

DEPARTMENTAL INPUT
CONTRACT/PROJECT MEASURE ANALYSIS AND RECOMMENDATION

New Contract OTR Sole Source Bid Waiver Emergency Previous Contract/Project No. N/A
Re-Bid Other

LIVING WAGE APPLIES: No

Requisition No./Project No.: RQID1400049 TERM OF CONTRACT: One-time Purchase

Requisition /Project Title: Prisoner Transportation Buses

Description: The purpose of this solicitation is to establish a contract for the purchase of six (6) prisoner transportation buses for the Corrections and Rehabilitation Department.

Issuing Department: Internal Services Department

<u>User Department</u>	<u>One-Time Purchase</u>	<u>Funding Source</u>	<u>Department Code</u>
ISD	\$1,200,000.00	General Funds	

Contact Person: Tracey Jones Phone: 305-375-4803 Estimate Cost: \$1,200,000.00

ANALYSIS

<u>Commodity Codes:</u> 070-24			
Check here <input checked="" type="checkbox"/> if this is a new contract/purchase with no previous history.			
<u>Contractor:</u>			
<u>Small Business Enterprise:</u>			
<u>Contract Value:</u>			
<u>Comments:</u>			
Continued on another page (s):			

RECOMMENDATIONS

<u>SBE</u>	<u>Set-aside</u>	<u>Sub-contractor goal</u>	<u>Bid preference</u>	<u>Selection factor</u>

Basis of recommendation:

<u>Signed:</u> Tracey Jones	<u>Date sent to DBD:</u> 2/10/2014
	<u>Date returned to DPM:</u>

**PROJECT OVERVIEW:**

The purpose of this solicitation is to establish a contract for the purchase of six (6) prisoner transportation buses for the Corrections and Rehabilitation Department in accordance with Section 3 of this solicitation entitled "Technical Specifications".

GENERAL TERMS AND CONDITIONS:

All general terms and conditions of Miami-Dade County Procurement Contracts are posted online. Bidders/Proposers that receive an award from Miami-Dade County through Miami-Dade County's competitive procurement process must anticipate the inclusion of these requirements in the resultant Contract. These standard general terms and conditions are considered non-negotiable subject to the County's final approval.

All applicable terms and conditions pertaining to this solicitation and resultant contract may be viewed online at the Miami-Dade County Procurement Management website by clicking on the below link:

<http://www.miamidade.gov/procurement/library/boilerplate/general-terms-and-conditions-r13-8.pdf>

NOTICE TO ALL BIDDERS/PROPOSERS:

Electronic bids are to be submitted through a secure mailbox at BidSync (www.bidsync.com) until the date and time as indicated in this Solicitation document. It is the sole responsibility of the Bidder/Proposer to ensure their proposal reaches BidSync before the Solicitation closing date and time. There is no cost to the Bidder/Proposer to submit a proposal in response to a Miami-Dade County solicitation via BidSync. Electronic proposal submissions may require the uploading of electronic attachments. The submission of attachments containing embedded documents or proprietary file extensions is prohibited. All documents should be attached as separate files.

For information concerning technical specifications please utilize the question/answer feature provided by BidSync at www.bidsync.com within the solicitation. Questions of a material nature must be received prior to the cut-off date specified in the solicitation. Material changes, if any, to the solicitation terms, scope of services, or bidding procedures will only be transmitted by written addendum. (See addendum section of BidSync site).

Please allow sufficient time to complete the online forms and upload of all proposal documents. Bidders/Proposers should not wait until the last minute to submit a proposal. The deadline for submitting information and documents will end at the closing time indicated in the solicitation. All information and documents must be fully entered, uploaded, acknowledged (Confirm) and recorded into BidSync before the closing time or the system will stop the process and the response will be considered late and will not be accepted.

PLEASE NOTE THE FOLLOWING:

No part of your proposal can be submitted via **HARDCOPY, EMAIL, OR FAX**. No variation in price or conditions shall be permitted based upon a claim of ignorance. Submission of a proposal will be considered evidence that the Bidder/Proposer has familiarized themselves with the nature and extent of the work, and the equipment, materials, and labor required. The entire proposal response must be submitted in accordance with all specifications contained in the solicitation electronically.

SECTION 2 - SPECIAL TERMS AND CONDITIONS**2.1 PURPOSE**

The purpose of this solicitation is to establish a contract for the purchase of six (6) prisoner transportation buses for the Corrections and Rehabilitation Department in accordance with Section 3 of this solicitation entitled "Technical Specifications".

2.2 TERM OF CONTRACT

This contract shall commence upon the date of the purchase order issued by the County and shall remain in effect until such time as all items purchased in conjunction with this solicitation have been delivered and accepted by the County's authorized representative and upon completion of the expressed and/or implied warranty periods.

2.3 OPTION TO RENEW

INTENTIONALLY OMITTED

2.4 METHOD OF AWARD

Award will be made to the lowest responsive and responsible bidder who submits the lowest price for the item(s) being awarded.

2.5 PRICES

If the Bidder is awarded a contract as a result of this solicitation, the prices proposed by the Bidder shall remain fixed and firm during the term of contract. Prices offered shall include all equipment as specified in Section 3, and freight, manuals, warranty, and all other special conditions required in this Section.

2.6 METHOD OF PAYMENT

Refer to Section 2.9.11 below.

2.7 CONTACT PERSON

For any additional information regarding the terms and conditions of this solicitation and resultant contract, Contact: Tracey Jones, at (305) 375-4803 or by email: tjones@miamidade.gov

2.8 INSURANCE

See Section 1, paragraph 1.21 for insurance requirements.

2.9 SPECIAL CONDITIONS FOR BIDDING MOBILE EQUIPMENT

2.9.1 Product Information: Bidders must submit with its bid the manufacturer's standard information sheets, catalogues, brochures and all supporting documentation to show the product meets or exceeds the required specifications. Standard product literature submitted which offer technical data or product descriptions indicating the item or product bid does not meet the required specifications must be accompanied by a letter, on the Bidder's company stationary, identifying those differences and describing how compliance with the required specifications is to be accomplished. Failure to comply with this requirement may result in the rejection of the bid for not meeting the specifications. The County may request additional information when evaluating bids.

Note: Photographs, picture, and other graphic illustrations that are part of standard product literature will not be used in determining product compliance with these specifications.

2.9.2 Product Demonstration: After the Bid Submittals have been evaluated by the County, the Bidder offering the lowest PLCC, as stipulated in Paragraph 2.5 of this solicitation may be required to demonstrate the vehicles proposed for evaluation by and at no cost to the County. The purpose of the demonstration is to observe the vehicles in an operating environment and verify its capability, suitability, and adaptability vis-à-vis the performance requirements stipulated in the bid. If a demonstration is required, the County will notify the Bidder in writing and will specify the date, time, and location of the demonstration. If the Bidder fails to perform the demonstration on the date stipulated in the notice, the County may elect to reject the Bidder's proposal or to re-schedule the demonstration.

The County will be the sole judge of the acceptability of the vehicles in conformance with the Bid Specifications and its decision shall be final.

- 2.9.3** Demonstration Vehicles: The vehicles used for the demonstration shall be the same as the manufacturer's model identified in the Bidder's proposal. Accordingly, the vehicles used in the demonstration shall create an expressed warranty that the actual vehicles provided by the Bidder during the contract period shall be similar to the vehicle used in the demonstration. Should that vehicle be new, not previously demonstrated and conforms to all bid specifications and requirements, the County reserves the right to purchase, as part of contract award quantity, that vehicle(s) upon successful completion of the demonstration.
- 2.9.4** Vehicle Standards: The vehicles furnished by the awarded Bidder during the term of the contract shall be new. Demonstrator models previously demonstrated are not acceptable. Automobiles that are equipped with the original equipment manufacturer's (OEM) standard accessories **must have less than fifty (50) miles recorded on the odometer at the time of delivery.** Automobiles that are equipped with accessories, which are not the OEM's standard order accessories, **must have less than 100 miles recorded on the odometer at the time of delivery.** Vehicles delivered outside this mileage requirement will not be accepted. Odometers must not show any signs of tampering or disconnect/reconnect. Any equipment required in the Section 3, Bid Specifications which are optional equipment of the manufacture shall be considered standard equipment of the vehicle for the purposes of this solicitation. Any optional equipment that are recommended by the vehicle manufacturer to use the vehicle as intended by the County must be included and will be considered standard equipment of vehicle for the purposes of this solicitation. The application and usage of all components, sub-components or parts must be in accordance with their manufacturers' recommendations, as well as the recommendations of all associated equipment manufacturers. Omission of any essential detail from these specifications in order to use the vehicle as intended by the County does not relieve the vendor from furnishing a complete and ready to work unit. The unit shall conform to all applicable Occupational Safety and Health Administration (OSHA), State and Federal, and American National Standards Institute (ANSI) requirements and standards, and Department of Transportation (D.O.T.) regulations. All components and included craftsmanship are to be in accordance with current Society of Automotive Engineers (S.A.E.) standards and recommended practices. The engineering, materials and workmanship shall exhibit a high level of quality and appearance, consistent with or exceeding the industry standards.

2.9.5 Vehicle Changes: The County may make changes to the required vehicle(s) or equipment supplied during the contract term, before or after delivery and acceptance of the vehicle(s) ordered, provided; 1) that the net amount of any such changes is no more than five percent of the per unit contract price, and 2) such changes and net amount are mutually agreed between the Bidder and the County.

2.9.6 Warranty Term: The awarded Bidder shall supply, subsequent to award, and be responsible for, the vehicle's warranty. Vehicles shall have a warranty free of deductibles with no less than the following industry defined coverage:

- A. Thirty-six months (36) or 36,000 miles full vehicle bumper to bumper.
- B. Sixty months (60) or 60,000 miles on the power train.
- C. Hybrid unique components ninety-six months (96) or 100,000 miles.

When vehicle or component manufacturers provide a warranty with coverage in excess of that stipulated herein, that additional coverage shall not be diminished by the requirements of this paragraph. When vehicle or component manufacturers provide a warranty with less coverage than that stipulated herein, the successful Bidder shall provide a supplemental warranty that meets or exceeds the warranty requirements, as stipulated herein. **The warranty terms per vehicle shall commence when the vehicle is put into service.**

2.9.7 Warranty Repairs: The Bidder shall be responsible for promptly correcting any warranted deficiency, at no cost to the County, within five (5) calendar days after the County has notified the Bidder of such deficiency in writing, or within the time period otherwise stipulated in the notice. If the Bidder fails to honor the warranty and/or fails to correct the deficiency within the period specified, the County may, at its discretion, (a) allow the awarded Bidder additional time to correct the deficiency or (b) procure the products or services from another Bidder and charge the awarded Bidder for any costs incurred by the County, either through a credit memorandum or through invoicing. The opportunity to cure any deficiencies does not waive the County's right to find the awarded Bidder in default of the contract in accordance with the contract terms and conditions.

- 2.9.8** Shipping Terms: All prices shall include delivery terms for F.O.B. destination point. Deliveries are authorized at the County's New Car Get Ready Facility , located at 6100 SW 87th Avenue, Miami, Florida 33173, between the hours of 8:00 A.M. and 2:00 P.M. weekdays, or at another location or at times that may be so designated on the purchase order. Contact the Facility Supervisor at (305) 273-4127, forty-eight (48) hours prior to delivery.
- 2.9.9** Delivery Requirements: Delivery of all vehicles is required no later than September 30, 2013. Failure to deliver all vehicles by this date shall be cause for termination of contract for default, and the awarded Bidder shall bare all its costs arising from said termination. All deliveries are to be made in accordance with good commercial practice. All vehicles shall be delivered in full compliance with the bid specifications and requirements and must be in ready to work condition. Upon verification of compliance with these requirements, the County will accept the vehicles.
- 2.9.10** Delivery Deficiencies: The awarded Bidder shall be responsible for promptly correcting any deficiency or damage to the vehicle upon delivery, at no cost to the County, within two (2) calendar days after the County notifies the Bidder of such deficiency, or otherwise as stipulated in the notice. If the awarded Bidder fails to correct the deficiency within the time period specified, the County may (a) procure the products or services from another Bidder and charge the Bidder either through a credit memorandum or through invoicing for any costs incurred by the County or (b) allow the Bidder additional time. The opportunity to cure any deficiencies does not waive the County's right to find the Bidder in default of the contract in accordance with the contract terms and conditions.
- 2.9.11** Method of Payment - Periodic Invoices for Units Delivered: In addition to the basic information set forth below, the invoices shall identify critical, descriptive data including, but not limited to, model numbers and serial numbers. It shall be understood that such invoices shall not be authorized for payment until such time as a County representative has inspected and approved the units. The County shall issue payment after completion of items (A) and (B) below, and as per the payment provisions established in Section 1, Paragraph 1.2, (H) (1):
- A. The delivered unit is successfully inspected for compliance with all specifications and requirements and is accepted (including delivery of the required manuals).

- B. All documentation described in the Purchase Order and listed below has been received as stipulated herein and made out in the name of:

Miami-Dade County, Florida

2225 N.W. 72nd Avenue

Miami, Florida 33122

- C. Documents List:

Application for Certificate of Title and/or Vehicle Registration (HSMV-8040), Certification of Motor Vehicle Sale Tax Exemption (MVC Form DR-41A), Motor Vehicle Dealer Title Reassignment Supplement (DHSMV 82994), Manufacturer's Statement of Origin To A Motor Vehicle and Service Policy C. These documents must be dated to coincide with the delivery of the vehicle and sent to:

Internal Service Department

Materials Management Division - Capital Inventory Section

2225 N.W. 72nd Avenue

Miami, Florida 33122

- D. All documents must be properly filled out and completed, signed and notarized by an authorized individual with no strike-overs on any documents. Non-compliance will result in payment delays.
- E. The invoice is to be made out in triplicate to the name of the department as indicated on the Purchase Order and mailed to the same address as shown on the Purchase Order. The vehicle key numbers are to be noted on the invoice.
- F. All invoices shall contain the following basic information:

I. Vendor Information:

- The name of the business organization as specified on the contract between Miami-Dade County and vendor.
- Date of invoice.
- Invoice number.
- Vendor's Federal Identification Number on file with Miami-Dade County.

II. County Information:

- Miami-Dade County Release Purchase Order or Small Purchase Order Number

III. Pricing Information:

- Unit price of the goods, services or property provided
- Extended total price of the goods, services or property
- Applicable discounts

IV. Goods or Services Provided per Contract:

- Description
- Quantity

V. Delivery Information:

- Delivery terms set forth within the Miami-Dade County Release Purchase Order
- Location and date of delivery of goods, services or property

VI. Failure to Comply:

- Failure to submit invoices in the prescribed manner will delay payment.

2.9.12 Manuals: The awarded Bidder shall supply the County with a minimum of one (1) comprehensive owner's manual which describes the appropriate use of the vehicle purchased, and, three (3) comprehensive repairs and parts manuals which identify the component parts and which describe the appropriate process

for repairing the equipment purchased. These manuals may be provided by book, CD, or via online access to the appropriate complying information.

2.9.13 Alternate bids as noted in Section 1, Paragraph 1.3 (E) are not permitted as part of this solicitation.

SECTION 3 – TECHNICAL SPECIFICATIONS

3.1 SCOPE OF WORK

The Corrections and Rehabilitation Department Transportation Section uses high security prisoner transport buses daily for the transportation of prisoners to and from multiple Miami Dade Correctional Facilities located throughout the County. In addition, these buses are sometimes used throughout the State of Florida to transport inmates from Miami Dade County Correctional Facilities to other County, State, or Federal Correctional Facilities. These buses will be operated at the posted speed limits found on local roadways as well as highways and interstates. The ignition switch for both vehicles are to be keyed alike and the vehicles are to be delivered complete and in "ready-to-work" condition.

3.2 TECHNICAL SPECIFICATIONS

The specifications below are the **minimum** requirements for the purchase of six (6) model year 2014 or newer flat nose, rear engine and drive train high security prisoner transport buses. All screws, rivets used to build the bus or to secure any and all items (i.e. seating, security gratings, lighting etc) in the prisoner containment area must be of the tramper proof type "No Substitution". In addition all seating, security grating, covers, etc. used in the prisoner containment area must be properly designed, constructed and be of sufficient gauge and thickness to prevent prisoners from damaging them into pieces to fabricate weapons "No Substitution". The awarded bidder will need to supply wall to wall and curb to curb turning circle charts for the prisoner transport bus proposed.

3.3 CHASSIS

The chassis is to be a rear engine and drive train design with a single rear axle. **"No substitution"**.

3.4 ENGINE

The engine is to be a Cummins ISB 6.7 diesel engine" **No Substitution"**. The engine is to have no less than 280 hp and 660 lb. ft. of torque. The Cummins engine is to be governed to limit the speed of the vehicle to 70 mph. The engine is to be configured with the following shut down parameters activated (if available) to protect the engine from catastrophic failure: high coolant temperature, low coolant level, low oil pressure, low engine oil, high oil temperature.

- A. Fuel filtration as recommended by the engine's manufacturer.
- B. Webb 710 or 712 non-heated fuel/water separator, if available, or a Davco 382 Fuel-Pro or Fleetguard #FS1201. **NO SUBSTITUTION**
- C. Air filtration system recommended by the engine's OEM with dash mounted air restriction indicator.
- D. Electronic fly by wire accelerator control.
- E. Puradyn PFT40 oil filter installed in a location mutually agreed at the pre-construction conference.
- F. Largest decibel diesel engine noise reduction package available from the OEM.

NOTE: All generic filters used for liquids and fluids shall be the spin-on type and all lubricants shall be synthetic where recommended by the component's manufacturer in this application. **"NO SUBSTITUTION"**

3.5 TRANSMISSION

The transmission is to be an Allison automatic 3000 PTS closed ratio bus transmission. The transmission is to be equipped with the largest transmission oil cooler recommended by Allison and be filled at the factory with Allison synthetic transmission fluid. All Allison optimized electronic controls are to be turned on **except** for the vehicle acceleration control (VAC).

3.6 COOLING SYSTEM

Maximum capacity cooling system within the chassis and engine manufacturer's recommended range, with all related components selected to afford maximum cooling and a recovery system for overflow.

- A. An anti-freeze and water-conditioning filter, if available or supplemental additive system.
- B. Largest Allison recommended transmission oil cooler.
- C. Power Steering oil cooler is required if recommended by the manufacturer for this application

3.7 WHEELBASE AND STEERING

- A. Wheelbase shall be reviewed and optimized by the bus manufacturer involved to provide the optimum and smallest chassis dimensions for the prisoner transport bus proposed.
- B. Power steering system designed for vehicles of this dimensional size, weight and type of service with all front wheels and tires, axle, and suspension components selected to provide maximum safe wheel cramp angle and resulting minimum turning circle radius within the capacities and dimensions specified.

3.8 GVWR & GAWR

To calculate the GVWR and GAWR the awarded bidder will need to take the weight of the as built bus full of fuel and DEF, plus the weight of a person in all prisoner and correctional officer seating positions being provided which is to be calculated at 200 lbs per person per seating position, plus the weight of 500 lbs. of prisoner property, plus the weight of approximately 500 lbs of miscellaneous equipment. The awarded bidder should provide a loaded and unloaded weight chart properly showing the weights of the unit fully loaded and unloaded with the GAWR and GVWR to be supplied.

- A. The awarded bidder will need to calculate and supply the final as built GAWR. This final GAWR must have no less than 5% spare capacity built into the GAWR when the bus is fully loaded with prisoners, correctional officers and all tanks full of fluid.
- B. The awarded bidder will need to calculate and supply the final as built GVWR. This final GVWR must have no less than 10% spare capacity built into the GVWR when the bus is fully loaded with prisoners, correctional officers, weight of prisoner and miscellaneous property and all tanks full of fluid.

3.9 WHEELS AND TIRES

- A. The vendor will provide 10 stud hub pilot tubeless type wheels with no less than 5 hand holes for the entire bus.
- B. The vendor will provide 11 R 22.5 size tires that are proper for this application, are properly weight rated, and properly speed rated for a 75 mph application tires

3.10 FRONT AND REAR AXLES

The awarded bidder will use fully synthetic lubricants recommended by the manufacture for front axle hubs and the complete rear differential.

- A. The awarded bidder will select the appropriate front axle for the GAWR and GVWR as stipulated in section 3.10. The front axle is to be equipped with 10 stud drums for hub pilot wheels and non-aluminum hubs.
- B. The awarded bidder will select the appropriate rear axle for the GAWR and GVWR as stipulated in section 3.10. In addition, the rear end will be geared to allow the prisoner transport bus to travel no more than 75 mph. The rear differential will be equipped with 10 stud drums for hub pilot 5 hand hold wheels and non-aluminum drums.

3.11 BRAKE SYSTEMS

The air brakes are to be of the "S" Cam drum-based system with all wheel ABS meeting all applicable Federal Motor Vehicle Safety Standards for the transport of passengers. The design of the brake system being supplied is to stop the bus in the shortest possible distance at roadway and highway speeds.

- A. Front Axle largest and widest brake linings as recommended for the axle selected with the OEM recommended brake chambers and self-adjusting slack adjuster.
- B. Rear Axle largest and widest brake linings recommended for the axle selected with the OEM recommended brake chambers and self-adjusting slack adjusters.
- C. Bendix or Wabco “**NO SUBSTITUTION**” air dryer with oil coalescent filter and a minimum 15 CFM air compressor.
- D. Maximum capacity air reservoir(s) equipped with automatic draining capability and conveniently located and easy to use manual pull cord drain valves.

3.12 FUEL AND DEF TANK

The fuel filler and DEF filler necks are to be behind locking doors that are to be keyed alike and do not interfere with the proper filling of these tanks..

- A. The fuel tank is to be an all steel tank or all aluminum tank with a capacity of no less than 100 gallons configured and selected to provide maximum ground clearance. The tank design must allow access to replacement of the fuel sender without removing the fuel tank.
- B. A properly sized DEF tank is to be supplied, properly marked, and in a easy to refill location.

3.13 EXHAUST

Manufacturer's standard under the bus exhaust system. Other exhaust system may be considered at the preconstruction conference as long as it is at no cost to the County.

3.14 STARTING AND CHARGING ELECTRICAL SYSTEM

A twelve (12) volt system with no less than a 320-ampere alternator and no less than 1800 CCA Group 31 batteries. All copper wiring with each wiring circuit protected by easily accessible resettable circuit breaker where available from the bus OEM.

- A. A quick connect battery jumper connection shall be provided at a location near the battery box. The final location to be finalized at the pre-construction conference.
- B. A battery disconnect switch with an amber clearance indicator light on front top of the bus to show power is “on”. Other types of indicator light(s) may be considered at the pre-construction conference.
- C. The battery box must be located behind a locking door on the body to prevent theft. The box is to be on a locking slide out tray to make it easy to service and replace the batteries. The top of the batter box top must be on a tether to prevent loss or theft and battery box is to be vented on both sides.
- D. The bus engine electrical system must have a jump off system that can be used to jump start the engine on the self powered A/C system. Conversely, this system is to

also allow jump starting of the bus engine with the batteries of the A/C system engine.

3.15 BUS BODY

- A. The bus body is to be a flat nose design with an outward opening locking entrance doors and must be fully insulated in between the exterior and interior walls of the body for maximum heat soak rejection. The bus body must be designed to support the intended use of this bus. The body must be of sufficient length to accommodate the transportation of a minimum 42 prisoners total as cited in section 3. The front windows, driver's window and front entry door windows are to be the deepest legal tinted window available from the bus OEM. The front and rear of the bus body is to be equipped with tow hooks for towing of the unit as needed. The bus body is also to be equipped with appropriately size mud flaps for the front and rear axles and the highest possible diesel engine noise reduction package available from the bus OEM.
- B. There are to be sash windows on each side of the body aft of the driver's seat to the beginning of the first caged prisoner compartment section. These sash windows are to be tinted with the deepest legal tint available from the bus OEM. There are to be no sash windows in the prisoner compartment transportation area. The only windows that are acceptable in the prisoner compartment transport area are small lightly frosted port hole windows towards the upper most portion of the bus body. These port hole windows must have security grating installed on the inside of the body over the window to prevent them from being knocked out of place. The final window placement, window design to include width and heights and security grating proposed by the awarded bidder will be approved at the preconstruction meeting by the Corrections and Rehabilitation Department.
- C. The bus is to be equipped with a curbside emergency door that is lockable in two (2) points with two (2) high security type locks from the outside. The area of the body around the locking points is to be reinforced to prevent damage to the body from the locks flopping up and down and side to side. The locking points are to be completely reinforced to prevent them from being pried or pulled off of the body. The door is to be located at the most rearward part of the bus feasibly possible from the bus OEM. On the inside of the bus, this complete door way is to be covered with a high security type mesh doorway to prevent escape by prying and pulling on the door to dislodge it from its mounting points. This door is to be fully hinged and secured to the body on the side closest to the engine compartment. The door is to open inward towards the interior of the bus. The opposite side of the door is to fully supported and have no less than two (2) locking points equipped with high security locks that can only be accessed from the outside of the bus. These locking points must be of the type that cannot be pried off or pulled off of the body.
- D. The roof of the bus is to be equipped with an escape hatch in all caged sections of the bus. Each escape hatch to have no less than one (1) locking point on the

outside of the bus for a high security type lock. This area around the bus should be reinforced to prevent damage to the body from the locking flopping up and down and side to side. On the inside of the bus each escape hatch is to be covered with a high security type mesh door to prevent escape by prying and pulling on the escape hatch. The mesh door is to be fully hinged and secured to the body on the side towards the rear part of the bus body and the opposite side is to be fully supported and have no less than one (1) locking point that can only be accessed from the outside. Final placement and design to be approved at the preconstruction conference.

- E. The bus body on the curbside if possible space permitting is to have two secured storage of inmate property. The minimum size of these compartments is 19 inches high by 75 inches wide, 25 inches in depth.
- F. The final bus body design is to produce an interior height of no less than 77 inches.
- G. The flooring is to be based on appropriate rated and sized marine grade plywood flooring. The bottom of the plywood flooring is to be fully undercoated if it is exposed directly to the road surface. On top of the marine grade plywood flooring, dull aluminum diamond plate flooring is to be installed along the entire floor from front to back. All seams in the floor are to be properly sealed with 3M 5200 sealant. This flooring is to be secured with large flange rivets that become flush with the floor when installed and 3M 5200 sealant is to be applied to the rivets before installation. At any change in height of flooring, there is to be a bull nose at the end and it is to be painted in a safety yellow color to alert anyone entering or exiting the bus that there is a change in height up or down. There is to be a recessed covered drain no less than a ½ inch in size in each cage section on the left and right side of the bus on the most forward position possible closest to the partition. The wood floor area around the drain is to be thoroughly water proofed. The end of the aluminum diamond plate flooring that makes contact with the wall of the bus is to have a bent lip to form a ½ inch high kick plate. The kick plate is to also be fastened with the same style of rivets to the wall evenly spread out. The rivets and the top of the kick plate is to be properly sealed with the same 3M 5200 sealant..
- H. All seating in the prisoner transport areas is to be Freedman Seating Company Prison Bench Seating "No Substitution".
- I. The interior of the bus body is to have a minimum seventy seven inch (77") interior height from floor to ceiling and is to be separated into four (4) distinct sections. The complete interior is to be fully illuminated by the use of three (3) full rows of dimmable LED lighting behind security grating. There is to be one (1) row over the center aisle and one (1) row each over the center of the bench seats. The lighting produced by the LED lighting must be able to fully light the complete interior of the bus.

Note: With the bid, the bidder should provide a design schematic showing how the partition they are proposing is going to be built. This schematic should include the type materials and thickness/gauge it is going to be fabricated from, how it is going to be constructed/assembled, and finally how it is going to be installed in the bus. The County reserves the rights to require the awarded bidder make reasonable changes to the partition in the interest of safety and security. Final approval of the proposed prisoner partitions will be given by the County at the pre-construction meeting or point thereafter.

i. Section 1: Bus Operator's Station and Guard Seating Positions

This section is to contain the bus operator's station and two (2) perimeter facing guard high back air suspension seats with arm rests. One (1) guard seat is to be on the road side and one (1) on the curbside. The seats are not to rub on the body when in movement.

The operator's station is to have the instrumentation required to operate the vehicle (i.e. speedometer, tachometer for the engine, air pressure gauge, oil pressure gauge, water temperature gauge, etc as well as the following items:

- Bus engine driven A/C system control with vents for the operator and guards, high back fully adjustable air suspension seat with arm rests, Tilt and telescoping steering column, cruise control, remote control side rear view mirrors, full interior rear view mirror, intermittent wipers, side visor for side window, switch to start and turn off the A/C engine system as well as the thermostat to regulate the temperature, dimmable bus interior lighting switch, air horn and regular horn switches, jump start switch for the A/C and bus engines, emergency lighting.

ii. Section 2: Prisoner Cage Section # 1

This section is to contain eight (8) prisoners in four (4) bench seats that span from the road side to the curbside with two (2) bench seats on each side. The awarded bidder is to fabricate a floor to roof partition behind the rear most bench seats with twin sliding 12 inch each lockable doors with a reinforced hasp that separates these prisoners from the remaining prisoners

on the rear of the bus and another cage on the front that protects the guards and bus operator from these prisoners. The front gate is to be 24 inches wide, lockable with a reinforced hasp and swing open towards the roadside of the bus. Approximately the middle 80 % of both partitions and doors is to be covered with a polycarbonate laminate (aka lexan) to prevent prisoner from spitting at guards and or other prisoners. This polycarbonate laminate is to be of sufficient thickness and must be fully reinforced and secured to prevent it from being broken into pieces creating a weapon.

iii. Section 3: Prisoner Cage Section # 2

This section is to contain eight (8) prisoners in four (4) bench seats that span from the road side to the curbside with two (2) bench seats on each side. The awarded bidder is to fabricate a floor to roof partition behind the rear most bench seats with twin sliding lockable doors that separates these prisoners from the remaining prisoners on the bus. Approximately the middle 80 % of the partition and door is to be covered with a polycarbonate laminate (aka lexan) to prevent prisoner from spitting at guards and or other inmates. This polycarbonate laminate is to be of sufficient thickness and must be fully reinforced and secured to prevent it from being broken into pieces creating a weapon.

iv. Section 4: Prisoner Cage Section # 3

This last section is to transport no less than 26 prisoners in the required bench seats.

3.16 Stand Alone Air Conditioner

The awarded bidder is to provide a Thermo King TK486 or newest version there of "No Substitution" diesel engine power pack to run the A/C system for the entire body without the need to have the bus engine running. The compressor is also to be a Thermo King Transit style A/C compressor model # X426 or latest model replacing the X426 compressor. The awarded bidder is to provide no less than two (2) group 31 batteries to start this power pack.

The A/C diesel engine power pack is to be tied into the fuel tank for the bus to obtain fuel from it. The fuel pickup into the fuel tank is to be set at no to extract fuel when the tank reaches less than a ¼ tank level. This diesel engine power pack must have the following protection items activated to shut down the unit in the case of low oil pressure, low oil level, high coolant temperature, low coolant level, etc. without any capability of the safety system being over ridden.

The system is to be ducted by the use of insulated ducting to the top of the roof in between the wall cavities and a security screen must be over each outlet grill. There are to be no ducts on the inside or outside of the bus.

The system is to be controlled by the latest version of a Thermo King Climaaire II control. The system is to be programmed to always circulate air regardless if the compressor is operating or not.

3.17 Bus, Scene Emergency Lighting, and Power Inverter

- A. Bus Lighting: All lighting for the front and rear turn signals, brake lighting, reverse lighting clearance lights and side marker lights are to be LED.
- B. Scene Lighting: The awarded bidder is to provide and install six (6) Fire Research Spectra LED Scene lights countersunk (if possible) into the body of the bus. The lights are to be the largest possible lumens available for a 12V system. Four (4) are to be on the curbside of the bus and evenly spaced out. Two (2) are to be on the roadside of the bus with one (1) over the rear wheel and one (1) over the driver's side window. Final placement of the lights will be approved at the pre-construction conference.
- C. Emergency Lighting: The awarded bidder is to provide the following:
 - i. The vendor is to provide and install as close as possible to the drivers area a Whelen CanTrol CANCTL5 combination handheld microphone and controller or equivalent unit available from Federal Signal. As part of this installation, the vendor will need to install a speaker/siren combination unit on the front of the bus that does not reverb or transmit any audio into the cabin of the bus. Final placement to be discussed at the preconstruction conference.
 - ii. On the left and right side of the bus approximately half way up the body, the vendor is to provide and install six (6) Whelen 900 series LED lights

- or equivalent unit available from Federal Signal. Three (3) lights each are to be installed on the left and right side. The color combination is to be as follows; front and rear of the bus all blue LED lights and midway in the middle of the bus a combination red/blue unit.
- iii. The vendor is to provide and install on the rear of the bus four (4) Whelen 900 series LED lights or equivalent unit available from Federal Signal. The lights on the left side are to be a blue color and the lights on the right side are to be a red color. Two (2) lights are to be on the uppermost part of the rear bulkhead. The other two lights are to be installed approximately at eye level. Final placement of the unit will be determined at the preconstruction conference.
 - iv. The vendor is to provide and install on the front of the bus four (4) Whelen 900 series LED lights or equivalent unit available from Federal Signal. The lights on the left side are to be a blue color and the lights on the right side are to be a red color. Two (2) lights are to be on the uppermost part of the front bulkhead. The other two lights are to be installed approximately at eye level. Final placement of the unit will be determined at the preconstruction conference.

- D. Bus Power Inverter: The vendor will provide and install a properly sized Vanner Commercial Power Inverter. The inverter is to be properly wired to run off of the A/C power pack engine. On the curbside of the bus spaced equally apart, the vendor will provide and install two (2) GFCI 15 amp outlets with water proof covers. The outlets are to be countersunk into the body if possible.

3.18 Video Security System

The vendor will provide and install a tamper proof high security comprehensive digital color recording system. The system is to be a Safety Vision recording system that is to be highest resolution digital color video recording system currently available on the market for this application. The recorder and all cameras must be capable of capturing images at night and in very low light applications. The unit must be able to record and store 16 hours of images per day and stores these images for no less than 7 days before it is written over. The system is to record anytime the key to the bus is in the on position and/or anytime the a/c engine power pack is running. The security system must include the following:

- A. The largest color monitor available capable of displaying simultaneously the real time digital images of the cameras installed in the prisoner cage area cited in section below without the need of changing channels. The monitor must be in an easy to view location of the two (2) correctional officers when seated in their seats.

- B. The vendor will provide and install a weather proof camera mounted on the rear exterior of the bus centered on the bus body. The vendor will provide a color display that shows the complete rear of the bus as it will be used to aid in the backing up of the bus. The monitor must be easy to view by the driver when backing up the bus.

- C. On the curbside of the front windshield the vendor will install a forward facing camera with grommet around the lens if required to fully capture images of the bus while driving or stopped. The camera is not to be installed so as to hinder the sight of the driver at any time.

- D. On the exterior of the bus on the front left and right side and facing towards the rear of the bus, the vendor is to install water proof cameras installed so as to capture the complete side of the bus.

- E. In the rear prisoner cage section # 3, the vendor is to install two (2) tamper proof cameras. One (1) camera is to be installed on the rear bulkhead and is to face the front of the bus. The second camera is to be installed as close as possible to the front bulkhead that separates the prisoner cage sections. This camera is to be facing the rear of the bus. The cameras are to be installed to completely cover this prisoner cage area so there are no blacked out areas.

- F. In prisoner cage section # 1 and # 2, the vendor is to install one (1) camera in each section. The camera in each section is to be installed to completely cover the prisoner cage area so there are no blacked out areas.

3.19 Fire Suppression System

The vendor will supply and install a sufficiently sized Kiddle Fire Systems "No Substitution" automatic discharge fire suppression system that is appropriately sized and with the proper amount of fire suppression nozzles to combat fires in the areas cited below. The fire protection panel and audible alarm for the system must be installed in an area in plain sight and easy to hear by both the driver of the bus and guards in their seated positions.

- A. Complete engine and transmission compartment(s).
- B. Complete A/C power pack compartment to include battery area.
- C. Battery compartment.

3.20 Paint

The bus body is to be painted in a white exterior color. The paint is to be a Dupont Imron 5000 single stage paint with an additional coat of Dupont Imron clear coat over it.

The front and rear bumpers are to be painted in black exterior color. The paint is to be a Dupont Imron 5000 single stage paint.

The rims are to be power coated in a black color.