

Missouri Department of Transportation
David B. Nichols, Director

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**ADDENDUM 004
Transit Vehicles
Request for Bid 3-130815TV**

Bidders should acknowledge receipt of Addendum 004 (FOUR) by **signing** and **including it** with the original bid. The due date for receipt of bids was extended to August 20th, 2013 at 2:00pm by Addendum 002. Accordingly, the following clarifications are believed to be of general interest to all potential bidders. All other terms and conditions remain unchanged and in full force.

Name and Title of Signer (Print or type)	Name and Title of Department Authority Name: Tom Veasman Title: Sr. General Services Specialist
Contractor/Offeror Signature	Department of Transportation 
(Signature of person authorized to sign)	(Authorizing Signature)
Date Signed:	Date Signed: August 15, 2013

VENDOR REQUEST FOR CLARIFICATION ON A/C FOR ITEM C:

I believe that there is some confusion that needs to be clarified in Addendum 003 regarding the rear AC system. The addendum gives the impression that a dual compressor is not required as long as the Btu output is met. Yet the bid language clearly states in the first paragraph regarding Cooling on page 16 "...both compressors..." In years past, this has always been clarified as a dual compressor system. To my knowledge no AC manufacturer will certify a 65,000 Btu system using a single compressor. The OEM compressor is believed to be in the 45,000 Btu range, but the manufacturer does not release that information. Accordingly, the Addendum appears to be in conflict with the spec.

ANSWER:

To paraphrase the Addendum 003, we want front AND rear air conditioning units meeting the total output capacity of approximately 65,000 BTU's with rear unit cooling of approximately 53,000 BTU's and front air conditioning of approximately 12,000 BTU's. Per the vendor's



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comments it appears that the spec can only be realistically met with dual (two) A/C compressors and that is fine. Our Addendum 003 does not preclude the use of dual compressors, it just said that dual compressors are not necessarily required if the front and rear A/C systems can meet the specified BTU output capacities with one compressor.

VENDOR QUESTIONS PERTAINING TO ADDENDUM #3 FOR ITEM C:

Per the Addendum #3, it indicated that floor plans DD and II will need to be 176" wheelbases. **No; Addendum 003 denied a request for a "minimum wheelbase of 158 inches be allowed for floor plan DD, II" Please note that the narrative specification does not call out any specific measurement for the wheelbase on Floor Plan DD and Floor Plan II.** Per the floor plans issued by MoDOT and the dimensions shown on them of 158" wheelbase, it still poses the question why is a 176" wheelbase required. **Addendum 003 states that a 176" wheelbase is "allowed" on floor plans AA, CC, FF, GG HH and JJ, but it is not required.**

On DD it could be done with a 176" wheelbase but it will either have a much longer body than is necessary or be a "bobtail" look depending on respective mfg. Again the floor plan does show 158". If a bidder does not offer a bobtail look bus, then they would need to go to a longer body and then the seat spacing would be excessive and not recommended for passenger safety. There is also additional cost for a 176" wheelbase/additional body length when it is not necessary to achieve the floor plan desired. **A 176" wheelbase on Floor Plan DD is not required.** The 158" would still meet the minimum requirement of 14,000 # GVWR and is how they have been built in the past.

Floor plan II is a whole different issue. By going to a 176" wheelbase if one does it on the length of bus as shown in the floor plan as issued (also shows 158" wb), the wheels would end up in the lift/wheelchair area. This size/capacity bus I always done on a 158" wheelbase. If 176" is used the body length needs to be increased and the bus becomes way longer than necessary and the seat spacing again would be excessive. Again there is also additional cost for a 176" wheelbase/additional body length when it is not necessary to achieve the floor plan desired. The 158" would still meet the minimum requirement of 14,000 # GVWR and is the best configuration for this floor plan. It is also how previous ones have been built and without any issues. **A 176" wheelbase on Floor Plan II is not required.** Again the GVWR would exceed the minimum requirement of 14,000#.

While DD could be done either way, but 158 is more in line with what is commonly used, I highly suggest you reconsider the 176" on floor plan II and go with 158" wheelbase. **A 176" wheelbase on Floor Plan II is not required.**

Addendum for Full-Size and Mid-Size Passenger Car Spare Tires:

The language on the Pricing Pages pertaining to tires for the Full-Size Passenger Cars (Item H) and Mid-Size Passenger Cars (Item I) shall be replaced with the following language to allow the standard manufacturer's spare tire. Revised Pricing Pages will not be issued for this change. Vendors should use the Pricing Pages that were originally issued for these two items.

Tires:(4) manufacturer's standard all season, plus *the manufacturer's standard* size spare and wheel (Size of 4 standard tires)_____

See attached Revised Pricing Page for Item D (without Options 2 and 3).

REVISED PRICING PAGE (Without Options 2 and 3)

New standard equipped (MAKE & MODEL) _____
Light Duty Cutaway – Multi Function School Activity Bus, complete and meeting the attached Missouri Department of Transportation Specification MM-D.

Questions concerning specifications should be directed to Steve Billings at (573) 751-2523.

PURCHASE ORDERS MAY BE ISSUED FOR VARIOUS ORGANIZATIONS IN THE STATE OF MISSOURI.

LIST YOUR NET DELIVERED PRICE, MEETING THE ATTACHED SPECIFICATIONS, TO ANY DESTINATION IN THE STATE OF MISSOURI.

Please indicate make and model

Floor Plan TT \$ _____ **Per Unit**

Floor Plan UU \$ _____ **Per Unit**

Option 1 Safety Vision SV 5000, Backing Vision BV 1350 (or approved equal) backing vision system.
Price \$ _____ **Per Unit**

Delivery will be made _____ days after receipt of order.

Name of the Bidder's Firm

Signature of Authorized Representative

Date Signed