

## ADDENDUM NO. 1

### REQUEST FOR PROPOSAL REHABILITATION OF 1999 NEW FLYER BUS

September 5, 2018

This Addendum No. 1 is in response to questions received from potential submitters. All responses must be reviewed and the Acknowledgement of Addenda received (**Attachment 9, – PLEASE INDICATE RECEIPT OF ADDENDA 1 ON THE FORM AND SUBMIT IT WITH YOUR RESPONSE TO THE RFP**) must be included with the proposal as evidence that this document is part of the RFP and has been reviewed by the respondent.

The proposal deliverable date is September 13<sup>th</sup> on or before 5:00 pm.

#### QUESTIONS:

##### 2.1.2 Finish and Color

1. There are two paint systems specified PPG & Axalta. Please clarify which paint system that the City of Petaluma requires?

*A: The bus currently has Axalta paint. CONTRACTORS can use either PPG or Axalta paint and both will be considered under the RFP. CONTRACTORS should specify which paint system they plan to use in their proposal.*

##### 2.1.6 Front and Rear Bumpers

2. Please clarify if the following is the intent for the Front & Rear bumpers. Front and rear bumpers are to be removed from the vehicle and inspected for damaged. If it is determined that bumper components require replacement/repair, the defective components will be photo documented, priced and submitted to the transit properties project management staff as extra-work.

*A: The language as stated in sections 2.1.6 is correct. No changes.*

##### 2.2.1 Front Door

3. The specified magnetic door valve P/N 59320139-05, tracks & rollers specified is not a part of the door system. Is it Petaluma's intent that the entry doors be rebuilt to include the following components?
  - Entry door motor base plates are to be remove from the entry and exit door compartments and rebuilt to include rebuilt door motors and the replacement of defective door motor linkages, relays, switches and valves as required.
  - Damaged door panels are to be repaired and/or replaced using the best industry practices and methods.

- Door shafts are to be inspected for damage. If it is determined that the door shafts require replacement, then the door shafts will be photo documented, priced and submitted to the transit properties project management staff as extra-work. All door shaft bushing, bearings and hardware are to be replaced with new.
- Entry door panel seal extrusions, seals, brushes, as well as body to door panel seals are to be replaced with new.
- Entry door operation is to be adjusted to manufacturer and transit properties specifications.

*A: CONTRACTORS can disregard P/N 59320139-05. The clarification language is correct.*

### 2.2.2 Rear Door

4. The specified magnetic door valve P/N 59320139-05, tracks & rollers specified is not a part of the door system. Is it Petaluma's intent that the exit doors be rebuilt to include the following components?
  - Installation of the Vapor Class system as specified with new Vapor Active Differential Engine (Door Motor)
  - Exit door motor base plates are to be remove from the entry and exit door compartments and rebuilt to include new Vapor Active Differential Engine (Door Motor) and the replacement of defective door motor linkages, relays, switches and valves as required.
  - Damaged door panels are to be repaired and/or replaced using the best industry practices and methods.
  - Door shafts are to be inspected for damage. If it is determined that the door shafts require replacement, then the door shafts will be photo documented, priced and submitted to the transit properties project management staff as extra-work. All door shaft bushing, bearings and hardware are to be replaced with new.
  - Exit door panel seal extrusions, seals, brushes, as well as body to door panel seals are to be replaced with new to include new exit door sensitive edge seals, tubes switches and hardware.
  - Exit door operation is to be adjusted to manufacturer and transit properties specifications.

*A: CONTRACTORS can disregard P/N 59320139-05. The door and its componentry should be restored to full functionality through replacement of failed parts or repair/refurbishment of existing parts. Systems not currently installed on the bus such as the Vapor Class System shall only be added when needed to bring the vehicle up to modern code or significantly improve functionality of the bus without adding significant additional expense.*

*Excepting the first bullet point, the clarification language is correct.*

## 2.4 Windows

5. The passenger window specification notes that the bus has frame cracks on the window post due to duty cycle, the window post was inspected on our site visit and inspection of the bus and no frame cracks were noted. Please clarify if this repair needs to be done? An alternate option is, once the passenger window is removed and frame cracks are discovered that a repair procedure will be developed for the needed repairs. If window post cracks are discovered will the repairs be considered extra-work?

Is it Petaluma's intent that the passenger and driver's windows be rebuilt to include the following components?

- Passenger windows are to be removed from the bus. The passenger window frames, are to be rebuilt to include new passenger window glass and frame seals. Frames are to be painted to include all new hardware and components. All emergency window release handles are to be inspected and replaced as required.
- Passenger windows are to be reinstalled with new mounting hardware and passenger window body seals. Emergency windows are to be function tested and all required missing window placards are to be replaced.
- The driver's window is to be removed from the bus. The driver's window frames are to be rebuilt to include new glass. Frames are to be painted to include all new hardware and components. Driver's window is to be reinstalled with new mounting hardware and driver's window to body seals.

*A: Upon removal of the passenger and driver's windows; posts and frames shall be checked for cracks and damage. Damage necessitating repair or replacement shall be documented and repaired as Unforeseeable Work (Reference, Section 1.5 UNFORESEEABLE WORK).*

*For all remaining items such as passenger window removal and replacement, the clarification language is correct.*

## Interior

6. The Petaluma scope of work calls out that the operator console area to the defrost duct mounted opening, rear run sign mounting area and the operator left hand panels shall be refurbished and reinforced to improve structural integrity. The Drivers overhead compartment shall also be reinforced. In our inspection of the Petaluma bus we did not find where these panels needed to be reinforced. Please clarify if this repair needs to be done?

Is it Petaluma's intent that the driver's area be repaired as follows?

- The driver's area dash panels are to be inspected for missing dash panels and non-repairable dash panels. Missing or damaged dash panels that cannot be

repaired and require replacement will be photo documented, priced and submitted to the transit properties project management staff as extra-work for approval.

- The front and side dash, driver's area, entry and exit door areas as well as radio box are to be repaired as required, prepped, primed and painted black to match.
- All dash lights, switches, gauges, dash wiring, and misc. components as well as the drivers hi/low beam and turn signal foot switches are to be function tested. Missing or defective components will be photo documented, priced and submitted to the transit properties project management staff as extra-work for approval.
- All side and drivers dash decals and placards are to be replaced with new.
- The interior side, light panels, and ceiling panels are to be inspected for damage.
- Damaged interior panels that cannot be repaired and require replacement will be photo documented, priced and submitted to the transit properties project management staff as extra-work for approval.
- All graffiti is to be removed. Ceiling panels are to be cleaned and waxed. Interior light panels and side panels are to be prepped for paint and painted to match the existing colors of the panels. Interior panel trim is to be inspected and repaired or replaced as required.
- The rear settee panel, rear PLC panels and door, and the rear interior HVAC vent are to be inspected for missing or damaged components. Missing or non-repairable components will be photo documented, priced and submitted to the transit properties project management staff as extra-work for approval.
- Once all repairs and replacements to the rear settee, rear PLC door and panels, and HVAC vent have been completed, the panels will be prepped, primed and painted to match the existing colors.
- Interior modesty panels are to be inspected for missing components and non-repairable damage. Missing or non-repairable components will be photo documented, priced and submitted to the transit properties project management staff as extra-work for approval.
- Once the modesty panels are replaced and or repaired the modesty panels will be prepped, primed and painted. Modesty panels will then be reinstalled with new hardware.

*A: The clarification language is correct.*

*Upon removal and inspection of any parts noted within this section, damage necessitating repair or replacement shall be documented and repaired as Unforeseeable Work (Reference, Section 1.5 UNFORESEEABLE WORK).*

### 3.1 Floor Covering

7. In the Petaluma Scope of Work in section 3.1 it specifies that all  $\frac{3}{4}$ " marine grade plywood subfloor is to be replaced with new. In the same section of the scope it specifies that if the subfloor is damaged or rotten and requires replacement, the CONTRACTOR shall replace the subfloor section with Coosa composite subflooring. The replacement of the subfloor shall be documented and the repairs shall be negotiated as unforeseen extra-work. Please clarify if it is Petaluma's intent to replace the complete subfloor with  $\frac{3}{4}$ " marine grade plywood or replace only damaged sections with Coosa composite subflooring as extra-work. Please keep in mind that the bus currently has  $\frac{3}{4}$ " marine grade plywood subfloors and the Coosa Subflooring is only  $\frac{1}{2}$ " thick.

In section 3.1 of the scope of work, RCA rubber flooring is specified as the replacement flooring, on page 44 section 12.3 of the scope of work it specifies that Altro Transflor is to be installed. Please clarify which flooring is to be installed?

*A: Replacement of the entire subfloor is not anticipated as a need in the bus refurbishment. The subfloor shall be inspected by the CONTRACTOR for any damage. Any subflooring in need or replacement shall be replaced with  $\frac{3}{4}$ " marine grade plywood with work being documented and repaired as Unforeseeable Work (Reference, Section 1.5 UNFORESEEABLE WORK).*

*Replacement of the rubber flooring as noted in section 3.1 shall utilized Altro Transflor.*

*CONTRACTORS can disregard mention of RCA flooring and Coosa subflooring.*

### 3.2.2 Passenger Seats

8. In the Petaluma Scope of Work in section 3.2.2 it specifies that the city will provide passenger seat insert fabric and foam specifications but does not specify that the seat inserts are to be re-upholstered with new foam. Is it Petaluma's intent the passenger seats are to be repaired and re-upholstered as follows?
  - The Passenger seats are to be removed from the bus and disassembled. Passenger seat frames and passenger seat shells are to be repaired as required, then repainted after safety inspection.
  - Passenger seat inserts are to be recovered. Once the seat frames and shells are repaired and painted the passenger seats to be reinstalled in the bus with new hardware.
  - The transit property to provide passenger upholstery and foam specifications and seat frames and passenger seat shell color scheme to the successful bidder.

*A: The passenger seats are intended to be removed, disassembled, repaired, repainted, provided with new inserts and upholstery, and reinstalled in the bus. Seats do not need to be replaced with entirely new units unless refurbishment of them is cost prohibitive (i.e. more expensive than replacing them).*

#### 3.2.4 Setee Panels

9. Is it Petaluma's intent that the rear settee passenger seat configuration stay the same?

*A: The current rear settee passenger seat configuration is intended to remain the same as the current configuration*

#### 3.3.2 Interior Light Lens

10. Is it Petaluma's intent that the passenger lights florescent lights be replace with LED lights?

*A: All passenger florescent lights shall be replaced with new LED lights.*

#### 3.4 Heating & Ventilation

11. Is it Petaluma's intent that the heating and HVAC system be rebuilt as follows:

- The exterior of the air conditioning condenser and evaporator is to be washed with a cleaning solution and interior is to be flushed. If inspection reveals that condenser or evaporator requires replacement then the damage condenser or evaporator will be photo documented, priced and submitted to the transit properties project management staff as extra-work for approval.
- New air filters are to be installed in evaporator unit.
- Condenser and blower motors are to be rebuilt.
- Air conditioning compressor is to be rebuilt with new cultch.
- Control valves and relays are to be replaced as required.
- New dryer to be installed.
- New HVAC high and low PSI hoses are to be replaced. As well as any other HVAC hose. Cooper tubing is to be cleaned, inspected and repaired or replaced as required.
- Insulation on A/C tubing is to be replaced.
- New HVAC compressor drive belts and idler/tensioner pulley are to be replaced.
- Replace the marine grade water circulation pump with new.
- Drivers heater defrost unit to be rebuilt with new blower motors, control cables, soft hoses and clamps as well as flushing the heater defrost core out.

*A: The clarification language is correct.*

#### 5.3.4 Brake Components

12. On page 22 section 5.3.1 the Petaluma scope of work specifies the brakes components are to be replaced and on page 23 section 5.3.4 of the scope specifies that the contractor is not to replace the brake components. Is it Petaluma's intent to replace the brake components as specified in section 5.3.1? Or not replace the brake components as specified in section 5.3.4.

*A: The brake components shall be replaced as described in section 5.3.1. CONTRACTORS can disregard language from section 5.3.4 noting that brake components shall not be replaced.*

#### 5.3.3 Air Lines, Valves & Tanks

13. The Second to last paragraph stated that the contractor is to replace all brake control valves. If the brake control valves are defective the repairs/replacements will be considered extra-work. The scope of work in section 5.3.3 specifies that the brake valve is to be replaced as part of the scope of work. Please clarify if the brake valves are to be replaced as part of the scope of work or are the brake valves only to be replaced/repared as needed as extra-work?

The last paragraph states that the brake air lines shall be PSI tested and replaced if found defective. The air tanks shall be PSI tested and repaired/replaced if found defective. This work will be documented and negotiated as unforeseeable work. The scope of work in section 5.3.3 specifies that the brake air lines are to be replaced and the air tanks are to PSI tested and if found to be defective are to be replaced as part of the scope of work. Please clarify if the brake airlines and air tanks are to be replaced as required as part of the scope of work or are the brake airlines and air tanks only to be replaced as needed as extra-work as stated in the last paragraph of section 5.3.3?

*A: All brake control valves shall be replaced as part of the base scope of work. Removal and inspection of the parts prior to replacement is not necessary.*

#### 5.4.3 Air Tanks

14. In this section the scope of work specifies that the air tanks are to be cleaned and PSI tested without the air tanks being removed from the bus chassis. Any repairs or replacements, work is to be documented and quoted as extra-work. please clarify if Petaluma's intent is to clean and PSI test the air tanks in the bus Chassis, and defective tanks are to be quoted as extra-work or are the air tanks to be removed from the bus chassis, cleaned, PSI tested and replaced as required as stated in page 23 & 24 in section 5.3.3?

*A: All air tanks can be inspected in-place to determine their condition and need for repair or replacement without need to remove them from the chassis prior to inspection.*

*Cleaning and PSI testing of the air tanks shall be part of the base scope of work with any repairs or replacement of air tanks being documented and repaired as Unforeseeable Work (Reference, Section 1.5)*

#### 6.1.5 Differential Carrier

15. Is it Petaluma's intent that the differential carrier be replaced with a rebuilt differential carrier?

*A: The differential carrier and gears shall be removed and inspected for damage by the CONTRACTOR. If needed, repair or replacement of the differential carrier and/or gears shall be documented and repaired as Unforeseeable Work (Reference, Section 1.5)*