: Section S:-Exterior lighting** - We hereby request approval of Maxxima exterior LED lights in addition to Dialight, Peterson and Truck-Lite. Attached you will find product information sheet. Lights as shown are representative of the product and may not be the exact style you request.

**A:** This specification will remain as specified.

76. **Q: Section V- Windows** - Please clarify what a “double-density” window is. Could it be “insulated” windows are required?

**A:** This specification will remain as specified. Please contact the glass manufacturer as referenced.

77. **Q: Section W-Paint** - Can you please clarify whether the entire bus (cab and body) needs to be completely repainted after production. The cabs are already OEM white, and the body panels either prepainted white metal or impregnated white gelcoat finish that matches the OEM white cab.

**A:** The entire bus and body does not need to be completely repainted after production providing the paint meets or exceeds specifications.

78. **Q: Section X-Insulation** Does the roof area need to have spray in type foam insulation or glued in place insulation if the roof design can meet or exceed the R-5 insulation factor without the addition of this material?

**A:** This specification will remain as specified.

79. **Q: Section II-Y, 8-I** Request approval of the lift manufacturer’s standard powder coated grey color for the lift. The lift manufacturer does not offer color options from which to select.

**A:** This is acceptable to the State.

80. **Q: Section IV-A Chassis** - Specifications ask for “adjustable tapered roller bearings” on front axle. According to chassis manufacturer (Chevrolet), they do have tapered roller bearings but they are not adjustable. Request deletion of the word “adjustable”.

**A:** The word “adjustable” will be removed from the specifications.

81. **Q: Section IV-G GVWR** - RFP calls for two different size buses. The smaller 26' model bus does not require a 22,000# GVWR chassis and is an over kill. Would MDOT allow for the use of a 19,500# chassis for the 26' model which would incorporate a 7,000# front axle and 13,500# rear axle? This would also save a considerable amount of money.

**A:** This specification will remain as specified.

82. **Q: Section IV-I Battery** - Request approval of OEM battery location and box per attached pictures on the Chevrolet chassis. Note that battery box in picture is shown under right cab door. However on the buses, it would be under the driver's door.

**A:** This specification will remain as specified.

83. **Q: Section IV-T-Tires** - Request approval of OEM tire size of 225/70R 19.5 F (12 ply) which meets the GVWR requirement and is the only "F" rated tire offered by OEM in lieu of the 245/70R 19.5 F (12 ply). As an OEM chassis options there is a 245/70R 19.5 G/H (14/16 ply) rated tire. However, a "G/H" tire rating is not needed for a 22,000# chassis.

**A:** This is acceptable to the State providing it meets or exceeds specifications.

84. **Q: Section IV-T-Tires** - Also are all tires to be supplied by the OEM chassis manufacturer? If so, the OEM does not offer snow tread rear tires as an option. Please clarify.

**A:** No, all tires need not be supplied by the OEM chassis. If the OEM does not offer snow tread rear tires, then they shall be provided by another tire vendor providing they meet or exceed specifications.

85. **Q: Section V-B-4 Electrical** - Request approval of Intellitec electrical panel as approved equal to the R.C. Tronics. Will meet all requirements as set forth. See attached information.

**A:** This specification will remain as specified.

86. **Q: Section VI-P Entrance Stepwell Heater** - Request approval to use "Ultra Heat" stepwell heat pad that is switch operated as equal to "Warm Welcome" step well heat pad. See attached documentation/picture.

**A:** This specification will remain as specified.

87. **Q: Section VI-N- Rear air ride suspension** - Request approval for a warning light only that indicates low air suspension pressure in lieu of gauge, warning light and warning buzzer. System available from OEM does not offer all three.
- A:** This specification will remain as specified.
88. **Q: Section VII-F-7-Warranty** Warranty work/claims on the OEM chassis manufacturer must be done by an authorized OEM dealer service facility. The contractor (bus manufacturer/dealer etc.) are not authorized to perform such OEM chassis warranty work. Request the word "chassis" be removed from this section.
- A:** Please refer to the answer to Question # 33.
89. **Q: Section VIII-Bid documents** - Please clarify whether the "Executive Summary" of the 7 year/200,000 mile test will meet the requirements of this section or if the whole Altoona test report required with submission of bid.
- A:** The whole Altoona test report is required with submission of bid.
90. **Q: D, Auxiliary Coolant Heater, 1a** - On 3.6.09 Espar of Michigan advised the body companies of a model # change from the specified Espar Hydronic 10 auxiliary heater to the Espar Hydronic M10. The reason for this advisement was, although we still have the Hydronic 10 available, we are not sure that it will be available throughout the contract duration. We could potentially begin the contract with supplying the originally specified Espar Hydronic 10 and transition to the Espar Hydronic M10 heater as it becomes necessary. Both Espar heater models meet or exceed the MDOT spec. Would this be acceptable to MDOT? Your thoughts?
- A:** Please refer to the answer in question # 21.
91. **Q: I. Purpose of Specifications and pg 63, Section 3.010** - For this bid a pre-bid meeting will be scheduled to consider approved equals and exceptions to the bid specifications. A written response will be made for all bidders prior to the bid due date." Is this indeed the case or are we to submit approved equal requests via email like we did on the cutaway bus bid? Please clarify.
- A:** Please refer to the answer in question # 3.
92. **Q: Pg 112, Section S.5** - Exception RED Turn Lamps.
- A:** This specification will remain as specified.
93. **Q: Pg 114, Section W.2** - Exception Akzo Nobel White Single Stage 3.5 VOC.
- A:** This specification will remain as specified.

94. **Q: Pg 121, Chassis Specifications, I., Battery** - Your specifications call for batteries to be mounted on a slide-out stainless steel tray. Sliding Battery Compartment mounted under floor. The Chevrolet 5500 Series chassis' are equipped with a TNN Dual 700 CCA Batteries located under the Driver's door. Request approved equal.

**A:** This specification will remain as specified.

95. **Q: Pg 95, Body Specifications, B., Body Structure (Metal Frame Construction), c** - All exposed door frame structure shall be made of 304 stainless steel including fasteners. The passenger entrance door is a commercial style bi-fold panel door. The door is constructed of 1" x 1" x 14-gauge steel tube and has a black powder-coated finish. The outside of the doorframe has a safety glass exterior surface. The door is installed in a steel tub frame flanked by formed jamb assemblies for additional strength. Request approved equal.

**A:** This specification will remain as specified.

96. **Q: Pg 100 – Body Specifications, C., Passenger Door** - Electric door operator, door linkage, and base plate components shall be of a single manufacturer. "Accu-drive" AD200 door control system. The Accu-drive is a gear-based control system designed specifically for the Odyssey entrance door operation. Request approved equal.

**A:** This specification will remain as specified.

97. **Q: Pg 101, Body Specifications, D., Passenger Stepwell** - All entrance steps and stepwells shall be gauge number 14 stainless steel minimum. The front entrance doorstep well is constructed of 11-gauge steel sides and 11-gauge treads. Request approved equal.

**A:** This specification will remain as specified.

98. **Q: Pg 104, Body Specifications, F., Flooring** - The floor deck shall be 3/4" C/D plywood of marine grade material, minimum, with sealed edges to prevent moisture intrusion. The steel floor framework is overlaid with 5/8" "Advantec" Industrial Composite flooring. The Advantec is attached to the floor structure with a 1/4" bead of Construction Adhesive applied to the surface of all steel structure. (See Tab A) Request approved equal

**A:** This specification will remain as specified.

99. **Q: Pg 114, Body Specifications, W., Paint** - Bid is requesting use of Dupont paints and primers. Turtle Top uses Akzo coatings - Request approved equal.

**A:** This specification will remain as specified.

100. **Q: Pg 115 Body Specifications, X., Insulation** - Bid calls for spray-type foam insulation or glued in place insulation. The sidewalls and ceiling are insulated by a closed-cell stiff foam that will not sag or allow moisture to penetrate for long-life protection from the weather and sound deadening. (See Tab B). Request approved equal.

**A:** This specification will remain as specified.

101. **Q: Pg 113, Body Specifications, U., Heating and Ventilating Air Conditioning** - Bid calls for all heat line hoses shall have exterior routing along bus frame rail. All wiring, air conditioning and heating fluids are channeled for easy access and protection from the elements, as described in photo. (See Tab B). Request approved equal.

**A:** This specification will remain as specified.