

MILWAUKEE TRANSPORT SERVICES, INC.

Thursday, August 20, 2020

ADDENDUM NO: 3

RFP NO: MM-01-20

OPENING DATE: Thursday September 17, 2020 @ 2:00 PM, CST

PLEASE NOTE THE FOLLOWING UPDATES:

Question:

“In “TS 23.1 Design” In the final sentences of this section it reads, “Floor color shall be Altro Transfer Buckingham (medium grey with dark and light blue flecks).” Please consider changing this to, “ Altro Transflor Figura Buckingham, 2.7mm”. This change will clarify the component sought by MCTS.”

Answer:

TS 23.1 Design

The floor shall be essentially a continuous plane, except at the wheel housings and platforms. Where the floor meets the walls of the bus, as well as other vertical surfaces such as platform risers, the surface edges shall be blended with a circular section of radius not less than ¼ in. or installed in a fully sealed butt joint. Similarly, a molding or cover shall prevent debris accumulation between the floor and wheel housings. The vehicle floor in the area of the entrance and exit doors shall have a lateral slope not exceeding 2 degrees to allow for drainage. The flooring shall be Altro Transflor Figura Buckingham 2.7mm (medium grey with dark and light blue flecks).

Question:

“In “TS 23.6 Flooring Materials” It appears there are elements of an old RCA rubber bus floor specification language here mixed into the final document. It can be reasonably re-written to reflect desired installation of Altro Transflor Figura Buckingham, 2.7mm. “

Answer:

TS 23.6 Flooring Materials

Altro Transflor Figura Buckingham 2.7mm, heavy-duty plus safety vinyl flooring, shall be furnished as follows:

- under passenger seats, covering from the rear of the bus to the front and from the side wall beyond the center aisle, leaving the center aisle clear of welded seams.

- Altro Transflor color in 2.7mm applied to the operator’s platform to be selected later by MCTS.

□ applied in entrance and Farebox area with three (3) inch yellow standee line to be opposite operator's seat, with three (3) inch Type 304 stainless steel strip under marker. Location of standee lines shall require written approval of Milwaukee Transport Services.

□ application for step treads shall be Altro Transflor Figura Buckingham 2.7mm with Type 304 stainless steel backing totally enclosed in rubber to prevent contact of metal backing with stepwell. Integral molded solid Hypalon synthetic rubber nosing shall be furnished on all steps including floor level for the full width of a step thread three (3) inches deep and beveled at least two (2) inches to meet adjacent floor covering. All step nose including entry to front and rear door and upper deck shall be safety yellow.

All flooring shall have heat welded seams and shall be rolled to eliminate air pockets. The screws used to fasten the top and vertical edge of the threads to the step plates shall be stainless steel, countersunk and caulked to the covering. All joints in the floor covering shall be heat welded without any gaps. Edges shall be caulked with color matching, Altro Mastic or MCTS approved substitute. Strips narrower than six (6) inches shall not be allowed.

Flooring shall be securely cemented to the composite floor with approved Altro Transflor or 3M adhesive, by either the spray or roller method of application, with one (1) coat applied to the covering and one (1) coat applied to the composite floor. Trim moldings shall be 16-gauge minimum. Stainless steel shall be applied at the floor covering edges, around all wheelhouses, the operator's platform, dash panel, step wells and at the side wall joints. All floor covering and materials shall be diesel fuel resistant.

Question:

Please note, only bus flooring equal to or greater than 2.7mm thickness is proven to last for the useful life of a heavy-duty transit bus operating in North America. With the advent of electric buses, this same minimum thickness should offer the same degree of expected protection and performance for MCTS."

Answer:

Noted in answer listed above as 2.7 mm for flooring minimal thickness as stated.

Question:

"Proterra respectfully requests approval to use the attached Word document to submit Requests for Pre-Offer Change or Approved Equal rather than the form provided (CER 2.). We find that this is simplifies the process not only for submitting our questions, but also for providing responses on your end."

Answer:

Denied. MTS prefers that vendors use the forms in the RFP document.

Question:

"Would you happen to have the pre-offer change or approved equal form in a word format in order to type up a request?"

Answer:

See editable forms link in addendum 2

Question:

“GILLIG was hoping for a minimum of a two-week extension.”

Answer:

MTS will consider an extension of the proposal due date after all addenda have been issued. The question deadline remains August 21, 2020.

Question:

“In looking at the Electric Bus/Charging Station RFP, I am uncertain as to the number of chargers required. I see there is one for in-route. Should I assume 1 50kW and 1- 150kW for the terminal? Can you please confirm the quantity of chargers needed?”

Answer:

Pricing is being requested on three different types of chargers:

- Two different in-depot charger types (50 kW and 150 kW)
- In route charger (450 kW pantograph)

Exact quantities of each type of charger have not been defined in this RFP. We would like pricing on each different type of charger, and the evaluation panel will make the determination regarding how many of each type will be purchased once all pricing is reviewed and a vendor is selected.

Question:

“Nova Bus wishes that both closing dates, i.e. August 21st 2020 and September 17th 2020 be respectively extended to September 4th 2020 and October 15th 2020.”

Answer:

MTS will consider an extension of the proposal due date after all addenda have been issued. The proposal deadline remains September 17, 2020. The question deadline remains August 21, 2020.

Please sign and return one copy with the RFP Documents.

We acknowledge receipt of Addendum #3.

_____	_____
Name	Company Name
_____	_____
Signature	Date