TOWN OF HUDSON

Board of Selectmen

12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6024 · Fax: 603-598-6481

BOARD OF SELECTMEN MEETING

August 24, 2021

Board of Selectmen Meeting Room, Town Hall

Agenda

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ATTENDANCE

4. PUBLIC INPUT

5. RECOGNITIONS, NOMINATIONS & APPOINTMENTS

   A. Appointments

      1) Building Board of Appeals – (1 member term vacancy to expire April 30, 2023)

         Michael Lawlor

      2) Planning Board - (1 alternate member vacancy to expire December 31, 2021)

         Michael Lawlor

6. CONSENT ITEMS

   A. Assessing Items - none

   B. Water/Sewer Items
      1) Sewer Abatement – S-UTL-22-01, Acct# 6464, 10 Scenic Lane
      2) Sewer Abatement - S-UTL-22-02, Acct# 6400, 5 Parkhurst Ave
      3) Sewer Abatement – S-UTL-22-03, Acct# 5626, 49 Bear Path Lane
      4) Sewer Abatement – S-UTL-22-04, Acct# 4257, 10 Lund Drive

5) Sewer Abatement – S-UTL-22-05, Acct# 6536,9 Shoreline Drive
6) Sewer Abatement – S-UTL-22-06, Acct# 5358, 2 Manny Court
7) Water Abatement – W-UTL-21-05, Acct# 3504431006
8) Water Abatement – W-UTL-06, Acct# 3500037206

C. Licenses & Permits & Policies

1) Raffle Permit – Friends of Benson Park
2) Block Party Permit – 21 Chalifoux Road

D. Donations – none

E. Acceptance of Minutes

1) Minutes of August 10, 2021

F. Calendar

8/25	7:00	Planning Board – Buxton Meeting Room
8/25	1:30	Board of Selectmen Vacancy Court Hearing – Hillsborough County Superior Court, 30 Spring Street, Nashua
8/26	7:00	Zoning Board – Buxton Meeting Room
9/01	7:00	Budget Committee – Buxton Meeting Room
9/08	7:00	Planning Board – Buxton Meeting Room
9/13	7:00	Conservation Commission – Buxton Meeting Room
9/13	7:00	Cable Utility Committee – HCTV Meeting Room
9/14	7:00	Board of Selectmen – BOS Meeting Room

7. OLD BUSINESS

A. Votes taken after Nonpublic Session on August 10, 2021

1) Selectman Roy made a motion, seconded by Selectman Morin to hire Eric Courouns for the position of Public Works Mechanic, effective August 23, 2021, with a starting salary of $24.10 per hour (Grade XII, Step One) in accordance with the Hudson Public Works Department Local #1801 AFSCME agreement. Carried 4-0.

2) Motion to adjourn at 8:29 p.m. by Selectman Roy, seconded by Selectman Gagnon. Carried 4-0.

8. NEW BUSINESS

A. HFD – Walmart Grant Acceptance

B. HFD - Request to Advertise Ambulance RFP

C. Fiscal Year 2023 Budget Parameters

D. BOS-School Board Sub Committee Discussion

9. REMARKS BY TOWN ADMINISTRATOR

10. REMARKS BY SCHOOL BOARD

11. OTHER BUSINESS/REMARKS BY THE SELECTMEN

12. NONPUBLIC SESSION

RSA 91-A:3 II (a) The dismissal, promotion, or compensation of any public employee or the disciplining of such employee, or the investigation of any charges against him or her, unless the employee affected (1) has a right to a meeting and (2) requests that the meeting be open, in which case the request shall be granted. (b) The hiring of any person as a public employee. (i) Consideration of matters relating to the preparation for and the carrying out of emergency functions, including training to carry out such functions, developed by local or state safety officials that are directly intended to thwart a deliberate act that is intended to result in widespread or severe damage to property or widespread injury or loss of life.

THE SELECTMEN MAY ALSO GO INTO NON-PUBLIC SESSION FOR ANY OTHER SUBJECT MATTER PERMITTED PURSUANT TO RSA 91-A:3 (II).

13. ADJOURNMENT

Reminder…
Items for the next agenda, with complete backup, must be in the Selectmen's Office
no later than 12:00 noon on Thursday, September 9, 2021

8-24-21

Emergency Operations Center

5A1&2

NEW HAMPSHIRE

How may we help you?

Submission #49

Print Resend e-mails

Previous submission Next submission

Submission information

Form: Board & Committee Application
Submitted by Visitor (not verified)
Mon, 08/02/2021 - 1:45pm
165.225.39.66

Date
Mon, 08/02/2021

First Name
Michael

Last Name
Lawlor

Street Address
34 Bradford Circle, Hudson, NH 03051

Home Phone
6179396792

Work Phone

E-mail Address:
michael.j.lawlor.jr@gmail.com

Education
UMass Amherst-Civil Eng. Bachelor's, Northeastern U.-Structural Eng. Master's

Occupation (or former occupation if retired)
Civil/Structural Engineer

Special Interests

Professional/Community Activities

Reference
Michael McPeck - phone number available

Reason for Applying
I am a new member of the Town of Hudson and I would like to become involved in my community. I am a Registered Professional Engineer (PE) in the State of New Hampshire and have over eleven years of professional experience in both engineering and construction. I have both bachelor's and master's degrees in civil engineering. Being a civil/structural engineer, I am knowledgeable of the contents of the International Building Code (IBC), the NH amendments, and the other codes and standards referenced within.

Please check the area in which you are interested in serving:
Member

Please select area of interest
Building Board of Appeals And Planning Board Alternate

Areas of Expertise
- Construction
- Other

Are you a Hudson, NH resident?
yes

Previous submission Next submission

Agenda 8-24-21

Ref. No. 22-02

RECEIVED
AUG 19 2021
TOWN OF HUDSON
SELECTMEN'S OFFICE

TOWN OF HUDSON

Sewer Utility Department

12 School Street Hudson, New Hampshire 03051 (603-886-6029)

August 19, 2021

IN ACCORDANCE WITH ORDINANCE 092-13, the Municipal Utility Committee recommends to the Board of Selectmen that the following application(s) for abatement(s) of sewer utility charges be **APPROVED:**

S-UTL-22-01 (07/27/21) Deblois, 10 Scenic Lane m/l 147/001/016 Acct #6464

Applicant requests abatement of sewer charges because of late filing of an auxiliary meter card used to record outside water use. Request abatement of $176.19 (148 x 1.1905).

S-UTL-22-02 (8/4/21) Bolduc 5 Parkhurst Ave m/l 205-072-000 Acct. #6400

Applicant requests abatement of sewer charges because of late filing of an auxiliary meter card used to record outside water use. Request abatement of $30.95 (26 x 1.1905).

S-UTL-22-03 (8/5/21) Wilkie 49 Bear Path Lane m/l 177/050 Acct # 5626

Applicant requests an abatement of sewer charges because of late filing of an auxiliary meter card use to record outside water use. Request abatement of $102.77 (86 x 1.1905).

S-UTL-22-04 (8/8/21) Hudson 10 Lund Drive m/l 153/044 Acct #4257

Applicant requests an abatement of sewer charges because of late filing of an auxiliary meter card used to record outside water use. Request abatement of $41.67 (35 x 1.1905).

S-UTL-22-05 (8/6/21) Puopolo 9 Shoreline Dr m/l 147/001/003 Acct # 6536

Applicant requests an abatement of sewer charges because of late filing of an auxiliary meter card used to record outside water use. Request abatement of $139.29 (117 x 1.1905).

S-UTL-22-06 (8/8/21) McGrath 2 Manny Court m/l 140/034 Acct # 5358

Applicant requests abatement of sewer charges because of late filing of an auxiliary meter card used to record outside water use. Request abatement of $32.14 (27 x 1.1905).

Motion made by Bill Abbott; second by Dawn Lavacchia "to recommend the Board of Selectmen approve abatements S-UTL-22-01, S-UTL-22-02, S-UTL-22-03, S-UTL-22-04, S-UTL-22-05 and S-UTL-22-06 as requested for the reasons given." Motion carried.

APPROVED:

_____ Date _____

_____

_____

_____

_____

Town of Hudson Board of Selectmen

TOWN OF HUDSON
Water Utility

12 School Street Hudson, New Hampshire 03051 Tel: 603-886-6002 Fax: 603-881-3944

August 19, 2021

The Municipal Utility Committee recommends to the Board of Selectman that the following application(s) for abatement(s) from water utility charges be

APPROVED:

W-UTL-21-05 (08/03/2021) Claude Coulombe Acct # 3504431006

The Municipal Utility requests abatement on the basis that customer was billed in error because of a clerical error. The committee recommends abatement in the amount of $105.60.

The Committee voted to recommend approval of this abatement due to clerical error.

W-UTL-21-06 (08/03/2021) Jason Luong Acct # 3500037206

The Municipal Utility requests abatement on the basis that customer was billed in error because of a clerical error. The committee recommends abatement in the amount of $128.70.

The Committee voted to recommend approval of this abatement due to clerical error.

_____ Date: _____

_____

_____

_____

_____

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AUG 17 2021
TOWN OF HUDSON
SELECTMEN'S OFFICE

6C-1

RAFFLE PERMIT

Hudson, New Hampshire

Name of Organization: Friends of Benson Park, LLC

Address: 27 Kimball Hill Rd. / P.O. Box 91 / Hudson, NH 03051

Raffle Benefit of: Friends of Benson Park's Mission

Date & Time of Raffle: 9/12/21 4:15 P.M.

Raffle to be held at: Benson Park Amphitheatre

Prizes: T-Shirts; Camping Chair; cooler; blanket; Stuffed animal toy

Date of Ticket Sales: 9/18/21

*(must be **after** date of Board of Selectmen approval)*

Applicant's Signature/Address/Phone Number

Natalie Newell
Applicant's Signature

Natalie Newell
Applicant's Printed Name

27 Kimball Hill Rd. / Hudson, NH 03051
Address

(603) 321-0788 (cell)
Phone Number

Approved on: August 24, 2021, by

HUDSON BOARD OF SELECTMEN

Chairman

Selectman

Selectman

Selectman

Selectman

(Fax completed form to 603-598-6481 or e-mail to lweissgarber@hudsonnh.gov, with Raffle Permit in subject line.)

Agenda 8-24-21

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6C-2

TOWN OF HUDSON

Board of Selectmen

12 School Street · Hudson, New Hampshire 03051 · Tel: 603-886-6024 · Fax: 603-598-6481

Block Party Permit

Name: Holly Whitesell Date: 8/17/21

Address: 21 Chalifoux Road Phone: (603)759-3138

Block Party to be held at: Chalifoux Rd - From Muldoon to dead end (BAE)

Date and Time of Block Party: Saturday Oct. 2nd, 2021 Noon - 11:00pm (midnight) ??

Rain Date: Sunday Oct. 3rd, 2021

- All of the affected neighbors, within at least 500 feet, have been notified of the event and written approval gained from a majority.
- Street to be blocked with traffic cones and barricades, available from the Highway Department (886-6018), and positioned to warn the motoring public, but, not so as to prevent access by emergency vehicles.
- The dispensing, possession, and consumption of any alcoholic beverages must be done in compliance with all applicable laws, regulations and ordinances.
- The hours of the requested permit must be restricted to the stated times.
- If music is played, it is to be kept to a reasonable level so as not to disturb the residents in the vicinity. Music is to cease at 11:00pm.
- A copy of the Party flyer is attached. - Will make a better one. Printer is not working. Sorry about the drawing.

This permit should be acted upon by the board of Selectmen at least 30 days prior to the event. Exceptions may be granted, however, at the discretion of the Board of Selectmen.

Approved ✓ Disapproved _____ by the Chief of Police on William M. Lough Jr.

Approved _____ Disapproved _____ by the Board of Selectmen on _____
Provided all of the aforementioned conditions have been met.

_____
Chairman

_____ _____

_____ _____

Completed form can be faxed to: (603) 598-6481 or e-mailed to: lweissgarber@hudsonnh.gov

Form approved by BOS 9/27/05

HUDSON, NH BOARD OF SELECTMEN

Minutes of the August 10, 2021 Meeting

1. CALL TO ORDER - by Chairman McGrath the meeting of August 10, 2021 at 7:23 p.m. in the Selectmen Meeting Room, immediately following an Attorney-Client session pursuant to RSA 91-A:2-1.

2. PLEDGE OF ALLEGIANCE led by Deputy Fire Chief, Scott Tice

3. ATTENDANCE

Board of Selectmen: Marilyn McGrath, David Morin, Kara Roy, Brett Gagnon

Staff/Others: Steve Malizia, Town Administrator; Scott Tice- Deputy Fire Chief; Jess Forrence – Public Works Director; Gary Gasdia – School Board Chairman; Jill Laffin – Executive Assistant

4. PUBLIC INPUT

Jake Nazarian, 23 Parkhurst Drive

Mr. Nazarian came forward and said, good evening all, how are you tonight? I was excited to see that you are having an open session regarding some of the funds that have been distributed by the Federal Government to us here in Hudson and I just like to put my two cents on the board in terms of where I think those funds should be directed. I think a lot of us in this room can probably agree that one of the things that's been on the forefront of everybody's mind over the past year is our children. I think it's one of the most important legacies that we can leave behind. My proposal is that we take two million plus dollars and put it towards the school system, specifically to retrofit all of the heating and air conditioning systems as well as including HEPA filters to recirculate all the air through the thing. Through the school cuz I think that it's important for us to realize that one of the things we're going to spend the most time talking about, and one of the things that everybody in Town is pretty stirred up about, based on the school committee meetings I've been seeing over the past couple weeks is what's gonna go on with our kids and masks and these types of things. And I think it might be a good idea for us to consider, since these dollars weren't in the budget previously. And since I can't say on this for sure, but I'm gonna base it on the fact that I've been in a lot of institutions. I was adjunct professor at the University of Massachusetts for about six years. I've been involved in the Scouting programs and soccer and a lot of other things in this town and in my experience most of the heating and ventilation systems in most of the schools in this town stink. Probably literally as well as figuratively. And I think that we should just consider whether or not that's a good way to spend this money to make sure that we're making sure the longevity of our kids is frontally considered. I don't know what the time is, I don't know if I'm getting too long. I'm more than happy to cut it short. The other thing that I think that maybe we should consider, as well as retrofitting the air exchange systems and the heating and air conditioning systems is also the idea of putting some of these lights that I've seen at a lot of corporations where you walk into a booth or a room or a vestibule or whatever you call it where light comes in and supposedly can destroy the Corona Virus based on different kinds of light rays. I'm not gonna say exactly which ones cuz I don't want to be wrong, but I'm pretty sure that there's lights out on the market that destroy the Corona Virus within a certain amount of time. So I think that's another thing we should consider. Again, I really want to put my support behind putting this dollars towards the schools but specifically towards helping the kids get adjusted so we can have them back in school and we can have back in person learning and I think that this also may address some of the issues that the teachers and the staff may have considering that they're probably worried about getting it. And we all know, based on some of the studies that are out there that generally parents and adults are bringing the virus in and out of the schools. Children might be passing it around and maybe they're passing it to another adult. But the adults are the big ones affected and it seems like they have the biggest lobby

behind them. Which would be the school union or whatever you want to call it based on each place. So if there's somebody that's speaking up for them I think someone should speak up for the students as well and I think that that may address some of the teachers issues if they're concerned about coming back to school and being in in person learning and having to interact with all these children, maybe if we can provide them a safer learning space through whatever technology is available. You know we have a lot of technology. Things have come quite a ways in the past few years and I think it would behoove us to explore whether or not there's better ways we can help our children and make it safer for them to be in school so that they can be back in school. Cuz I think that's very, very important seeing a lot of children that are noticeably different from not being in school for the past year or two and I would just put my support behind whatever we can do to try and get those funds towards getting kids back to school. Thank you for your time I appreciate it.

Chairman McGrath responded saying, thank you for your comments. Can I say something in response? I appreciate your comments and I appreciate the time that you took to come. But have you gone before the School Board when they meet or the Budget Committee when they meet about the School budget? Mr. Nazarian replied, I've been back and forth, my mom's been sick so I haven't been on point as much as I'd like to be. But I have been and I've been trying to look over some of the things that I find on the Town website and make myself more educated. I did see that there was a school committee meeting, I believe last week or something that I tried to get to but I just was unable to make it. But I'm definitely interested in some of this stuff and I think that it's really important and I think I have some input and I think it's reasonable. Chairman McGrath said I think that you do and I think that it's reasonable, I just think that….we don't have any control over the school budget. Mr. Nazarian said I know but you have control over $2.5 million dollars that you could put into the school budget that's all I'm saying. Chairman McGrath replied, I understand what you're saying, but, we can't control the school budget and how they spend the money. So I think, I'm encouraging you, you can come here anytime that you want and speak to us. Mr. Nazarian said sure, thank you. Chairman McGrath continued saying, but I'm encouraging you to go to a School Board meeting, and or a Budget meeting when they're talking about the School budget. Because I think that you'd be enlightened. Selectman Roy was recognized and said, correct me if I'm wrong but I believe the school is actually getting their own money from that same…so there's two pots of money. There's approximately $2.5 million is coming to the Town and then I don't know, another amount is going to the school. So I think to Madame Chairman's point it would be more appropriate to address that idea with the School Board when they talk about how they're going to utilize those funds. Mr. Nazarian responded saying no my discussion is with you because I don't want the money that's sent to the Town to be spent for other stuff. My position is that that money should be sent to the schools. And I would hope that they schools would use it to make it a safer place for us to teach our children. That's my point and I appreciate what you ladies are saying and I will investigate and look forward into it and I might even go as far as to looking over the budget. But my point is that those budgets have already been allotted and most probably we've already started setting budgets for next year and there's probably not more dollars in the budget than there was last year. So my speculation is based on revenues and how much stuff has come into the town based on Covid that those numbers are probably down. And so my point is to just take those funds and put them into the school committee's hands and you say there's not a way to do it, I don't know there isn't a way to write something says these dollars are assigned to this and should be put towards this and maybe we do a special Town meeting that there's a special warrant article on, I'm not exactly sure the procedures on it. But maybe there's a way to do it.

Chairman McGrath recognized Mr. Gasdia, he's from the School Board and then Mr. Morin. Mr. Gasdia said, yeah, so obviously I love everything you said. A couple things I do want to address. One, can I can't speak to how their money is but the federal money that is coming to us is very specific as to what it can be used for. So I would imagine there are some guidelines as to what you can do, and while I would love to get money from the Town in a regular ongoing basis, anyone that wants to send it over, a lot of times you can't. but I did want to address a couple of things. Over the past year when we did get extra money a lot of that did go to exactly what you're saying. We replaced a lot of HVAC sysetems in the schools. Mr. Nazarian interrupted saying, I didn't know that. Mr. Gasdia continued saying, we have an extra cleaning service that uses those ghostbuster lights that you're talking about and goes

through every night because you're making an excellent point and that's one of the reasons why, unlike many other districts around us, we actually were in school for the majority of last year. We had a remote option for people who didn't….and while I can't guarantee what's going to happen on August 16th when we make our final decisions, I'm fairly confident to say we will be in person. But everything you're saying is true. We are gonna get additional money and to the extent that there are things we have latitude we'll probably have a public hearing, something like this. What I would encourage you is feel free to email me anytime ggasdia@sau81.org with all your ideas. Mr. Nazarian replied saying and thank you very much for doing what you have so far for the kids. I really do appreciate that.

5. Recognitions and Resignations

Nomination

Building Board of Appeals – (1 member term vacancy to expire April 30, 2023)

Applicant, Michael Lawlor, came forward and said I've prepared a statement and said,
Good evening Madame Chair and members of the Board. Thank you for allowing me the time to introduce myself tonight. My name is Michael Lawlor. I'm a new resident of Hudson. I live at 34 Bradford Circle and have since June of this year. I'm interested in the vacant Building Board of Appeals position because I would like to be involved in my community and help where I am useful. Numerous colleagues of mine volunteer on boards in their local communities and have explained to me how it's a great experience and a great way to support ones community. I understand that this particular board does not get called upon all that frequently but I would be happy to help my community if appropriate.

I'm employed by a large power utility company that serves customers with electric and gas service primarily in the states of Massachusetts, New York, and Rhode Island. Here I work on the electric side of the business in the substation, engineering and design group where my title is lead civil structural engineer. What is a substation, you may ask? In very simple terms a substation transforms voltage to different levels of magnitude. At substations, with the help of distribution transformers our on the street poles and on the ground and boxes that lower larger voltages down to the 120 volts we all receive in our homes. Around Town you can see a local utility small substation located on Lawrence Road where it intersects with the overhear transmission lines. I self-perform all aspects of the civil and structural portions of assigned projects of the New England service territory. Project types range from 100% owner engineered and constructed projects to EPC projects or engineer, procure, construct. An example of my responsibilities include structural steel and aluminum design, rigid and flexible conductor analysis, rainforest concrete design, design of various foundation types and systems, oil containment systems, retaining walls, fire walls and sound walls, geotechnical investigations, departmental standards, construction reports, scope documents and building structures and foundations. I am the subject matter expert in my departments for structures, foundations and concrete. I'm knowledgeable in the contents of the International Building Code, the New Hampshire Building Codes and the other codes and standards referenced within.

Finally my education, credentials and future goals. I received my bachelor's degree in civil and environmental engineering from the University Massachusetts, Amherst. While working fulltime I also received my master's degree in civil engineering from Northeastern University with a structural concentration. I'm a registered professional engineer in NH, MA, RI and KS. My New Hampshire registration number is 15586. Prior to my current position I worked for a large engineering, architecture and construction firm located in Kansas City Missouri. Here I worked on various projects throughout the mid-west and mid-Atlantic regions. I began my career after my undergraduate studies working for my present employer in Syracuse NY. Along with my goal with supporting my community, other near-term goals include sitting for the Massachusetts Construction Supervisor license exam. And later the P&P or Project Management Professional exam. Thank you everyone for your time and consideration. I'd be happy to answer any questions you may have.

Chairman McGrath asked if anyone had questions and recognized Selectman Gagnon who said, three questions. Thank you for volunteering. A great speech and well-dressed gentleman with a good background so it was impressive. But three questions that came to mind, does your company require participation in any local boards? I know it's looked upon well, but is it required. Mr. Lawlor responded saying, it's not required but like you said it is looked upon well. Many of my colleagues do participate in local boards within their communities. Selectman Gagnon then asked are you part of any other organizations or volunteering efforts of this similar type? Mr. Lawlor replied, I have often on the past been members of AISC or ACI, steel and concrete organizations, one exciting opportunity that I may have is to be a peer reviewer for the ASCE 113 substation structure design guide that's in the process of being revised. So that's a very exciting opportunity for me. Still some work to be done and some approvals to be had. Selectman Gagnon replied, well congratulations and good luck. He then said, last but not least do you have any family or significant others in the construction business here in Town that may present in front of you if you were to join the Zoning Board? Chairman McGrath said, not the Zoning Board, Building Board of Appeals. Selectman Gagnon replied, forgive me Madame Chair. Mr. Lawlor replied, I do not have any family members in this area, in the construction trade.

Selectman Roy was recognized and said just a comment. Very nice presentation. Chairman McGrath said have you looked at the opening on the Planning Board, which deals with development. Did you consider that at all? It's an alternate's position. Mr. Lawlor said I did not see that. Being an engineer I'm familiar with the Planning Board but would be something I would potentially consider. Chairman McGrath said so there's an alternate opening on that Board. So if you think you might be more interested, this Board, I don't know how often they meet. I think rarely. The Town Administrator added, that members are allowed to be part of both boards. Chairman McGrath asked Mr. Lawlor to think about it and let Jill know if he's interested in the Planning Board alternate position and that the Board would vote on this smatter at their next meeting.

Consent Items

Chairman McGrath asked if any member of the Board wish to remove any consent item for separate consideration. Selectman Roy asked that Item D 1 & 2 were removed for separate consideration, Selectman Gagnon was recognized and asked that item E2 be removed for separate consideration. Chairman McGrath removed item 6A-3 for separate consideration.

Selectman Roy made a motion, seconded by Selectman Morin to approve items Consent Items A 1 & 2, B 1 & 2, C 1, E 1 and F. Carried 4-0.

Selectman Roy was recognized and stated that she removed 6D 1 & 2 so that the Board could recognize DCU and the donations they're always sending to the Town. *Selectman Roy made a motion, seconded by Selectman Morin to accept the donations for the Fire and Police Departments, from DCU with the Board's thanks and appreciation. Carried 4-0.*

Chairman McGrath stated she removed item 6A-3 because the second page of the memo had a typo and states 2012 instead of 2021. *Selectman Roy made a motion, seconded by Selectman Morin to approve item 6A3 as amended. Carried 4-0.*

Selectman Gagnon was recognized and stated that he removed item 6E-2 for separate consideration so that he can abstain from voting on that item as he as absent for that meeting. *Selectman Roy made a motion, seconded by Selectman Morin to approve the meeting minutes of July 27, 2021. Carried 3-0-1 with Selectman Gagnon abstaining.*

6. CONSENT ITEMS

A. Assessing Items

1) 2020 Tax Abatement: Map 109, Lot 6, 209 Derry Road
2) Current Use Lien Release: Map 105, Lot 17, 22-34 Brady Drive
3) Current Use Lien Release: Map 105, Lot 17-1, 203 Robinson Road

B. Water/Sewer Items
1) Water Abatements – W-UTL-21-04 Acct# 3507630103, W-UTL-21-01 Acct# 3508127501
2) Sewer Abatement – S-UTL-21-04 Acct# 2753

C. Licenses & Permits & Policies

1) Raffle Permit – Hudson Historical Commission – Old Home Days Cash Raffle

D. Donations

1) Donation of $5,000 from Digital Credit Union to Hudson Fire Department
2) Donation of $5,000 from Digital Credit Union to Hudson Police Department

E. Acceptance of Minutes

1) Minutes of the July 13, 2021
2) Minutes of the July 27, 2021

F. Calendar

8/16 7:00 Traffic Advisory Committee – Buxton Meeting Room
8/17 7:00 Municipal Utility Committee – BOS Meeting Room
8/18 6:00 Library Trustees – Hills Memorial Library
8/18 7:00 Benson Park Committee – HCTV Meeting Room
8/23 7:00 Sustainability Committee – Buxton Meeting Room
8/24 7:00 Board of Selectmen – BOS Meeting Room

7. OLD BUSINESS

A. Votes taken after Nonpublic Session on July 27, 2021

1) Selectman Roy made a motion, seconded by Selectman Morin to hire John Claydon as a part time animal control officer, with a starting salary of $18.93 (Step 3), per hour, in accordance with the Hudson Police Employee Association Contract. Carried 3-0.

2) Motion to adjourn at 7:33 p.m. by Selectman Morin, seconded by Selectman Roy. Carried 3-0.

B. Proposed Amendment Town Code – Chapter 188 (Dogs and Other Animals) and Chapter 205 (Fees)

Chairman McGrath explained two public hearings have been held on this matter already. Does the Board have any questions? Seeing none she asked if anyone was ready to make a motion. *Selectman Morin made a motion, seconded by Selectman Roy to amend Town Code Chapter 188 1-4, to include "noisy and at-large animals and barking dogs" and to amend Chapter 205-0 by adding in the applicable fees for violations. Carried 4-0.*

8. NEW BUSINESS

A. Public Hearing – American Rescue Plan Funds

Chairman McGrath invited Deputy Tice forward. The Town Administrator explained this is the monies that we talked about. Matter of fact we had a public input already on this. These are the funds. We're not designating where they're going, we're just discussing accepting them. Where they'll go, that's a different conversation. I'm sure they'll be many conversations. But in order to comply with the rules you need to have a public hearing and then a vote to accept the money. We're not planning what we're doing with it, we're just accepting it. So Deputy Tice is here if there are any other questions, but I believe the application has been prepared, we just need to submit it. Chairman McGrath opened the public hearing at 7:48p.m. Seeing no one there to comment, aside from Mr. Nazarian who already gave his comments under public input, the public hearing was closed at 7:48p.m. *Selectman Roy made a motion, seconded by Selectman Morin to accept American Rescue Plan funds in the amount of $2,536,302.58. Carried 4-0.*

B. Hudson Fire Department – Donation Expenditure Authorization

Chairman McGrath recognized Deputy Tice who explained, good evening, thank you for your time. The Fire Department would like to use $4,000 from the donation line to purchase gear bags for the operational staff. The operational staff is assigned to a station and a shift but they quite often move between stations for a shift but they quite often move between stations to cover overtime or swaps. They currently carry their gear in their personal vehicle and the purpose of the bag would be to put their gear in the bag, keep it all contained for convenience and to keep any contamination that was on their gear from getting inside their personal vehicles. Selectman Morin was recognized and said I can tell you by experience, these bags will be a great help. Because there's so much stuff you have to move when you go from station to station. Plus the cancer. Selectman Roy said so they're withdrawing $4,000 and they just got $5,000 from DCU so they'll be up $1,000. *Selectman Morin made a motion, seconded by Selectman Gagnon to authorize the Fire Chief to withdraw $4,000 from the Fire Department donation account (4557) to be used to purchase gear bags for the department. Carried 4-0.*

C. Hudson Fire Department – Notice of Retirement

Deputy Tice explained that we have received notification from Firefighter Jeff Sands that he intends to retire as of August 31st. He has been a very good employee for the Town. We thank him for his service. He has been an acting lieutenant, he's been president of the Professional Firefighters of Hudson. As president his leadership helped us to promote a very positive relationship between labor and management. He's also been a very good mentor to new employees. He'll be missed and we thank him for his service. *Selectman Roy made a motion, seconded by Selectman Morin to accept the notice of retirement from Firefighter Jeff Sands effective August 31, 2021, with the Board's thanks and appreciation. Carried 4-0.*

D. Public Works – Permission to advertise 2022-2027 Trash/Recycling Contract

Chairman McGrath recognized Jess Forrence, Director of Public Works. Mr. Forrence explained thank you Madame Chairman, members of the Board. I'm here tonight to get permission to advertise. If you see the cover letter we are in the last year in the contract we are under right now with Pinard. They said they would not recognize another extension under the terms we have right now because things have gone south if you would say. They're excited to go out to bid. We're excited to go out to bid. The numbers that have been thrown at me are somewhat scary. All over the place really. Nobody really knows where it's going. The biggest disturbance I find out there is to get the product from one place to another. Truck drivers. We feel it. Everybody feels it. I don't care if your Coca Cola, they're feeling it. So the biggest problem, sometimes you can make a decent profit on recycling primarily, but you've got to get it from one place to another. That won't be our concern. I am looking to go out to bid. It explains how it's to be done. As early as tomorrow morning if I get permission, I will advertise in Lowell Sun, Union Leader, municipal page, Town website and start looking for qualified bidders. Hopefully by next week sometime I can do a mandatory meeting to discuss what we're looking for, discuss what is in the contract here and see where we go with it. Hopefully come back to the Board. It's early but we've felt the pinch on getting new vehicles. So somebody to come up with five new vehicles, five new employees, all the containers and everything all over again, I thought it was pretty fair going out as early as we can. The Town Administrator added you'll also direct mail those too if I'm not mistaken. Just so we know that they get it. Mr. Forrence replied, oh yes. Then I would bring it back for the Board for your recommendation on it.

Selectman Morin was recognized and said, earlier in the year there was a discussion of a big hike in price. Are you still seeing that? Mr. Forrence replied actually I have not seen that big hike. If you look at the numbers that have been thrown at me and speculation from the talk out there, it's probably around $200 per household, per year. That would be the increase. It's not that bad if you look at the taxes taking care of it. Chairman McGrath asked, that's not the increase that would be the cost? Mr. Forrence replied, that would be the increase from what we're paying now. Chairman McGrath asked, what are we paying now? Per household? Mr. Forrence replied I think $1.30 something, a year, per household. There was some confusion and it was realized Mr. Forrence meant to say $130 a year. So the increase would be about $70.00. There was a brief discussion about recyclables and what is being shipped overseas and what is staying in the United States. Selectman Roy asked, is it a little too early to start? The Town Administrator responded saying, no because if somebody else got this bid and let's say we had to switch, they have to somehow get all their containers out and get the other containers in. in reality that's a huge effort. They've got to show up with five new trucks and new employees. It's a huge effort. Seeing no further questions *Selectman Morin made a motion, seconded by Selectman Roy to go out to bid for the Town's 2022-2027 trash contract. Carried 4-0.*

9. Remarks by the Town Administrator

The Town Administrator said, just a couple of remarks. Just a reminder to the public that applications for the BOS vacancy are due this Friday, the 13th to our attorney, Attorney Lefevre. If you need any assistance you can give the office a call but those are due this Friday.

The audit has commenced on site this week so the auditors have been in the Buxton Room and they're here and the Finance Department is supporting that. I believe the LED streetlight replacement project is approximately 50% completed based on numbers I saw it's roughly 50% of the streetlight heads that have been replaced and are operating so far.

I have a question for the Board. Our 9/11 observance will be on Saturday 9/11. What time would the Board like to hold the observance? I know on past Saturdays we've done it in the morning. During the week we tend to do it at night because folks work. But on a Saturday we've tended to do it during the day. So I just wanted to get a sense before we start our final preparation, what time would the Board like to do it? Selectman Roy said I'm up for 9:00a.m. I'm not sure if that's too early for a Saturday for folks. The Town Administrator said I think 9:30a.m. might be a good start. We've done it at 9:30a.m. in the past. There was a consensus to hold the 9/11 observance at 9:30a.m.

10. Remarks by the School Board

Mr. Gasdia said thank you. First I wanted to start we had an interesting School Board meeting on August 2nd. And I just want to thank the people that came. I've watched many a Facebook school board meeting of the Town's around us and they were a little crazy. Ours was very civil and I appreciate the people that came. I also want to appreciate the Hudson Police that were there. I try not to go too much on Facebook but in the Town of Nashua, City of Nashua we actually got a comment for the fact that we did keep it so civil. With that said we're having another one on August 16th where we're actually making a decision. I welcome anyone that wants to come. But please let's keep it civil. We're going to do the best we can to make the best decision for Hudson.

Old Home Days is this Saturday. From Noon to 5:30 we're gonna have some members of the School Board there. Anyone that wants to come talk to us and ask us questions see what's going on. We're there just and effort to try and get out in the public a little more. Especially for the folks who aren't online or don't have people in the schools.

Finally I'm just looking forward to our joint meeting on August 18th where the two Board's come together. A lot of work's been done by a lot of department heads in advance, Mr. Malizia as well, and so just appreciate that. It will be great to see.

11. Other Business/Comments by the Selectmen

Selectman Gagnon: Thank you Madame Chair. Three updates from the liaison committees I sit on. Sustainability, they're currently doing a community power research. They're just looking into community power options for Hudson. We're getting presentations prepared and listening too. It's quite complicated and may take a while but it's interesting if people want to pay attention to the Sustainability Committee meetings. They're also preparing for Old Home Day. Potentially, with the great help of Jess we may have a display of the old street lights vs the new street lights to give an example to our residents of what is happening out there so they're not alarmed in any way and know what to expect.
The Library Trustees they spent a lot of time updating job descriptions, processes for the Library, just kind of getting up to speed. Readjusting people's responsibilities, which I thought was a really good

thing to do. They also were a great participant and scheduler of our recent National Night Out. I'm sure you guys may want to talk about that as well. it was a fabulous outcome of people, a beautiful evening. Lots of fun activities. I went around with my daughter. We had a blast. So thank you to both the Hudson Police and the Library for that.

Lastly, the Budget Committee, as it's already been stated, they're preparing for the joint meeting upcoming soon. I think that's all I have. Chairman McGrath responded saying, a Budget Meeting? Selectman Gagnon said, with the BOS and School. Mr. Gasdia interjected saying the Budget Committee can come and watch. Chairman McGrath then said it's the School Board and Board of Selectmen. Mr. Gagnon said, sorry for that. Thank you for the correction. Chairman McGrath then asked are you done. To which Selectman Gagnon replied yes.

Selectman Roy: So I just have a couple things. First of all I went to National Night Out and really the Police Department and Library did an outstanding job. And the Fire Department did great with their touch a truck portion of it. It was a great event. So kudos to them.

Finally so we have started to see a rise in Covid cases particularly the Delta variant so I'm just gonna ask that we continue to wash our hands, social distance, wear masks and if you can, get vaccinated. That's how we're gonna get through this thing. We have to be diligent. As hard as that is.

Selectman Morin: I also went to National Night Out. It was an excellent night. I believe the Police Chief told me they estimated 1,500 people there. That's a good turnout for that. Old Homes Day – Planning and Conservation Committee will both be sharing a tent for information for residents in Town to come and talk, look at some plans, look at the trails and things to that nature. Also with

Conservation, they're in the process of working with NRPC and they're getting bid process right now to do mapping of all the trails. We're trying to get the Benson's Committee to join in with that so all the trails are done on the same type of maps and things to that nature so it's all the same. So that's being worked on. It will also include an app so people on the trails can go right on their phones and get an app of all the trails, where they are and everything. They'll also be stuff for Police and Fire to locate people if there's any emergencies. They're all working towards that.

The only other thing I've got, it's a little bit of a concern. I attended the Budget Committee meeting the other night. And with what's going on in the country right now, the Town has a default budget. You know we just extended the evictions again because there are so many people that are gonna be losing their homes because they have no money and things to that nature. We have all the landlords who aren't collecting rent and they're the ones paying taxes. But the Chairman of the Budget Committee asked a School Board person who was giving a presentation about $600K they had in fiscal year 20 and $500K in fiscal year 21, if they were gonna turn it back for taxes. The answer was no. Chairman McGrath added so that's $1.1 million. Selectman Morin went on to say, that kind of concerns me, it's just a heads up comment, there will be discussion on the 18th because with just the three things I talked about, you know our residents, our landlords who aren't getting their money who are going to pay these taxes, that would be a big significant help so I just wanted to bring that up. That's all I have tonight, thank you. Chairman McGrath said when is the Budget Committee meeting again? The Town Administrator said they meet the first Wednesday in September, I believe. Selectman Morin said he just asked if they were gonna bring it back and they said no not at this time. It's a retained….Chairman McGrath said, didn't the voters vote last year to allow 20% of the remaining budget? Mr. Gasdia spoke up and said so essentially what happens is we run, prior to that vote a couple years ago, we run where we would not have the ability to have any type of emergency fund. Similar to at the end of your year you can put money into a surplus. We've never had that before. We had the ability to do up to about 2%. So the first year, we did $500,000 and then gave back. But we had like $1.5 million. So we took $500,000 and we put that. This year we did similar. I believe we are returning $1.7 million dollars to the tax payer. Now we're putting this in the fund for the reason that

it's there, which is, either A to flatten out the tax rate at some future time if there is a fluctuation as if there's things that go up, or if there is an emergency. So right now we are running a surplus which is great, but there may be a time when we don't and we need to pull from it. So what we do at the end of the year is we took a percentage of the money and we put it in a retained balance and we put a very large portion, again, $1.7 million dollars, is going back to the tax payer. So I mean I think that we want to make sure as simply in a vacuum because that was a big decision to not spend the $1.7 and put some aside for a rainy day and put some back. Chairman McGrath then said, when you say put back $1.7 million to the tax payer, what you're really saying is that you're using that to offset the budget, right? Mr. Gasdia replied, no so we have a surplus at the end of the year that was approved by the tax payer, right. And so we could spend that because that's what was appropriated. Instead of spending it, it moves forward and it will reduce the tax rate going forward is what it does. Because it's unspent money. The Town Administrator said it reduces what we have to raise next year. Mr. Gasdia said there's no mechanism to do it any other way. The Town Administrator agreed. Mr. Gasdia said that's they only way it can be done. Chairman McGrath then said just so that the voters understand that. Sounds like, you know, we're giving it back to the taxpayers. They're not going to be seeing a check come in the mail to them. The Town Administrator said, no. Chairman McGrath said it's gonna be to offset the budget for next year. Just so that it's clear to them.

Chairman McGrath: Just a couple of things from me. I wanted to remind the Board and those watching at home, that the joint meeting between the School Board and the Board of Selectmen will be held Wednesday, next Wednesday, Selectman Roy spoke up saying can I just ask a question about that? When will there be an agenda on that? Chairman McGrath said we've got an agenda. It's been sent out. The Executive Assistant asked, is it finalized? Mr. Gasida said yeah, we can just sent it out. The Executive Assistant said okay, I got a draft last week post it online and I'll share it with the Board. Chairman McGrath continued saying, so it's Wednesday, August 18th beginning at 6:30 PM at the Hudson Community Center. Everyone can attend, it's open to the public, and however there won't be any public input. It's just for the two Boards to get together and we're gonna have presentations by the Town Planner, Town Engineer…The Town Administrator added, Fire Chief, Police Chief, I'll speak a few remarks, the School will also have representation. I think the Board is free to speak. He then asked, there's a Q & A with the panel at the end. Is that intended for the public to speak? I'm not sure. Chairman McGrath said, no it's intended for the Board of Selectmen if you would have questions for the School Board, you can submit those. How are we doing that Gary? Mr. Gasdia said so the way it works so we can make sure we can get through all the presentations, essentially the Fire Chief, Police Chief, Mr. Malizia, they'll come in and they'll talk about this is what's going on. The last half of the meeting is when we can ask any of them. That's sort of the panel. We can ask them any questions we have. If you have questions for the School you can ask the School. If there are things that aren't on the agenda or you have a pressing question, this is being moderated by Paul Inderbitzen, so you can email him in advance, and what Chairman McGrath and I have asked him is that he essentially runs it like candidates night. We also want to make this relatively a couple hour meeting. But if you have something pressing email Mr. Inderbitzen.

12. Nonpublic Session

Motion by Selectman Morin at 8:18 p.m., seconded by Selectman Gagnon to go into non-public session under RSA 91-A:3 II (b) the hiring of any person as a public employee. A roll call vote was taken. Carried 4-0.

Chairman McGrath entered Nonpublic Session at 8:18 p.m. thus ending the televised portion of the meeting. Any votes taken upon entering open session will be listed on the Board's next agenda. The public is asked to leave the room.

Chairman McGrath entered open session at 8:29 p.m.

Motions made after nonpublic session

1) Selectman Roy made a motion, seconded by Selectman Morin to hire Eric Courouns for the position of Public Works Mechanic, effective August 23, 2021, with a starting salary of $24.10 per hour (Grade XII, Step One) in accordance with the Hudson Public Works Department Local #1801 AFSCME agreement. Carried 4-0.

13. ADJOURNMENT

Motion to adjourn at 8:29 p.m. by Selectman Roy seconded by Selectman Gagnon. Carried 4-0.

Recorded by HCTV and transcribed by Jill Laffin, Executive Assistant.

_____
Marilyn E. McGrath, Chairman

_____
David Morin, Selectman

_____
Kara Roy, Selectman

_____
Brett Gagnon, Selectmen

Agenda 8-24-21

RECEIVED
AUG 19 2021
TOWN OF HUDSON
SELECTMEN'S OFFICE

TOWN OF HUDSON

FIRE DEPARTMENT

39 FERRY STREET, HUDSON, NEW HAMPSHIRE 03051

8A

Emergency 911
Business 603-886-6021
Fax 603-594-1164

Robert M. Buxton
Chief of Department

TO: Marilyn McGrath
Chairman

FR: Robert M. Buxton
Fire Chief

DT: August 18, 2021

RE: August 24, 2021 BOS Public Agenda – Walmart Grant Acceptance

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Please place the following item on the above-indicated agenda from the Fire Department.

The Fire Department is requesting permission to accept a local community grant sponsored by Walmart.

On August 4, 2021 the department was notified that we were awarded a $2,000.00 grant through Walmart's Community Grants program.

Motion:

To authorize the Fire Chief to accept the Community Grant sponsored by Walmart in the amount of $2,000.00 as recommended by the Fire Chief.

RECEIVED
AUG 19 2021
TOWN OF HUDSON
SELECTMEN'S OFFICE

Agenda
8-24-21

TOWN OF HUDSON

FIRE DEPARTMENT

39 FERRY STREET, HUDSON, NEW HAMPSHIRE 03051

8B

Emergency 911
Business 603-886-6021
Fax 603-594-1164

Robert M. Buxton
Chief of Department

TO: Marilyn McGrath
Chairman

FR: Robert M. Buxton
Fire Chief

DT: August 19, 2021

RE: August 24, 2021 BOS Public Agenda - Ambulance RFP

Please place the following item on the above-indicated agenda from the Fire Department:

The Fire Department is requesting to advertise a request for proposal (RFP) to obtain bids for the purchase of a new ambulance.

The RFP would be advertised as follows:

- Advertisement in the Union Leader
- Post on the Town of Hudson website
- Post on the Town Hall bulletin board
- Direct email to vendors

Our existing EMS Revolving Fund will be the funding source for the purchase of this ambulance.

Motion:
To authorize the Fire Chief to advertise a request for proposal (RFP) to obtain bids for the purchase of a new ambulance.

TOWN OF HUDSON

FIRE DEPARTMENT

39 FERRY STREET, HUDSON, NEW HAMPSHIRE 03051

Emergency 911
Business 603-886-6021
Fax 603-594-1164

Robert M. Buxton
Chief of Department

Hudson Fire Department
Ambulance
Request for Proposal

The Hudson Fire Department is currently accepting proposals for the purchase of a new Ambulance.

RFP Information:

The trade-in vehicle is available for viewing by appointment at the Leonard A. Smith Central Fire Station, 15 Library Street, Hudson, NH 03051.

Specifications can be obtained via the Town of Hudson, NH website at www.hudsonnh.gov . Any questions regarding this proposal shall be directed to Captain Kevin Grebinar by calling (603) 396-3959 or via email at kwgrebinar@hudsonnh.gov.

Acceptance/Rejection of RFP:

The Town of Hudson reserves the right to accept or reject any Request for Proposal (RFP). The acceptance of an RFP will be based on the needs of the Town of Hudson Fire Department and not necessarily on the lowest bid received.

RFP Submission:

All Requests for Proposals (RFP) shall be submitted to the following no later than 10:00 AM for the formal bid opening on Thursday, September 30, 2021:

Town of Hudson
Town Clerk's Office
12 School Street
Hudson, NH 03051

Envelope containing the Request for Proposal must be clearly marked "Fire Department – New Ambulance Proposal"

AMBULANCE SPECIFICATIONS

Hudson NH Fire Department
39 Ferry Street
Hudson, NH 03051

Table of Contents

The following Exhibits are hereby incorporated into and made a part of this RFP by reference:

1 Introduction / Overview / Instructions to Bidders

1.1 The Town of Hudson is requesting sealed proposals from qualified Bidders for the product specified in the requirements of this Request for Proposal (herein "RFP").

1.2 Questions related to this RFP shall be directed to the "Contact Person" specified on the first page of this RFP. All questions must be submitted in writing and include the reference number for this RFP, page number, and item number relating to each question. Bidders must understand that the only official answer or position of the Town of Hudson will be the one stated in writing by the Town of Hudson.

1.3 The Town of Hudson is using a competitive sealed proposal method for procuring the product specified by this RFP. An award, if made, will be made to the responsible Bidder whose proposal is most advantageous to the Town of Hudson, taking into consideration all the factors set forth in this RFP.

1.4 The minimum criteria the Town of Hudson will use to determine the "responsiveness" of each Bidder includes:

a) Completeness of Bidder's proposal, i.e., the degree to which it responds to all requirements and requests for information contained herein.
b) Bidder's demonstrated capabilities and qualifications as determined by reference checks, evaluation of materials, evaluation of construction techniques, etc.
c) Bidder's design, engineering, and reliability factors.
d) Bidder's past performance on similar proposals.
e) Bidder's ability, capacity, skills and financial resources to meet the requirements of this RFP at a fair and reasonable cost to the Town of Hudson.

1.5 The Town of Hudson recognizes that remounting the modular body onto a new chassis at the end of the life of the chassis will result in large financial savings to the Town of Hudson – so it is important that the vehicle(s) provided be of the highest quality to afford the Town of Hudson with this cost savings through remounting in the future. Therefore, the Bidder selected for this contract must offer remounting of their vehicles in the same facility where the vehicle was originally manufactured. Bidders must have an established and functioning in-house factory remount program.

1.6 In accordance with "Buy America" programs, proposals will be accepted only from Bidders that are 100% wholly owned, financed, and operated by USA-based entities. All work performed under this RFP must be performed wholly within the United States of America.

1.7 The Town of Hudson intends to receive a finished product of the highest standards of quality available. Manufacturers who design and build their own modular bodies and who have the expertise of an engineering staff possess a greater capacity to handle a custom project of this type over manufacturers who purchase their modular bodies from an outside vendor. Therefore, the Town of Hudson requires the modular body, cabinetry, wall and ceiling panels, electrical system, paint finish and all major component assemblies specified herein to be wholly manufactured in one facility. This will also ensure the vehicle can be returned to its original condition using OEM components should accidental damage occur. Manufacturers who subcontract any of these components or any portion of their conversion are not acceptable and will be deemed non-compliant.

1.8 Bidder must have a minimum of ten years of experience providing ambulances similar in the scope of work that is described in this RFP.

1.9 The manufacturer of the ambulance conversion and the modular body must have constructed no less than 300 modular units during the past five calendar years; no less than 100 of which shall have been in active service for the past 24 months. This information must be available to the Town of Hudson for assurance of the feasibility, durability, safety,

and performance of the vehicle being proposed. It is not the intent of these specifications to call for an experimental vehicle. No proposals will be accepted on "prototype" vehicles, but only on previously proven and accepted apparatus as built by manufacturer.

1.10 The Town of Hudson hereby elects to exercise its "Legal Right to Specify" as set forth by the United States Supreme Court's affirmation of the decision handed down in the case of Whitten Corp. vs. Paddock, by the U.S. District Court of Massachusetts, the First Federal District Court:

a) That as trained professionals, the Town of Hudson is entitled to make informed judgments on products it feels best meets the needs of the Town of Hudson. The court recognizes that technically, very few brands of material or equipment are exactly alike, and if the Town of Hudson wants to limit the specification to one source, it has the legal right to do so and enforce it.
b) Only the Town of Hudson has the responsibility and judgment for determining whether another product or proposed substitution is an "equal" substitution to what the Town of Hudson specified and if it is acceptable in lieu of the Town of Hudson's original specification.
c) Finally, the courts concluded "the burden is on the supplier or manufacturer who has not been specified to convince the Town of Hudson that their product is equal for the purpose of a particular project".

The Town of Hudson has determined that this RFP represents the product to which all proposals shall be compared. Due to the fact that emergency response duties are ultra-hazardous, unavoidably dangerous activities, only trained personnel with specific knowledge in the area of emergency service equipment shall be allowed to make the final determining decision on the selection of the appropriate product to best meet and serve the Town of Hudson's needs.

1.11 These specifications call for a new, tested, and certified commercially produced emergency vehicle of the type specified in the Ambulance Design Criteria of the National Highway Traffic Safety Administration, I.S. Department of Transportation, Washington, D.C. These specifications are based upon the most current version of Federal Ambulance specification KKK-A-1822. If any item in this RFP deviates in any way from the Federal Ambulance specifications, this document shall prevail.

1.12 These specifications have been prepared after due consideration by the Town of Hudson so alternate proposals on other ambulance body styles of KKK types will not be considered.

1.13 Proposals are solicited from all recognized and documented manufacturers of the ambulance body style set forth herein that hold certifications by qualified and accepted independent testing laboratories. These certifications will demonstrate the manufacturer's ability to construct a vehicle in accordance with the latest version of KKK-A-1822 and in accordance with the terms, specifications and conditions set forth in this RFP.

1.14 Some component items are specified by brand name and/or model number. These have been carefully selected because of the reliability and replacement availability. Brand names and model numbers of components offered in each Bidder's response must be included in order for the Bidder's proposal to be considered responsive.

1.15 Proposals where Bidder indicates "total exception" or "substantial exception" to these specifications or proposing to provide an alternate method of construction will immediately be rejected as non-complaint.

1.16 Multiple proposals for products from different manufacturers but represented by the same Bidder will not be accepted and shall result in immediate rejection of all proposals from the Bidder, its affiliates, or manufacturers it represents.

2 Instructions for Proposal

2.1 Compliance with RFP

All information submitted in response to this Request for Proposal (herein "RFP") becomes the property of the Town of Hudson. All proposals must be in strict compliance with this RFP. Failure to comply with all provisions of this RFP may result in removing Bidder's proposal from further consideration.

The Town of Hudson is not liable in any way for any costs incurred by any Bidder in the preparation of its proposal in response to this RFP.

2.2 Delivery of Proposals

All proposals shall be delivered to the address specified on the cover page of this RFP on or before the date and time specified.

Proposals shall be submitted in a sealed package. The outside of the RFP package must include the following:

- The statement: "*Fire Department – New Ambulance Proposal*"
- Bidder's name and address

Failure to provide this information on the outside of the RFP package may result in the Bidder's proposal not being considered.

Do not submit proposals by fax or electronically. RFPs submitted in any manner other than the manner set forth herein will not be accepted or considered for award.

The Town of Hudson will not accept (a) any proposals, or (b) any modifications to any proposal after the date and time specified on the cover page of this RFP.

2.3 Procedure for Evaluation of Proposals

The Town of Hudson reserves the right to (a) reject any and all proposals, and/or (b) select the proposal deemed in the best interest of the Town of Hudson.

The Town of Hudson will first examine proposals to eliminate those which are clearly non-responsive to the stated requirements. Therefore, Bidders should exercise particular care in reviewing all requirements for this RFP.

The factors that will be considered in the evaluation of each proposal are listed below. The Town of Hudson believes all these items are important and each will be carefully considered in its evaluation.

a) Total price.
b) The Bidder's responsiveness to the RFP. This includes Bidder's ability to follow the instructions for submitting proposals under this RFP, Bidder's overall approach and philosophy to meet the Town of Hudson's needs pursuant to this RFP, Bidder's proposed team and organizational structure, Bidder's detailed plan of approach, Bidder's proposed quality program, and the Town of Hudson's analysis of the risks posed by Bidder's proposal.
c) References.
d) Bidder's experience, ability, capacity, skill and financial strength to provide the services specified by this RFP.

The Town of Hudson is extremely concerned with awarding this contract to the most qualified Bidder. Therefore, lowest total price will not be the overriding factor that governs the award of this

contract. The Town of Hudson shall evaluate each proposal based upon all the factors detailed herein.

Bidder grants the Town of Hudson the right to contact any and all references to obtain, without limitation, information regarding Bidder's performance on previous projects. A sample of references will be checked by The Town of Hudson for each Bidder considered a finalist.

2.4 Ambiguity, Conflict or Other Errors in the RFP

If any Bidder discovers any ambiguity, conflict, discrepancy, omission, or other error in this RFP, it shall immediately notify the Town of Hudson of such error in writing and request modification or clarification of the document. The Town of Hudson will make modifications by issuing a written revision and will give written notice to all parties who received this RFP from The Town of Hudson.

Bidders are responsible for clarifying any ambiguity, conflict, discrepancy, omission, or other error in this RFP prior to submitting its proposal.

The Town of Hudson reserves the right to waive what it may deem to be minor irregularities in any proposal, provided that such action is in the best interest of the Town of Hudson. Any such waiver shall not modify any remaining RFP requirements or excuse the Bidder from full compliance with the RFP specifications and all other requirements if Bidder is awarded the contract.

2.5 Validity of Proposals

The Town of Hudson shall accept all proposals that are submitted in the manner set forth herein. The Town of Hudson reserves the right at its sole discretion to accept or reject in whole or in part any or all proposals submitted. The Town of Hudson shall reject any proposal of any Bidder that is determined by the Town of Hudson to be non-responsive.

Proposals shall be valid for a period of 60 days from the deadline set forth on the front page of this RFP to allow for a thorough technical evaluation of each proposal prior to award.

2.6 Response Format

To facilitate a fair evaluation and comparison of each proposal, all proposals must conform to the guidelines set forth in this RFP. Any proposal that does not comply with these guidelines may be considered non-responsive.

Proposals shall be bound in a three-ring binder for uniformity and ease of handling. The items listed below shall be submitted in the order shown in the three-ring binder. Each section shall be clearly labeled, with pages numbered and separated by tabs.

Tab 1: Letter of Introduction
Tab 2: Pricing
Tab 3: CAD Drawings
Tab 4: The Town of Hudson's Request for Proposal
Tab 5: Exhibit E from RFP
Tab 6: Certification Documents for Bidder
Tab 7: Certification Documents for Bidder's employees
Tab 8: Insurance
Tab 9: Corporate capacity
Tab 10: References

The following items must be included in each Tab. Bidders that fail to include all listed items in the required format will be considered non-compliant.

Tab 1: Letter of Introduction

(a) Bidder shall submit a brief one-page letter of introduction, which includes the following text:

"We certify and guarantee that we have read and understand the requirements set forth in the RFP and the vehicle we are proposing conforms in every way and in every detail to these requirements with the exception of the items set forth in Tab 5 of this proposal."

(b) The letter of introduction shall specify the name, address, telephone number, fax number and email address of the individual capable of answering any questions that may arise during the evaluation process.

(c) The letter of introduction shall provide a toll-free telephone line that is available to the Town of Hudson for technical assistance, warranty support and component purchases.

(d) This letter of introduction must be signed by an individual authorized to commit the Bidder's organization to perform the work in Bidder's proposal.

Tab 2: Pricing

(a) Page one shall set forth the price in the following format:

$ 000,000	Cab and chassis price (reflecting the price for the cab and chassis as it is described in Exhibit A)
$ 000,000	Conversion price (reflecting all cab and chassis modifications as described in Exhibits B, C and D)
$ 000,000	Additional costs / deductions for options
$ 000,000	**Total price for one vehicle**

Page one shall also be signed and dated by an individual authorized to commit the Bidder's organization to perform the work in Bidder's proposal.

(b) Itemized pricing for the "**Total price for vehicle**" that is set forth on page one shall follow page one.

The Town of Hudson reserves the right to delete any of the itemized features to reduce the "Total price for the vehicle".

(c) Bidder shall include a realistic cost estimate for remounting each vehicle at both four and five-year intervals for 20 years after initial purchase. Pricing shall reflect all variables including but not limited to (i) new chassis pricing, (ii) trade-in of used chassis, (iii) projected inflation / cost-of-living increases and all relevant data for a comparative analysis of remounting Bidder's modules versus purchasing new vehicles as currently used by the Town of Hudson.

Tab 3: CAD drawings

Bidders must submit detailed CAD drawings "drawn to scale" depicting their exact offering in response to this RFP. Generic or "standard" CAD drawings from any Bidder that does not depict the described interior and exterior configurations set forth in this specification is not acceptable.

One CAD drawing shall be submitted for each of the following nine views and shall be placed in Tab 3 in the following order:

Exterior views:

- Front of vehicle
- Rear of vehicle
- Streetside of vehicle (including the chassis)
- Curbside of vehicle (including the chassis)

Interior views for the patient compartment:

- Front bulkhead
- Streetside
- Curbside
- Rear doors
- Ceiling

Each of these nine views must include compartment configurations, measurements and special equipment as specified.

Due to the need to make an accurate and fair comparison between the proposals, any proposal submitted without these detailed CAD drawings shall be considered unresponsive and shall automatically be rejected from further consideration.

Tab 4: The Town of Hudson's Request for Proposal

Bidder shall include one complete set of the Town of Hudson's original RFP with all Exhibits in this section as it was issued by the Town of Hudson.

Tab 5: Exhibit E from RFP

Exhibit E of the RFP must be signed by an individual authorized to commit the bidder's organization to perform the work in Bidder's proposal.

This certification must be executed and returned by Bidder even if Bidder has no exceptions to any of the specifications in this RFP.

It is expected that Bidders may offer deviations, alternatives, or exceptions to the specifications set forth in this RFP. Bidders are cautioned that they must submit their proposals using the format set forth herein and indicate each and every item that deviates in any way so a fair comparison and fair evaluation may be performed by the Town of Hudson.

Bidders that do not furnish any item exactly as described in this RFP must indicate a deviation even though they feel they are exceeding what is described. The Town of Hudson or its designated agent shall be the final judge on if any proposed exception or substitution meets or exceeds the minimum expectation of the Town of Hudson. Unless the exceptions granted are acknowledged by the Town of Hudson in writing at time of order, such exception shall not be accepted at time of delivery and the delivered product shall be expected to conform to every detail of this RFP or suffer rejection.

Bidders must use the form set forth at Exhibit E to show every exception proposed by Bidder that deviates from the specifications in the RFP. *Bidders are cautioned that Exhibit E must be executed and returned even if Bidder takes no exceptions to any of the specifications in this RFP.*

Tab 6: Certification Documents for Bidder

Third party certifications demonstrate levels of competency and a commitment to superior quality workmanship. These requirements are mandatory regardless of the brand chassis set forth in this RFP to establish "good engineering practices" relative to the Bidder's production techniques. Therefore, each Bidder must include the following items in this section:

(a) Bidder must include a copy of valid test documents from a bonded independent testing laboratory showing that all tests specified in the most current version of Federal ambulance specification KKK-A-1822, as amended, have been performed by Bidder for the specific type of ambulance described in this RFP. These documents must address and evaluate the specific methods of construction and components (such as door latching, framework, cabinetry) provided pursuant to this RFP.

(b) Bidder must include proof of its registration by NHTSA as a final stage manufacturer. This is a legal requirement in the United States for manufacturers that convert chassis for use as an ambulance.
(c) Bidder must meet the standards set forth by Ford Motor Company's "Vehicle Modifier Program" (herein "QVM") regardless of the chassis specified in this RFP. Bidder shall be a currently approved QVM participant and must submit a copy of its current authorization document. If Bidder's QVM certification was withdrawn or suspended by Ford Motor Company within the last five years, the Bidder shall provide a full written explanation of each QVM violation and the subsequent remedies.
(d) Bidder must be a current member of the Ambulance Manufacturer's Division of the National Truck Equipment Association (NTEA) to demonstrate industry participation in an evolving standards process. Current documentation of participation in NTRA's Member Verification Program must be submitted in this section.
(e) Bidder must submit documents to indicate that it actively participates in a "Drug-free Workplace" program.

Tab 7: Certification documents for Bidder's employees

It is important for the Town of Hudson to receive the finest workmanship possible in the construction of the vehicle specified in this RFP. To quantify the wording "finest workmanship possible" and remove the subjective nature of such a statement, The Town of Hudson requires the vehicle to be built by individuals holding the third party certifications set forth hereinafter. These certifications will demonstrate Bidders level of competency and a commitment to superior quality workmanship. Therefore, each Bidder must include copies of the following certifications in this section:

(a) At least 75% of the engineers, mechanics and technicians responsible for the construction of this vehicle shall hold one or more certifications from either (i) The National Institute for Automotive Service Excellence (ASE), and/or (ii) The Emergency Vehicle Technician (EVT) Certification Commission, Inc. To avoid showing favoritism toward any one organization, either one or both of the organizations specified in (b)(i) and (b)(ii) above shall be acceptable in meeting the required 75% threshold specified herein. Proposals are solicited from all Bidders submitting evidence in Tab 7 documenting that its engineers, mechanics and technicians meet these qualifications at the time their proposals are submitted.
(b) Bidders must submit current individual certifications for all welders employed by the Bidder who are used to fabricate any portion of the modular body and its related component assemblies. Welders must be certified to American Welding Society (AWS) standards and copies of these certifications must be included in this section.
(c) The manufacturer of the modular body must submit valid documents in this section (1) indicating that it is an authorized applicator of the paint system being provided and (2) documents attesting to current certification of its painting specialists by the paint manufacturer must also be provided. These requirements are necessary to ensure adherence to quality control procedures.
(d) Finally, Bidders must include a Management Summary for key personnel (e.g., senior managements such as corporate officers) stating formal education, training, degrees and certifications held.

Tab 8: Insurance

The manufacturer must maintain a minimum of $10,000,000 product liability insurance. A valid Certificate of Insurance shall be included in this section. No "third party" insurance documents are allowed from any party who is not actually fabricating the vehicle.

The Town of Hudson reserves the right at its sole discretion to require a Performance Bond from Bidder at time of award. Penalties may be assessed by the Town of Hudson for not providing vehicle(s) to these specifications in a timely manner.

Tab 9: Corporate Capacity

Bidders are cautioned to carefully follow all instructions in this section. Failure to provide any of the requested data in the format requested shall be grounds for disqualifying Bidder's proposal from further consideration.

Bidder shall provide:

(a) A brief outline describing Bidder's ability to perform the work specified in the RFP. This descriptive statement shall indicate Bidder's credentials to deliver the services sought under this RFP and shall include (a) background and organizational history of the Bidder, (b) how long Bidder has been performing the type of services required by this RFP including the number of years bidder has been in business, (c) approximate number of employees today.
(b) A statement by Bidder on any mergers, acquisitions or sales associated with the Bidder in the last ten years and, if so, an explanation providing relevant details.
(c) A statement by Bidder on any existing and/or pending litigation against Bidder, details describing the nature of any such existing and/or pending litigation, and an opinion of legal counsel as to whether any such litigation may impair the Bidder's performance under this RFP. Bidder must include a statement attesting that there is no existing or pending litigation against Bidder if such is the case.
(d) A statement by Bidder on any bankruptcy or insolvency proceedings associated with the Bidder in the last ten year and, if so, an explanation providing relevant details.
(e) Bidder shall certify that it has a "Project Manager" system in place to provide a single "point of contact" (along with the name of that individual) to provide the Town of Hudson with timely information and regular progress reports during the construction process and to assist with inspections and acceptance of the vehicle upon delivery. Weekly progress reports shall be available via a dedicated website with password access by the Town of Hudson. These weekly reports shall track the vehicle(s) purchased hereunder through the production process and include photographs during the various stages of the production process and shall document the resolution of outstanding technical issues.
(f) A detailed overview of Bidder's Quality Assurance / Quality Control program shall be included.

Tab 10: References & Warranties

A. Provide a complete list of customers for projects of similar size and scope as that called for in this RFP.
B. Include a list of at least 15 governmental entities presently under contract or that have been under contract within the last 5 years, including the name and telephone numbers of a contact person for each such entity. Each reference should include:
    - The organization's name and address
    - The name, title, telephone number, and email address of the contact person.

    The Town of Hudson reserves the right to contact any and all references to obtain, without limitation, ratings for Bidder's performance on the listed jobs.

C. Include copies of Bidder's warranties for the following:
    - Structural Warranty for the Modular Body
    - Paint
    - Electrical System
    - Vehicle Conversion

3 Methods of Construction

All features described herein shall be built exactly as specified unless the Town of Hudson accepts Bidder's modifications as set forth in Exhibit E.

3.1 Module Body Construction

1. The modular body shall be designed and fabricated with the following key concerns in mind:

    (a) The greatest possible payload capacity is desired.
    (b) The safety of all occupants of the vehicle is of paramount concern.
    (c) The body design, including all construction materials and fabrication techniques shall be of the highest workmanship with proven characteristics of durability and reliability.
    (d) The body shall be easily remounted onto a new chassis.

    These specifications have been established for the purpose of accomplishing these key concerns.

2. The construction process set forth in this RFP will ensure that the body will remain structurally intact since the structural integrity of the unit is of extreme importance to the Town of Hudson. The Town of Hudson, while interested in attaining the greatest possible payload, is not willing to compromise the structural requirements of a strong, durable and safe body. Bidder must understand that the construction specifications supersede concern over payload, and that the lightest body (with the greatest payload) will not necessarily be deemed sufficient to meet the stringent quality and safety requirements set forth herein.

3. Aluminum has been shown to reduce weight over several other materials. Aluminum also possesses anti-corrosion properties that are essential for this type of vehicle. The exact aluminum material requirements are set forth in detail herein. The materials and design specified herein shall allow the manufacturer to warrant the materials and workmanship of the modular body for a period of 25 years. The manufacturer's 25-year structural warranty shall be fully transferable to a new owner should the vehicle ever be sold.

4. The Town of Hudson desires a vehicle body with maximum safety, longevity, and durability in mind. An anticipated renewable service life of 25 years or more is mandatory with the intention of remounting the module repeatedly onto new chassis. Therefore, the following shall be considered as minimum acceptable requirements to achieve these goals. One primary construction requirement is that the modular body is manufactured with all-aluminum, all-welded construction. There shall be four vertical and four roof corner extrusions of solid extruded aluminum. Modular bodies that do not utilize an extruded aluminum framework including extruded tubing corners such as described shall not be acceptable due to their lack of structural rigidity and high accident repair costs. No rivets, screws, liquid adhesive, tape, or other similar fastening methods shall be used for the attachment of any structural member or aluminum sheets. No "bonded" or "glued" exterior sheet metal body panels or doors shall be accepted due to the lack of long-term structural integrity found in this method of attachment.

5. For optimum safety of personnel and durability, the module structure (including roof and sidewall surfaces) shall be of fully-welded all aluminum construction. MIG welding and pulse welding technology shall be used to fabricate an integral structure utilizing the following elements to form a rigid cage structure using corner extrusions that are a full ¼" thick solid extruded aluminum without internal slots or spaces. The only exception to pulse welding shall be the welding of heavy bar stock, which shall be MIG welded only.

6. Gusset support plates shall be installed throughout the vehicle for added strength. Each gusset plate shall be a minimum of 6" x 6" x 8" x 3/16" thick aluminum. A minimum of 24 of these gussets shall be welded into the vehicle support structure. Areas of installation shall include but not be limited to: all door openings and all body corners. Designs that utilize no gussets, or gussets of lesser strength, are not acceptable.

7. The exterior modular body skin shall be smooth and continuous. No exterior body moldings shall be installed to cover or trim any seam joints of the exterior body wall skin.

8. A pie-shaped tubular aluminum extrusion ¼" solid thickness with a 2.25" outside radius shall be used for all vertical corners of the module and all four sides of the roof perimeter. The extrusion shall have an integral panel external groove for the interior aluminum panels. The

exterior walls shall fit into a recessed groove in the front face of the extrusion and shall be continuously MIG welded to the corner extrusion. The walls shall also be intermittently welded with a minimum of 1.5" long welds approximately every 6" to 8" on the interior surface where the wall and extrusion meet. The two sidewalls shall have a minimum thickness of .125" with flat surfaces to allow for a full 2" welded joint with sidewall and roof extrusions. When finished, the extrusion and exterior aluminum sheet walls shall exhibit a smooth seamless appearance. The extrusion shall be 6061-T6 high strength aluminum alloy. No surface metal that has been bent, brake-formed, or welded to form the corners of the module will be accepted by the Town of Hudson.

9. Streetside and curbside wall frames shall incorporate doorway extrusions of 6063-T5 high strength aluminum alloy with an integral solid rib .375" thick X .75" wide, extending as one uninterrupted piece from the bottom of the wall to the top where possible and welded to the adjacent perimeter extrusion. The side doorway opening shall consist of vertical extrusions of 6063-T5 high strength aluminum alloy 2.75" x 2.00" x .125" thick with an integral solid rib .375" thick x .75" wide on both sides of the extrusion. The interior of the extrusion shall be divided by a .125" thick rib creating two separate hollow spaces. These same extrusions shall also be used whenever possible where there are two adjacent doorway openings (such as entry doors and exterior compartment doors) to provide additional strength. Doorway headers shall consist of single tubular version of the above extrusion that together shall form 4-sided framework for each exterior doorframe.

10. Vertical and horizontal beams of 1" x 2" x .125" and 2" x 2" x .125" thick 6063-T52 high strength aluminum allow tubular extrusions shall also be used where applicable to provide additional strength and increase the structural integrity and shall be welded to the adjacent perimeter extrusions when necessary.

11. The roof frame shall consist of 2" x 2" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions extending transversely (with approximately 14" spacing) for the full width of the roof that are welded to the upper perimeter extrusions. Two 2" x 1" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions extending longitudinally for the full length of the roof forming a centerline trough at ceiling level below the transverse extrusions. The longitudinal extrusions shall be fully-welded to each ceiling transverse extrusion. Two 2" x 2" x ¼" thick 6061-T6 high strength aluminum alloy tubular extrusions shall be installed transversely approximately 7" inboard from the front and rear corner extrusions to provide additional strength and increase the structural integrity.

12. The rear wall frame shall consist of horizontal 1" x 2" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions welded to the rear corner vertical perimeter extrusions and doorway extrusions. A separate set of horizontal 1" x 3" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions shall be installed at the header and floor threshold level on either side of the doorway opening and welded to the rear corner vertical perimeter extrusions and the doorway extrusions.

13. The rear doorway opening shall consist of vertical and lower horizontal extrusions of 6063-T5 high strength aluminum allow 2.75" x 2.00" x .125" thick with an integral solid rib .375" thick x .75" wide on both sides of the extrusion. The interior of the extrusion shall be divided by a .125" thick rib creating two separate hollow spaces. These extrusions shall be welded to adjacent perimeter extrusions to form the framework for the rear door opening. 2" x 3" x .250" 6061-T6 high strength aluminum alloy tubular extrusions shall be installed below the doorway threshold to provide additional structural integrity and impact resistance. Two tubes shall be installed vertically and two will be installed at a 45-degree angle.

14. The doorway header shall consist of a horizontal extrusion of 6063-T5 high strength aluminum alloy 2.75" x 2.00" x .125" thick with an integral solid rib .375" thick x .75" wide on both sides of the extrusion.

15. The front wall frame shall consist of vertical and horizontal 2” x 2” x .125” thick 6063-T52 thigh strength aluminum alloy tubular extrusions welded to the upper and lower perimeter extrusions. A single 2” x 2” x .250” thick 6063-T52 high strength aluminum ally tubular extrusion shall form the lateral header above the cutaway opening and be welded to the front corner vertical perimeter extrusions. The bottom tubular extrusion at floor level shall be a 2” x 3” x .250” thick 6063-T52 high strength aluminum alloy and welded to the front corner vertical perimeter extrusions.

16. Each exterior wall shall be fabricated from outer panels of 5052-H32 aluminum plate .125” thick.

17. The aluminum panels on the exterior walls shall be pulse-welded to each frame member at intervals of no more than 8” to 10” to assure a lifetime rattle-free and rigid structure. The use of adhesives, tape, rivets or other fasteners are unacceptable.

18. The roof shall be fabricated from a single panel of 5052-H32 aluminum plate with a minimum thickness of .125”. Roofs fabricated from multiple sheets are not acceptable due to potential leaking problems and the lack of structural integrity. Bidders are cautioned that crowned roofs are not acceptable to the Town of Hudson. Inherent design flaws in crowned roofs result in undue stress on the roof perimeter when force is applied resulting in structural failure.

19. The corner extrusions of the walls and roof shall be 100” peripheral welded externally and have 1” long “skip welds” internally every 8” to 10” to the .125” thick aluminum exterior panels and the corner castings, forming an extremely strong, durable structure. Spot-welding or skip welding anywhere on the external surface of the modular body is not acceptable to the Town of Hudson.

20. No particleboard, Masonite, luan, chipboard, plywood, or any other wood products are to be used in any portion of the modular body.

21. A CPI- brand polished cast aluminum fuel fill shall be installed on the streetside of the module.

3.2 Floor Construction

1. The modular floor shall be constructed of ¾” thick multi-ply composite sheet composed of a polyurethane foam core reinforced with continuous and woven fiberglass strands. This floor shall extend from side to side and front to rear. The composite sheet shall have high thermal and acoustic insulation properties and shall be securely attached to the module floor frame. It shall be installed as a single piece whenever possible. When installed, no visible seams or depressions may show in the floor covering where the composite sheet has been attached to the aluminum framework. Absolutely no wood product for this application is an acceptable alternative. Samples of the composite sheet shall be provided upon demand for inspection by the Town of Hudson. This item must meet AMD Standard #020 – “Floor Distributed Load Test.”

2. An aluminum moisture shield of at least .063” thick shall be provided under the floor. This shield shall be fully sealed to prevent any penetration by moisture.

3. A separate heat shield, constructed of at least 18-gauge galvanized or aluminized steel shall be installed between the muffler(s) and the modular body and at any other location where the exhaust system is less than 3” from the module. No aluminum heat shields are permitted pursuant to the requirements set forth by QVM.

4. Polystyrene plank insulation of at least 1’ thick shall be installed between the floor and the minimum .063” thick aluminum subfloor to provide additional insulation from heat and noise. In no case shall any insulation be exposed to the bottom of the vehicle (such as spray-on insulation).

5. The exterior floor structure of the module shall be coated with a durable automotive grade undercoating which shall be applied beneath the moisture shield in accordance with QVM requirements.

6. The module floor structure shall consist of one 1" x 2" x .250" thick 6063-T52 high strength aluminum alloy primary box beam extrusion extending the full interior width of the modular body at the front edge and 2" x 2" x .125" thick 6063-T52 high strength aluminum alloy box beam extrusion shall be installed longitudinally curbside and streetside adjacent to the exterior compartment and squad bench areas running the full length of the body except for fuel filler pipe clearance. The transverse crossmembers shall be welded to sections of ¾" thick x 3" wide solid aluminum bar 6061-T6511 high strength alloy installed longitudinally for mounting the module to the chassis framerails. The finished assembly shall be securely welded to the wall structures and exterior compartments forming a unitized modular frame.

7. The floor frame shall be securely welded to each wall with full MIG welds on at least three sides of each joint forming a high strength, durable module.

8. The modular body shall be capable of supporting the entire weight of the fully loaded vehicle on its top or side, if overturned, without separation of joints or permanently deforming roof beams or reinforcements, body posts, doors, stringers, floor, inner linings, outer panels, and other reinforcements. The module body shall be all aluminum and all MIG welded construction to assure compliance with this requirement. The use of any other material, or spot welds, bolts, screws, rivets, or other mechanical fasteners, or any glue, adhesive, or two-sided tape, is not acceptable.

9. As evidence that the modular body meets the strength criteria set forth herein, the body shall be tested and certified to comply with AMD standard #001 "Static Load Test for Ambulance Body structure." Specifically, the module body shall have applied a roof load of 2.5 times the curb weight of the vehicle without sustaining any damaged, bent or torn materials, and with entry doors properly opening and closing during and after the load test.

10. Drip rails of extruded anodized aluminum shall be installed above all doors without the use of screws or other mechanical fasteners. Painted drip rails are not acceptable due to the high potential for paint chipping. Drip rail cannot be part of the doorframe extrusion. Drip rails must be easily removable for replacement in case of damage.

3.3 Module Door Construction

1. Door panel separation, dirt accumulation at seams, paint imperfections, misalignment, and even malfunctions where the door cannot be operated have been observed in many styles of door construction. These problems, combined with the expected rugged use of the vehicle doors, shall be eliminated with the overall design and construction process set forth herein. The end result will be a high quality, rigid door that will not bend or flex and that will eliminate the commonly seen structural defects described above.

2. All doorway openings shall be framed with high-strength 6063-T52 aluminum alloy extrusion. This shall be 2.125" x 1.375" x .125" thick with an integral solid rib .375" thick x .75" wide. Extrusion joints at the corners shall be fully welded forming a rigid frame around all doorway openings. The extrusion shall also provide a dual-compression sealing surface for the door seals.

3. All module doors shall be constructed of a special extrusion frame with integral seal mounting provisions for double surface seal mounting and seal protection. The door opening area shall be completely free and clear so that when doors are open the hinges, latches, pins, door seal and door checks shall not protrude into the opening area. All module doors shall have no exposed exterior seams when completed.

4. All hinges shall be stainless steel, one side full swaged, .075” thick x 3” with .25” diameter stainless steel pin and 1” long hinge sections. Each hinge shall extend the full length of each door, and be securely fastened to the door and the module no more than every 3” with a flush-fitted aluminum rivet. Threaded bolts or screws are unacceptable due to the likelihood of loosening or thread stripping. Hinges that have slots or elongated holes that require the user to constantly readjust the doors to compensate for sagging are not acceptable because of the continuous adjustments that they require.

5. Each module exterior door shall have a quarter-round shaped hollow-core door seal installed. The door seal shall be manufactured from EPDM (Ethylene-Propylene-Diene-Monomer) for flexibility at low temperatures and superior resistance to aging, weathering, and ozone. Seals mounted on the door opening shall not be permitted. The seal shall be installed only on each door and shall run uninterrupted fully around the perimeter of each door with no breaks for latches, hinges, switches, etc. With the door closed, the seal shall be compressed between the door extrusion and the doorframe extrusion, forming a weather tight seal.

6. Module exterior doors shall have key operating locks and shall be keyed alike (#1250) unless other specified. A minimum of six keys shall be provided with the vehicle.

7. A door latching system is required that provides maximum safety to all on-board personnel and security for all stored equipment. Therefore, all module exterior compartment “primary” doors shall have #9000SS-SP locking “D” ring handles with EBERHARD-brand #206 latches. This shall permit direct activation of the door latch via the handle. Any exterior compartment “secondary” door shall incorporate an interior release handle and automatic “slam latching” when the door is closed. The only exception to this shall be the R4-2 battery storage compartment door which shall use a #52C slam latch.

8. A lock service access plate shall be provided on the inside of each module exterior door. The access plate shall be .125” thick with a brushed aluminum finish that is firmly attached but easily removable for routine lock lubrication. Latch installation that requires the removal of the inner door panel to access the latch is not acceptable.

9. All door handles shall have polished cast aluminum “D” ring door handle spacers installed between the door surface and the handle surface. All handles must have rubberized gaskets installed between the painted body surfaces and the handle components. All striker bolts must be recessed into the doorframes. No surface mounted striker bolts or Nader pins are permitted to protrude into the door opening that can snag equipment or injure a person removing items from a compartment.

10. “Paddle” style handles and/or rotary latching mechanisms utilizing rod or cable actuators are not an acceptable substitute and are not permitted due to inherent design flaws and maintenance issues and because these style handles that can collect sand, ice, snow, etc. causing these style handles to fail.

11. Entry door latches shall be operable from both inside and outside of the module. Latches shall be lockable by key on the exterior and by twist knob on the interior. The door latch system shall be so mounted as not to project into the door open area.

12. The side personnel door shall have an EBERHARD-brand #206 latch with a #9000SS-SP locking “D” ring handle. This shall permit direct activation of the door latch via the handle.

13. Interior door handles shall be near flush folding to prevent accidental opening and comply with FMVSS #206.

14. Each module entry door shall have .125” thick 5052-H32 aluminum exterior panel welded to the perimeter extrusion at least 1” every 6” to 8”. Each door shall also have an interior panel constructed with painted aluminum. The interior panel of each door shall be secured with solid shank rivets to prevent loosening and installed in a manner to eliminate raw exposed edges.

No threaded steel fasteners such as screws or bolts are permitted due to the potential for constant loosening, deformation, and electrolytic corrosion. The interior of each door shall be fully insulated with 2" thick polystyrene foam planking. The entire inside edge of the doorframe shall be sealed. The outer edge of the door exterior panel shall have a radius of .063" to enhance paint adhesion and minimize potential chipping. Inner door panels covered with upholstery or vinyl are not acceptable due to the high potential for damage.

15. Each module entry door shall be equipped with a minimum .125" thick reinforcement extrusion at the attachment point for the grab rail to prevent metal fatigue. An aluminum tapping plate measuring 1" x ¾" x ¾" thick shall be welded into the doorframe at the mounting point for the door hold open.

16. The side entry door shall be constructed as described hereinabove and equipped with a gas shock door retainer that shall hold the door in a 90-degree open position. A replaceable 2" wide nylon strap shall be attached at the bottom of the door and attached to the frame of the module to act as a "strain relief" to prevent overstress of the door hold-open and hinge. The strap shall incorporate metal eyelets on both ends and use threaded fasteners for attachment.

17. Each rear entry door shall have two "grabbers" as door hold open retainers. The retainers shall be located at both the top and bottom of each door to prevent damage to the doors which is typical with a single door hold-open device. Gaskets must be installed behind each hold open device.

18. The module entry door latches, hardware and hinges shall comply with FMVSS #206 and AMD Standard #002 – "Body Door."

19. A stainless steel threshold plate shall be provided at the rear personnel doors. This plate shall conform to the doorframe structure and the inner edges shall be sealed where the threshold meets the floor covering to prevent moisture from accumulating under the threshold plate. A replaceable 2" wide anti-skid surface shall be incorporated across the full width of the threshold plate.

20. An alternating red/white diagonal pattern reflective striping panel (a minimum of 10" high) shall be installed on the lower interior face of each of the three module entry doors. Each color shall be 2" wide and the diagonals shall angle "outboard" when the doors are open (facing aft).

21. The module shall be equipped with a minimum .063" thick heavy-duty bright aluminum diamondplate kickplate under the rear doors. This kickplate shall extend the full width of the rear wall from corner extrusion to corner extrusion. This kickplate is to be installed as an overlay utilizing Ultra-Grip rivets for easy replacement.

22. Heavy-duty medical grade seamless stainless steel grab bars with a minimum diameter of 1.25" shall be used within the patient compartment and provided for each entry door. Grab rails shall be one-piece style and have a full radius at each end. All grab bars and grab rails shall be yellow, knurled, antimicrobial and must be ADA compliant. Grab rails that are multi-piece are not acceptable due to the inability to thoroughly decontaminate such items. Rails that have blunt ends are not acceptable due to the potential for occupant injury. Smaller diameter rails are not acceptable.

23. The side entry door grab bars shall be installed horizontally near the center of the door.

24. Each rear door shall have an "L" style grab bar, at least 17" long horizontally and 33" long vertically. The vertical side shall be mounted adjacent to the door hinge to allow the handle to be used for entry/exist without causing the door to inadvertently close when pulling force is applied.

25. Reinforcement tapping plates, .125” thick, shall be welded into the doorframe structure and installed at all grab bar mounting points to assure maximum strength. Simply using the inner door panel surfaces as a mounting point shall not be permitted.

26. Two grab bars of heavy-duty medical grade seamless stainless steel, 1.25”diameter, shall be securely mounted longitudinally to the ceiling slightly off center toward the primary and secondary patients’ positions. Grab rails shall be of a single-piece style and shall incorporate radius ends. The design and style shall match the grab rails described hereinabove.

27. Reinforcement tapping plates that are a minimum of .125” thick shall be welded to the module framework at the grab rail mounting points to assure maximum strength. Grab rails shall not be attached to the ceiling surfaces only. All surfaces of the grab rails shall have a full radius, including the ends. This item must meet AMD Standard #008 – “Load Test for Ambulance Grab Rail.”

3.4 Exterior Compartment Construction

1. The module shall be equipped with the exterior compartments with dividers and shelving as indicated herein. The arrangement and dimensions for each compartment has been developed for the specific needs of the Town of Hudson. Other alternative arrangements shall not be considered. Sizes may be larger as long as the minimum size indicated herein is provided within the design parameters described. All cabinets and compartments shall meet AMD Standard #019 – “cabinet and Compartment Measuring Guidelines.”

2. All exterior compartments must be constructed of .125” thick walls and .090” thick ceilings with an aluminum alloy of 5052-H32. All compartments shall be fully seam-welded and fully welded to the modular body structure. No mechanical fasteners shall be allowed. No caulked seams or intermittent welding of seams shall be allowed. The use of lesser thickness aluminum or the use of aluminum diamondplate to form the compartment walls or floor is not acceptable due to those products having less strength and being subject to stress cracking.

3. The exterior compartment door openings shall be framed with 2.125” x 1.375” x .125” thick 6063-T52 high strength aluminum extrusion with an integral lip .375” thick and extending .75”. Each corner shall be continuously welded. The bottom of each compartment shall be flush with the bottom extrusion (sweep-out style) thereby enabling easy cleaning and removal of equipment.

4. Exterior compartment doors shall have a fully welded .125” thick extrusion forming its perimeter. Corners shall be ground to form a .063” radius, blended smooth with the extrusion. A one-piece hollow core seal shall be attached to a recess in the door extrusion. Installation of the seal in the exterior compartment opening is unacceptable since it exposes the seal to damage from equipment being installed in or removed from the compartment.

5. The exterior door panel shall be 5052-H32 aluminum, .125” thick. The panel shall be welded to the perimeter extrusion at least 1” every 6” to 8”. The door interior panel shall be a minimum .063” thick bright diamondplate aluminum and shall be secured with solid shank aluminum rivets to prevent loosening and installed in a manner to eliminate raw exposed edges. No threaded steel fasteners such as screws or bolts are permitted due to the potential for constant loosening, deformation, and electrolytic corrosion. The interior of each door shall be fully insulated with 2” thick polystyrene foam planking. A .125” thick brushed aluminum access panel shall be provided for servicing the latch.

6. Each exterior compartment door shall be equipped with a gas shock hold-open device that allows travel over 90-degrees.

7. All adjustable shelf tracks in the exterior compartments shall be heavy-grade extruded aluminum UNISTRUT-style mounting track. All track shall be attached to the compartment walls via intermittent welding. No screws or rivets shall be used for attachment of the

UNISTURT track to the compartment surfaces since these may weaken and separate under heavy loads. Kitchen shelf track or other similar lightweight household-grade shelf track is not acceptable.

8. Adjustable shelving for the exterior compartments shall be fabricated of .125" thick 5052-H32 aluminum with a formed 1" high lip on the front and the rear. Shelving shall be prepared and painted to match the compartment finish. A 1.25" long brake-formed downward lip shall be fabricated at the ends of each shelf to allow mating to the shelf track. Shelving shall be attached via spring-style fasteners specifically designed for use with the extruded track.

9. A red reflector, at least seven square inches in size, shall be installed on the interior surface of each module exterior compartment door. The reflectors must be highly reflective DOT-approved tape designed for vehicle installation (Truck-Lite #98176 series or equal). Foam-backed glue-on or screw-style reflectors are not acceptable due to their high potential for cracking, damage, loss and deterioration.

10. A completed label attesting that the vehicle is designed, built and certified to the most current version of Federal Specification KKK-A-1822, as amended, shall be installed in the front streetside compartment on the inner face of the compartment door on a permanently mounted aluminum plate installed.

3.5 Construction of Rub Rail, Fenders, Rear Bumper/Step, Side Stepwell, Tag Frame, Module Stone Guards, Mounting Body to Chassis, Oxygen System, HVAC System, and Drip Guards.

1. Rub Rails:

   (a) The rub rails shall be made of rubber.

2. Fenders:

   (a) The fenderettes over the rear wheels shall be made of rubber.

3. Rear Bumper:

   (a) A heavy-duty combination rear bumper/step shall be provided at the rear of the module. The bumper step shall extend across the rear of the modular body. The rear bumper/step shall be spaced 1.5" from the rear of the modular body and shall not be connected to the module at any point in order to protect the modular body from damage in the event of a minor accident. In no instance shall integral or add-on "tow eyes" be incorporated into the step assembly since the step assembly is not rated for chassis towing. Any towing must be performed via direct attachment to the chassis frame components per QVM requirements. Seam-welded aluminum diamondplate boxes shall be installed on each end and incorporate 2" x 16" heavy-duty rubber dock bumpers.

   (b) The rear step/bumper shall be fully welded to provide maximum strength. The step/bumper shall be bolted via grade 8 plated bolts to the chassis frame and not fastened to the modular body in any way. Bumper assemblies that are welded to the chassis frame are not acceptable since they are difficult to replace and can cause damage to the chassis frame in a minor accident. This item must meet AMD Standard #018 – "Rear Step and bumper Static Load Test."

   (c) A step shall be incorporated in the center portion of the bumper/step. The step opening shall be 48" wide and shall extend 10" behind the modular body. The step material shall be high strength, one-piece extruded aluminum with anti-skid teeth formed into the surface and machine stamped openings to prevent slipping and buildup of mud, ice or snow. The step shall be mounted on a full-length hinge, allowing the step to be lifted out of the way for easier cot loading and unloading. The top of the step shall be within 2" of midway between the ground and the patient compartment floor with the vehicle loaded with the

rated payload. The bumper/step frame shall be treated to be resistant to corrosion. A red/white reflective strip shall be installed on the face of the flip up step.

(d) Diamondplate box covers with angled outside corners shall be installed on each end of the bumper with the folding bumper step between each box.

4. Side Stepwell:

(a) The side stepwell shall be made of a minimum .125" thick NFPA-compliant anti-skid aluminum diamondplate, fully seam welded into place to form an integral component of the module. The step surface shall be completely flush for easy "sweep-out" cleaning. No lip is permitted. The stepping surface shall comply with NFPA 1901 standards (section 15.7.4) for slip resistance.

(b) A stainless steel threshold shall be provided above the stepwell. The inner edges shall be sealed where the threshold meets the floor covering to prevent moisture accumulation under the threshold plate. A replaceable 2" minimum anti-skid surface shall be incorporated across the full width of the threshold plate.

5. Module Stone Guards:

The front corners of the modular body shall be equipped with stone guards constructed of diamond tread bright aluminum and secured to the module with Ultra-Grip rivets. Stone guards shall extend around the module forward corners and to the cab body. All edges of the stone guards shall be sealed with a flexible sealant to prevent accumulation of moisture and dirt between the body and stone guards.

6. Mounting modular body to chassis:

(a) The Town of Hudson requires a mounting system that provides a stable and durable attachment of the module body to the chassis frame. Therefore, the modular body shall be mounted to the chassis by a minimum of eight 5/8" diameter grade 8 bolts provided. The use of any other style of mounting system that requires wood or rubber block spacers (such as "u-bolt" mounting systems) or other "direct contact" mounting systems are prohibited since these cause undue stress on the chassis frame rails and result in a rough ride.

(b) To distribute the load and torsion evenly across the entire mounting surface of each lateral floor structure cross member, the module mounting points shall be reinforced with longitudinal 3" wide by .75" thick 6061-T6 high strength aluminum alloy flat bar "sleeper rail" welded to the lateral module floor framework.

(c) Heavy-duty vibration absorbent elastomer bushings with a steel inner sleeve installed between the module "sleeper rail" and the chassis frame shall be used at each mounting point. These bushings shall be fabricated to resist crushing and deformation.

(d) The modular body shall not be welded to the chassis at any point.

7. Oxygen System:

(a) All oxygen piping shall be electrostatically conductive medical-grade green oxygen hose rated at 200 P.S.I.G. use of any other material for oxygen piping is not acceptable. The hose shall be of a length that it may be connected to an oxygen cylinder standing on the ground prior to loading the replacement cylinder into the compartment. The hose connecting the cylinder regulator to the distribution network within the module shall be fabricated as a separate length of hose with matching threaded connectors and attached to a "thru-wall" fitting in the compartment. This hose shall be easily replaceable in the event

of damage. This item must meet AMD Standard #015 – "Ambulance Main Oxygen System Test".

(b) A cylinder-changing wrench shall be furnished, chained and clipped within the oxygen compartment. The chain shall be covered with plastic, heat shrink-wrap, or similar material to eliminate chain rattling and potential tangling of the chain. Stranded wire cable is not an acceptable substitute due to safety concerns.

(c) An oxygen pressure-reducing regulator with an inlet filter and CGA540 fitting at the cylinder shall have line relief valve set at 200 PSI maximum, and a range of 0 to 2,500 PSI with the gauge scale graduated in not more than 100-PSI increments shall be provided. The regulator shall be easy to connect and preset, with a locking adjustment, at 50, +/-5, PSI line pressure permitting a minimum of 100-LPM flow rate at a bottle pressure of 150 PSI.

8. HVAC System:

(a) A temperature control system is required that provides quick and simple operation while maintaining a uniform temperature throughout the patient compartment. The HVAC unit must be located so it is easy to access for service. The HVAC system specified in Exhibit D shall be installed in a fully insulated cabinet to provide maximum cooling and heating performance.

(b) A Hi-capacity fresh air vent exhaust fan shall be installed at the rear of the module. This fan shall be flush-mounted over the rear doors on the interior of the vehicle. The fresh air intake shall be located at the front of the module. The fan shall have high and low speeds, and shall be controlled by a switch on the EMT panel. Rear-mounted intakes shall not be permitted due to the entry of dust and noxious fumes into the patient compartment. Roof-mounted ventilators are prohibited due to their propensity to allow water to enter the patient compartment.

(c) The fan shall be rated by its manufacturer to produce a minimum free airflow rate of at least 300 cubic feet per minutes. The vent fan shall provide a complete change of air in the patient compartment every two minute. The ventilation system shall comply with AMD Standard #007 – "Carbon Monoxide Levels for Ambulance Compartment Interiors".

(d) The HVAC system shall have an air return filter grill that is a minimum of 240 square inches installed near floor level to expedite the heating & cooling process. The return air register shall incorporate a replaceable filter that is readily available from local vendors. Filters that are proprietary to a specific ambulance manufacturer or any other "sole source" outlet are unacceptable. Two high-capacity adjustable discharge registers shall be installed near ceiling level for the HVAC system. This shall maintain a circulating airflow for even temperature distribution within the patient compartment. Systems with return air vents located near the face (discharge) of the HVAC unit are unacceptable since they do not allow for adequate air recirculation and efficiency.

(e) The blower motor for the HVAC unit shall be replaceable from the front of the unit without requiring removal of the entire unit from the cabinet. This system shall operate independently from the HVAC system controls located in the chassis. UV-detectable Freon dye shall be installed in the system to aid in detection of any potential leaks. Electrically-controlled water valves shall automatically activate the flow of hot water to the rear heater when the thermostat setting for heat is selected. Vacuum-style control valves are not acceptable. Dual drain lines for water condensation shall be installed and shall terminate below the module. The system shall meet AMD Standard #012 – "Ambient Temperature Test" and Standard #014 – "Cooling System Test".

(f) An electronic thermostat with digital temperature display shall control this system and shall be installed in the action area panel. Household style thermostats are not acceptable.

9. Drip Guards:

   Two drip aluminum diamond plate drip guards shall be installed on the streetside of the module body, one under the fuel fill and one under the DEF fill.

3.6 Patient Compartment Interior Construction

1. All hinge doors shall be fabricated with .75" x .75" x .125" thick welded tubular aluminum frame with either .25" thick polycarbonate panels or painted aluminum inserts as specified herein. All outside doorframe edges shall be covered with 1" x 1" polished aluminum edge trim. Doors shall be attached to the cabinet framework via the use of full-length stainless steel hinges. Intermittent hinges, household grade fasteners, or the use of regular steel hinges are not acceptable.

2. To ensure good working conditions and to create a stable patient environment, the module shall be manufactured with particular attention to thermal and sound control. The module shall have non-woven polyester batten mat insulation installed within all four walls and the ceiling. This insulation shall provide superior thermal and acoustic insulation qualities. Alternative materials are not acceptable due to the superior thermal and noise insulation qualities provided by this product. Fiberglas products are not acceptable due to the potential for airborne particles being released into the air over time.

3. The insulation shall be fire retardant, non-absorbent, non-settling, non-hygroscopic, mildew, bacteria, and vermin proof. Sound levels shall comply with AMD Standard #006 – "South Level Test Code for Ambulance compartment Interiors."

4. The module interior ceiling shall be .063" thick aluminum painted with white rock guard type paint for maximum light reflectivity. Plastic, wood panel, fiberglass, or similar product ceiling surfaces are not permitted due to their lack of structural integrity.

5. The module interior walls shall painted aluminum. Plastic, wood, fiberglass, or painted wall surfaces are not permitted due to their lack of structural integrity, ease of damage, and ease of cracking when subjected to stress.

6. Two 2" x 1" x .125" thick 6063-T52 high strength aluminum alloy tubular extrusions shall extend the entire centerline length of the module creating a full-length total access channel for installation of the main wiring harness and to also provide access to the inner roof surface for antenna cables and antenna bases. Extrusions shall be fully welded (2") to each roof box, adding strength to the roof structure.

7. All interior cabinets shall have aluminum walls fabricated from a combination of welded panels with minimum thicknesses ranging from .063" to .125" thick. The use of wood or plastic in the fabrication of these cabinets is prohibited due to their inherent lack of structural integrity and excess weight.

8. All interior cabinets shall be fabricated from a combination of various sizes of square and rectangular welded aluminum tubing. All tubing shall have walls that are a minimum of .125" thick. Cabinets formed from bending sheet aluminum are not acceptable due to stress cracking.

9. All finished cabinetry shall be sealed and completely finished with white texturized acrylic coating to provide durability.

10. Framing for all interior cabinetry shall be welded to form a crash-stable structure to support each cabinet opening.

11. All interior cabinets shall be welded to the structural framework components of the module, thus making the cabinets an integral part of the module to resist tearing loose under severe

conditions. Cabinets that are bolted, screwed or otherwise similarly attached to the module framework are prohibited since these cabinets fail at the attachment points when subjected to severe stress.

12. Locations and dimensions of the interior cabinets shall be in accordance with the minimums described herein. Alternative arrangements and different sizes are not acceptable.

13. All sliding polycarbonate doors shall slide in felt-lined aluminum tracks. These doors shall be rattle-free and constructed in a manner that prevents inadvertent movement. All polycarbonate used in the interior cabinet doors (both sliding and hinged doors) shall be a minimum of .25" thick.

14. All polycarbonate sliding doors shall be equipped with full-length satin finish extruded aluminum handles. Finger holes or handles that require drilling of the polycarbonate for attachment are prohibited.

15. All interior cabinet door latches shall be of a flush-design and incorporate a quick-release/slam-shut style that permits quick opening with gloved hands. Latches shall be fabricated from polished stainless steel. No plastic or plated metal latches are acceptable since they lack durability and do not withstand repeated decontamination over time.

16. Adjustable shelving for all interior cabinets shall be fabricated of .125" thick 5052-H32 aluminum with a formed 1" high lip on the front and the rear of the shelf. Shelving shall be prepared and painted to match the compartment finish in which it is used. A 1.25" long brake-formed downward lip shall be fabricated at the ends of each shelf to allow mating to the shelf track. Shelving shall be attached via spring-style fasteners specifically designed for use with the extruded track.

17. All interior aluminum shelving shall have the lip edges covered by push-on plastic protective edging (such as TRIMLOCK-brand or equal).

18. Countertops throughout the patient compartment shall be fabricated from high-density solid surface acrylic material (such as Corian-brand or equal) incorporating "seamless" integral lips creating a "recessed" work surface. The countertops must overlap the cabinet edge seams on which they are installed to minimize the potential for the collection of fluids. Molded plastic or flush edge countertops are not acceptable.

19. All upholstery shall be fabricated using heavy-duty automotive grade vinyl with a minimum rating of 40 oz. And comply with FMVSS #302. All cushions, backrests, etc. shall be fabricated using high-density foam and covered with vinyl in a manner that minimizes any exposed seams. This material shall be fire retardant, washable, non-hygroscopic and bacteriostatic. No embossing, diamondpleated stitching, welding, or plastic trim shall be acceptable due to the weakening effect of these items on the upholstery with repeated use. Backrests and seat cushions shall have a nominal 3" thickness.

20. Color-coordinated plastic caps shall be installed over all exposed fasteners used to install the upholstery anywhere in the patient compartment.

21. There shall be removable covers with padded vinyl positioned over the ceiling centerline wiring trough, concealing the main wiring channel and allowing easy access to wiring and antenna cables.

22. The rear door and right side door shall be thickly-padded overhead with vinyl covered foam padding for protection of personnel. All interior corners shall be rounded and padded whenever possible.

23. The floor covering shall be installed as a single-piece without any seams or splicing.

24. The floor covering must extend across the floor area in a single piece and continue up the curbside face to the top of the squad bench and entirely up the face of the street sidewall to the action shelf to permit ease of cleaning and decontamination.

25. The cot fastener shall be secured to the floor structure using aluminum bar stock welded to the cross frames under the floor of the module. This item must meet AMD Standard #004 – "Litter Retention System."

26. The attendant's seat base (installed at the head of the primary patient's stretcher) shall be directly attached to the modular floor using high-strength steel fasteners threaded into .75" thick x 6" wide aluminum bar stock welded to the floor structural framework. Wooden seat bases, non-FMVSS compliant swivel seat bases, and bolt-thru style seat base installations are not acceptable to The Town of Hudson. The seat base must be approved for the specified seat and shall meet AMD Standard #025 – "Occupant Head Clearance Zones."

3.7 Electrical System & Exterior Lighting

1. The electrical system for this vehicle is extremely important to the Town of Hudson. Electrical systems have proven to often be the most complex and troublesome system on emergency vehicles. A system is desired that is simple in design so any electrical diagnosis and repair time will be minimized. The electrical system must be thoroughly engineered and manufactured to allow simple personnel operation. The system must be designed to minimize the possibility of experiencing dead batteries, shorted electrical components and lengthy troubleshooting. To address the above objectives, the requirements for the electrical system are set forth in detail herein.

2. Electrical systems that have components that are "sole source" or "proprietary" to any manufacturer are not acceptable to the Town of Hudson. Due to the inherent problems associated with availability as well as high replacement costs, the installation of a printed circuit board-based or micro-processor controlled master electrical system for the modular body is not acceptable.

3. The electrical system shall be an electro-mechanical "hardwired" system manufactured by the Bidder to ensure reliable access to replacement parts using commercially available components for ease of service by the Town of Hudson and to reduce "out-of-service" time for the vehicle. Electrical systems incorporating Printed Circuit Boards ("PCB") are not an acceptable substitute for an electro-mechanical "hardwired" system because PCBs are highly susceptible to minor electrical surges, moisture, and damage from vehicle vibration. PCBs are also not acceptable to The Town of Hudson because they are expensive to replace and they become obsolete with the passage of time. Finally, the Town of Hudson does not want to be subject to proprietary PCBs which the Town of Hudson can only acquire from one source. Hardwired systems have stood the test of time proving they are durable and reliable and they can quickly and easily be repaired with common components that are locally available. The Town of Hudson is not willing to accept the risk of having its unit out of service for an extended period of time while waiting for Bidder to replace a proprietary PCB that has failed or been damaged. Therefore, the design requirements set forth herein for the modular electrical system must be strictly followed with no exceptions.

4. All wiring devices, switches, outlets, etc., except circuit breakers shall be rated to carry at least 125% of the maximum amp load for which the circuit is protected. The utilization of lightweight ribbon type wiring is not acceptable.

5. To minimize potential electrical problems, a minimum of five separate and distinct braided 'ground" straps shall be installed with two in the cab area and three in the module area. A centralized grounding system comprised of a separate ground wire harness for all interior/exterior circuits shall be installed and attached to the frame of the chassis via #2 gauge cable. All miscellaneous grounds shall be connected to the central grounding point on the frame.

6. All electrical connections added by the Bidder that are subject to “high-heat” exposure shall use Zinc-coated “Stover” lock nuts. This requirement includes, but is not limited to, such items as engine grounds, alternator taps, rectifiers, solenoids located in the engine compartment, and any other similar use. This method shall prevent loosening of the fasteners caused by recurrent expansion/contraction of the metal due to heat exposure.

7. All electrical connections/fasteners which may be exposed to harsh environmental elements such as water and that do not utilize weatherproof connectors shall have a spray-on plasticized coating applied for protection. This process shall decrease the potential for any corrosion or loss of adequate conductivity. Such areas shall include items such as battery cable connectors, ground straps, etc.

8. Locking quick disconnect plugs shall be utilized for connecting the cab console to facilitate ease of removal during service and remounting. All wiring shall be run inside fire resistant high temperature loom rated at 300-degrees F. All apertures on the vehicle shall be properly grommeted for passing wiring and shall conform to SAEJ1292. Electrical wiring systems shall have 6” service loops at all connections.

9. All relays, switches, etc. shall be knife terminal type for dependability and ease of field maintenance. No soldered-in or hard-wired components preventing individual component replacement shall be accepted by the Town of Hudson. Bidder-added electrical system wiring shall have no splices within a wiring harness. Wiring shall run uninterrupted from one component to the next.

10. Large-size heavy-duty rocker switches shall be provided with an engraved label defining the switch functions. Switches shall be color-coded whenever possible and shall illuminate when the circuit is activated. Labels shall be backlit and readable at night. “Mini-style” switches are not acceptable. Light intensity shall be controlled via the headlight rheostat switch. The switches shall be designed for individual replacement. Switches that are incorporated into a consolidated circuit board panel are not acceptable due to the high cost of replacement of the entire panel.

11. The vehicle shall be equipped with a master module disconnect switch. The switch shall be a rocker type switch that has a different shape and feel than any other switch and illuminated red when “on”. The switch shall control an Eaton P/N 6041H105 Military Spec solenoid that is rated at 200 amps continuous duty.

12. All wire shall be copper and conform to SAEJ1292 and shall be color-coded and heat stamped with a specific function code a minimum of every 4”. Wire shall be rated at a minimum of GXL high temperature wire with wire sizes provided that are capable of carrying 125% of the load demand of each circuit. No lightweight wiring (such as ribbon wiring) shall be permitted regardless of whether the system is “hot” or “cold” wired by the manufacturer. This item must meet AMD Standard #005 – “12” VDC Electrical System.”

13. All circuit breakers shall be heavy-duty automotive grade “automatic reset” type circuit breakers (unless otherwise specified herein) with adequate amperage rating to handle the load. The minimum acceptable amperage shall be 10 amps. Circuit breakers shall be heavy duty for dependable and reliable service. Circuit breakers must be “bolt-in” style breakers.

14. At all connection points where a wire is attached to a metal connector, there shall be sufficient heat shrink-wrap applied to aid in the prevention of dislodgment of the connector.

15. Multiple 12 VDC outlets shall be installed in the module as specified herein. The receptacles shall receive 12 VDC power from a medical isolator with a Schottky diode, heat sink mounted and rated at 20 amperes and 45 volts peak inverse voltage.

16. Wiring for the 125 VAC system shall be 10/3 SO type cable from the shoreline plug to the circuit breaker box, and 14/3 SO cable from the circuit breaker box to the receptacles and the engine block heater. All cable shall be rated at 600 volts at 90-degrees C and covered with 149-degree C fire retardant wire loom. This vehicle must comply with AMD Standard #009 – "125 VAC Electrical Systems".

17. All exterior door switches shall be hermetically sealed and magnetically controlled, preventing any moisture or dirt from entering the switch. The use of door switches that are not hermetically sealed and magnetically controlled is not acceptable since that style is subject to corrosion and rust. There shall be a spike suppression diode installed across the coil of the door relays to prevent any high voltage pulse from damaging these switches.

18. The attendant control panel shall be located in the action wall area. The panel(s) shall be fabricated from aluminum. The panel(s) shall be hinged for easy access for maintenance. The attendant control panel shall provide switching as set forth herein.

19. All warning lights, floodlights and taillights shall be connected using multi-conductor shielded cables and connectors that are approved by the manufacturer of the warning light. Absolutely no splicing of any wiring is permitted.

20. Scene & Exterior Lights:

    (a) Front and rear side marker lights shall flash with the directional signals in addition to operating as marker lights.
    (b) Ten identification/clearance lights shall be installed on the module and/or light bars per FMVSS #108. These lights shall have chrome-plated flanges.
    (c) Side and rear reflectors a minimum of 7 square-inches in size shall be installed on the module in compliance with FMVSS. These reflectors shall be highly reflective DOT-approved tape designed for vehicle installation (TRUCKLITE-brand #98176 series or equal). Foam-back glue-on or screw-style reflectors are not acceptable due to the high potential for cracking, damage, loss, and deterioration.
    (d) Rear load lights shall activate along with backup lights whenever the rear doors are opened, the transmission is placed in reverse, or by switch on the front control panel.
    (e) The curbside load lights shall activate when the curbside entry door is opened, or by switch on the front control panel.
    (f) Backup lights shall be installed in a manner that will illuminate the rear of the vehicle when both rear doors are deployed in the "open" position. This shall provide additional illumination and safety in addition to the floodlights mounted over the rear doors.

3.8 Paint Procedures

1. The Town of Hudson requires a premium quality basecoat/clearcoat system with a low VOC polyurethane clearcoat for the module body. This process is required so the highest possible gloss will be provided. The basecoat provides superior color while the clearcoat provides superior appearance and luster retention characteristics when compared to other types of paint. In addition, the 3.5 VOC clearcoat achieves a smooth, hard, high gloss finish providing a higher resistance to chemical sprays, salt sprays, humidity, and temperature changes. Finally, this process best resists chipping. The final paint application shall be free of imperfections such as orange peel, streaking, or a dull finish.

2. Bidder shall have a valid paint application process control program in place and submit a copy of that document upon request.

3. Bidder shall maintain an outside paint audit system. The paint manufacturer shall provide regular onsite inspections of the Bidder's paint process to assure a consistent level of quality. Audit reports from these inspections shall be available to the Town of Hudson upon request.

4. The entire exterior of the module shall be cleaned and prepared for painting according to the following minimum requirements. Any deviation in this process must be clearly explained in detail by Bidder.

    - Use a liquid cleaner to remove surface contaminants, grease and wax.
    - Clean all aluminum surfaces to be painted with a solvent cleaner.
    - Sand aluminum with 180 grit sandpaper followed by 320 grit sandpaper.
    - Apply two coats of Vinyl Wash Primer to .2 to .4 dry mils.
    - Apply two to three coats of Epoxy Primer 2 to 3 dry mils.
    - Sand cured Epoxy primer with 80 or 180 grit sandpaper as determined by the amount of body filler to be applied to each area of the module.
    - Apply body filler.
    - Sand cured body filler with 80 grit sandpaper followed by 180 grit sandpaper.
    - Apply three coats of Epoxy primer over cured body filler.
    - Apply sanding guide coat and sand epoxy primer. Finish sanding with 320 grit sandpaper.

5. The following paint application shall be followed:

    - Spray opacity card to determine the number of coats required to achieve opacity/coverage.
    - Apply Prism Basecoat as recommended to achieve opacity/coverage.
    - Apply clearcoat to achieve 2 to 2.5 mils dry film build.
    - Total dry film thickness shall be a minimum of 4.2 mils.
    - After the finish has cured properly, DA sand with minimum 1200-grit sandpaper followed by 1500-grit sandpaper to remove surface imperfections.
    - Power buff the paint finish to create a high gloss appearance.

6. A labeled container containing fresh paint of each color used on the vehicle shall be provided upon delivery as a “touch up” kit.

7. Corrosion is the probable cause of the majority of paint failures. To reduce the possibility of corrosion-caused failures the following corrosion control procedures shall be followed utilizing specifically formulated chemical coatings (hereinafter “coating”) designed to reduce the potential for electrolysis between dissimilar metals:

    (a) Exterior Lights: When attaching any light to the module or to the cab where a rubber gasket or insert is not used, apply the coating to the fastener holes to seal the light and the body surface. Sealing the lights in this manner shall prevent water and contaminants from creeping behind the light and into the body.
    (b) Fenderettes: Apply coating to the fastener openings and fasteners.
    (c) Diamondplate: When attaching any diamondplate to the module (such as stone guards, rear kick plate, fenderwell covers, etc.) apply coating to the back of the plate. This seals the plate to the module and provides a moisture barrier. Also apply coating to the fasteners used to attach the diamondplate.
    (d) Rear Bumper: Apply coating between any aluminum and steel components that come in contact with each other.
    (e) Hinges: Apply the coating to both sides of all module exterior door hinges. Apply coating to each rivet before it is placed in the hole. Wipe excess sealant away after the rivet is installed. The use of dielectric tape is not an acceptable substitute.
    (f) Rub Rails: Coat the screws and spacers.
    (g) Miscellaneous: Apply the coating on all fasteners that are exposed to the elements. For example, spray the bolts that connect the running boards to the vehicle. Coat the fastener any time a screw or rivet is inserted in the module or cab.
    (h) Special Note: Where threaded steel fasteners (such as screws or bolts) are used to attach items to the painted exterior aluminum surfaces of the body (such as warning lights) the use of “inserts” is mandatory to eliminate the occurrence of dissimilar metal contact. Bidders must provide samples to the Town of Hudson of products used upon request by the Town of Hudson.

3.9 Warranties & Delivery

1.1 Warranties: Warranties defined as “Lifetime” or “Limited Lifetime” are not acceptable to The Town of Hudson. Bidders must clearly state their warranty period reflecting a specific time period in months and/or years and/or mileage. Bidders are cautioned that warranties defined as “lifetime” or “limited lifetime” are not acceptable since the courts have not provided a clear legal definition for words that are generally held to be nothing more than a marketing tool. Copies of Bidder’s warranties must be submitted in the bid package. These warranties shall meet or exceed the following minimum standards:

(a) Structural Warranty for the Modular Body

Bidder shall provide a 25-year unlimited-mileage structural warranty on the modular body, exterior skin, subfloor structure, exterior compartments, and interior aluminum cabinets. This warranty shall include structural defects from electrolysis. This 25-year structural warranty shall be fully renewed for 25 years if the original manufacturer remounts the modular body onto a new chassis.

(b) Warranty for Paint Finish

Bidder shall provide a minimum 7-year unlimited-mileage paint warranty covering materials and labor for defects in materials and workmanship. Items covered under this warranty shall include:

- Cracking, checking, peeling or delamination of the topcoat and other layers of paint.
- Loss of gloss caused by cracking, checking or hazing.
- Any paint finish failure caused by improperly applied finishes.

The following minimum warranty schedule must be provided:

0-48 months: 100% coverage
49-60 months: 50% coverage
61-84 months: 25% coverage

All limitations, exclusions, and warranty procedures shall be clearly indicated. Warranty for Paint Corrosion: Bidder shall provide a minimum 3-year unlimited-mileage corrosion warranty covering materials and labor for the repair of paint deterioration caused by blisters or other film degradation. The following minimum warranty schedule must be provided:

0-12 months: 100% coverage
13-24 months: 50% coverage
25-36 months: 25% coverage

Any corrosion warranty that is prorated before the specified minimum time periods is not acceptable. All limitations, exclusions, and warranty procedures shall be clearly indicated.

(c) Warranty for Electrical System

Bidder shall provide a 10-year 100,000-mile electrical warranty covering components and labor which shall include the following components:

- Main wiring harness and battery harness cables.
- Relays.
- Automatic and manual reset circuit breakers.
- Voltmeters, ammeters, and shunts.
- Switches and solenoids.
- Diodes, rectifiers, and heat sinks.
- All terminal strips and multi-pin connectors.
- All wire terminals and magnetic door switches.

Major electrical components manufactured by third-parties such as sirens, light bars, flashers, alternators, batteries, inverters, battery chargers, etc. shall be covered by the individual manufacturer's warranties.

(d) Warranty for Vehicle Conversion

Bidder shall warrant the vehicle and furnished equipment against parts failure or malfunction due to installation errors, defective workmanship and missing or incorrect parts for a minimum period of 36 months or 36,000 miles operation, whichever occurs first. This warranty shall specifically include windows and molding, floor covering, door locks, latches, and related hardware.

(e) Manufacturer's Pass-Through Warranties

All equipment and components installed on the vehicle or purchased with the vehicle shall be covered by the warranty of the manufacturer of such equipment or components. Bidder shall extend any additional warranties on any components on the vehicle which may be provided by the supplier of the component. These warranties shall be included in the owner's manual that is provided with the completed vehicle.

1.2 Delivery:

(a) An electronic version of an operating instruction handbook on the vehicle, repair manual and parts handbook shall be furnished with each vehicle.

(b) An electronic version of an accessory, components, equipment and systems instruction handbook(s) shall be furnished with each vehicle.

(c) The handbooks shall cover installation and operation instructions, drawings, illustrations, manufacturer's part numbers, service & lubrication instructions, assembly and disassembly instructions, along with safety precautions to ensure proper installation, operation and maintenance.

(d) Complete wiring diagrams shall be furnished in the owner's handbook. These diagrams shall be specific to the completed vehicle and shall not be "generic" in nature. Each optional electrical circuit shall be indicated on a separate page.

(e) All documents, drawings, information, diagrams, etc, shall be supplied in an electronic format.

4 Options

1. Trade in for 2012 Chevrolet 4500 Osage Ambulance (~110,000 miles), apparatus only, no equipment. Truck can be viewed upon appointment.

2. Bidder to supply and Install Stryker Power Load Stretcher System

3. Bidder to supply and install recessed mount Knox MedVault (5530H3RK), non Wi-Fi, and exact location to be determined at pre construction conference.

4. One "Pre-Construction" trip for representatives of the Town of Hudson shall be included in the bid. The pre construction shall take place at the bidders manufacturing facility during normal business hours, Monday - Friday. The reasonable and customary cost of transportation, meals and lodging shall be included. Trip shall include sales agent and two members of the Town of Hudson Fire Department.

5. One "Final" inspection trip for representatives of the Town of Hudson shall be included in the bid. The inspection shall take place at the bidders manufacturing facility during normal business hours, Monday - Friday. The reasonable and customary cost of transportation, meals and lodging shall be included. Trip shall include sales agent and two members of the Town of Hudson Fire Department.

6. Prepayment savings or deductions

7. Cost reductions for multi-unit purchase, total of two (2) new units

8. Lease purchase options for purchase of one or multiple units

Exhibit A

Exhibit A is attached to and by reference is hereby incorporated into and made a part of that certain Request for Proposal for a new ambulance.

This section describes the cab and chassis that shall be supplied by the Bidder.

The chassis that the Bidder shall provide shall be new, unused or repurposed and have the following specifications:

2021 or newer Year Model
Ford
F-550
4x4
XLT Trim
Electronic Shift on the Fly
10 Speed Automatic Transmission
6.7L V8 Diesel Engine
Ambulance Prep Package
Daytime Running Lights
Ordered White in Color
Adjustable Gas and Brake Pedals
40 Gallon Fuel Tank
397 Amp Alternator
Remote/Keyless Entry
108” Cab to Axle
193” Wheelbase
19.5” Steel Wheels w/ Full Size Spare Tire
Carpet Delete
18,000 # GVWR Package
Navigation System W/ Rear View Camera Prep Kit
HD Satellite Digital
Engine Block Heater
Transmission PTO Provisions
Interior Medium Earth Gray
Cloth Seating

Exhibit B

Exhibit B is attached to and by reference is hereby incorporated into and made a part of that certain Request for Proposal for a new ambulance.

Chassis Modifications by Bidder

1. Bidder must ensure that the loading height of the completed vehicle will meet the most current version of KKK-A-1822 specifications. Any modifications must be in accordance with QVM directives.

2. Air valve extensions for inner rear tires shall be installed.

3. The cab shall be equipped with .125" thick aluminum diamondplate running boards. These shall be 13" deep at the front of the module and taper to approximately 8" depth at the front wheelwells. The running boards shall include an 8" wide splash shield to protect the cab doors and running boards from stones, dirt, and debris spray from the front wheels. An anti-skid insert shall be welded to each running board.

4. A set of heavy-duty black polypropylene (minimum ¼" thick) grooved anti-sail style mud flaps shall be installed behind the rear wheels.

5. The master switch panel in the cab shall provide switches for the following:

   Master Module Power
   Kussmaul Sequence Master Switch
   Emergency Warning Lights (Primary / Secondary)
   Horn / Siren
   Back-Up Alarm Cancel Switch
   Opticom Emitter
   Alternating Headlights
   Blank Switch Space
   Left Scene Lights
   Right Scene Lights
   Rear Load Lights
   Squad Bench Dome Lights (Low Intensity)
   Blank Switch Space
   Blank Switch Space
   Module Power

   Switch panel layout will be determined by the Town of Hudson during pre-construction conference.

6. Separate color-coded door-open warning lights shall be provided for the personnel doors and exterior compartment doors on the module. The door open warning lights shall flash whenever any door is opened.

7. The master switch panel shall be mounted on the cab console securely mounted to the floor midway between the driver and passenger. The console shall be fabricated from welded aluminum and coated with a heavy-duty UV-stabilized urethane elastomer finish. The console shall be easily removable via quick connection wiring harnesses and quick-release fasteners for easy access and servicing. The console shall have arm rests for both the driver and passenger.

8. Two cupholders shall be installed in the front cab console. Location to be determined at pre-construction conference.

9. Map/Binder storage shall be welded to and made part of the cab console. The storage area shall be divided into two sections. The forward section shall be 6" by the full width of the console and the aft section shall be 7" by the full width of the console. There shall be two aluminum adjustable dividers in the forward section and one aluminum adjustable divider in the aft section.

10. A laser cut panel will be supplied for the radio equipment used by the Town of Hudson to allow for recessed mounting of the two way radio in the console.

11. A FEDERAL-brand 12" Flexhead work light with rheostat intensity control and red/clear lens shall be installed on the console for use by the passenger for writing reports, reading maps, etc.

12. An SAE J994 "rated" audible warning device (reverse alarm) shall be provided and activated when the vehicle is shifted into reverse gear. The alarm will have a minimum rating of at least 107 dB (+/- 4 dB) at four feet.

13. A digital voltmeter shall be installed on the console. The voltmeter shall have built-in USB ports.

14. The engine high idle speed control shall be the chassis OEM system. The engine high idle shall be set so that when the vehicle is in a stationary condition with the park brake applied and the transmission selector placed in "PARK" the engine idle shall be high enough to sustain the vehicle's total continuous electrical load, and maximum heating/air conditioning output. The device shall automatically disengage when any of the following actions take place: (a) when the brake is applied, (b) the park brake is disengaged, (c) the transmission selector is placed in any position other than "PARK".

15. Both the module and the cab shall have conspicuously displayed "No Smoking – Oxygen Equipped" and "Fasten Your Seatbelts" warning decals. The text and dimensions of these signs must comply with current "KKK" specifications.

16. This vehicle must meet AMD Standard #013 – "Weight Distribution." A certified weight ticket indicating the finished weight of the completed vehicle shall be provided at time of delivery.

17. A permanent style label stating "Diesel Fuel Only" shall be installed over the fuel fill opening.

18. A Liquid Spring suspension system shall be installed on the F550 chassis. The system shall be activated when the left rear door is opened. An override switch shall be installed on the interior door panel of the right rear entry door. A suspension down indicator light shall be installed on the cab console. Any electronics or control modules, or connections for this system shall be located inside a body compartment or otherwise protected from weather conditions, road debris and salt, etc. while still providing for service access. The exact location will be determined during the pre construction meeting.

19. Phoenix-brand stainless steel wheel inserts shall be installed on the wheels of the F550 chassis w/ rear air valve extensions.

20. Two additional batteries shall be provided and placed in the battery compartment of the body. The batteries shall be wired in two banks with switching and indicator lights labeled battery #1 and battery #2 on cab console with battery isolator.

21. A back up camera shall be installed utilizing the OEM camera system when possible. Otherwise the system shall be installed in a location to replace the center reverse mirror.

Exhibit C

Exhibit C is attached to and by reference is hereby incorporated into and made a part of that certain Request for Proposal for a new ambulance.

Modular Body – Special Exterior Features

All features described in Exhibit C shall be built exactly as specified unless the Town of Hudson accepts Bidder's modifications as set forth in Exhibit E.

1. The completed vehicle shall have the following nominal dimensions:

   Exterior dimensions of overall vehicle (including chassis, module and rear step):

Height:	113"
Width:	96" (excluding mirrors and lights)
Length:	306"

   Exterior dimensions of modular body:

Height:	92.625" (to top of modular roof)
Width:	96" (excluding mirrors and lights)
Length:	172" (outside front wall to outside rear wall)

2. The exterior compartments shall be referred throughout this document as set forth here. These references must be used on all CAD drawings. Standing outside the unit facing the back of the modular body:

   - The left rear compartment on the streetside shall be **L1**.
   - The left intermediate compartment on the streetside shall be **L3/2**.
   - Immediately above the L3/2 compartment shall be the **L3/1** compartment which shall house the electrical power distribution panel.
   - The front left compartment on the streetside shall be **L4**.
   - The right rear compartment on the curbside shall be **R1**.
   - The right intermediate rear compartment shall be **R2**.
   - The right front compartment on the curbside shall be **R4/1**.
   - Immediately below the R4/1 compartment shall be installed a separate externally vented compartment **R4/2** which shall store the chassis batteries.

3. Compartment **L1** shall have the following nominal sizes:

Height:	61"
Width:	33.25"
Depth:	20.375"
Pass Thru Height:	60"
Pass Thru Width:	30"

   - L1 shall have dual vertically-hinged exterior doors.
   - Black Dri-Deck shall be installed on the compartment floor and on the adjustable shelf.
   - L1 shall have a total of four large coat hooks. Two coat hooks shall be installed on a strip of aluminum and bolted to the Unistrut of the forward wall. Two coat hooks shall be installed on a strip of aluminum and bolted to the Unistrut of the aft wall.
   - L1 shall have one aluminum adjustable shelf.

4. Compartment **L3/2** shall have the following nominal sizes:

Height:	45”
Width:	56.25”
Depth:	20.375”
Pass Thru Height:	44”
Pass Thru Width:	54.25”

- L3/2 shall be used for: miscellaneous storage.
- L3/2 shall have dual vertically-hinged exterior doors.
- L3/2 shall have one aluminum adjustable shelf.
- L3/2 shall have black Dri-Deck installed on the compartment floor and on the adjustable shelf.

5. Compartment **L3/1** shall house the electrical Power distribution Panel and associated electrical components. The L3/1 shall have the following nominal sizes:

Height:	47.875”
Width:	35.25”
Depth:	7”
Pass Thru Height:	34.125”
Pass Thru Width:	30”

- L3/1 shall be used for: housing the electrical Power distribution Panel and associated electrical components. This location will allow easy troubleshooting and repair while minimizing entry into the module by service personnel.
- L3/1 shall have one vertically-hinged exterior door.
- L3/1 shall be keyed differently shall the other compartments with a # 545 key.

6. Compartment **L4** shall have the following nominal sizes:

Height:	82.875”
Width:	19.375”
Depth:	22.375”
Pass Thru Height:	81”
Pass Thru Width:	18.125”

- L4 shall be used for: storage of the main oxygen cylinder.
- L4 shall have single vertically-hinged exterior door.
- L4 shall be vented externally with a nine square-inch vent consisting of machine-stamped louvers in the inner and outer door panels. No screw-on vents are permitted to minimize potential damage if struck.
- L4 shall have two aluminum adjustable shelves.
- L4 shall have an aluminum fixed vertical divider welded in the compartment.
- L4 shall have black Dri-Deck installed on the compartment floor and the two adjustable shelves.

7. Compartment **R1** shall have the following nominal sizes:

Height:	86.875”
Width:	26.75”
Depth:	22.375”
Pass Thru Height:	75”
Pass Thru Width:	23.125”

- R1 shall be used for: vertical storage of backboards, scoop stretchers, and other patient immobilization devices.

- R1 shall have a single vertically-hinged exterior door.
- R1 shall have an aluminum fixed vertical divider welded in the compartment.
- R1 shall have an aluminum adjustable divider in the aft section of the compartment.
- R1 shall have three aluminum adjustable shelves in the forward section of the compartment.
- R1 lower forward section shall have storage for a stair chair with a recess in the compartment door.
- R1 shall have black Dri-Deck installed on the compartment floor and on the three adjustable shelves.
- R1 shall have inside/outside access via a cabinet K. (see cabinet K in Exhibit D for details)
- R1 shall have two seatbelt style restraint straps to secure backboards.

8. Compartment **R2** shall have the following nominal sizes:

Height:	28.375”
Width:	16”
Depth:	20.375”
Pass Thru Height:	26.50”
Pass Thru Width:	10.625”

- R2 shall be used for: storage of miscellaneous equipment.
- R2 shall have single vertically-hinged exterior door.
- Access to R2 from the interior of the patient compartment via the aft squad bench lid shall be provided.
- R2 shall have black Dri-Deck installed on the compartment floor.

9. Compartment **R4/1** shall have the following nominal sizes:

Height:	67.75”
Width:	29.375”
Depth:	29.50”
Pass Thru Height:	65.75”
Pass Thru Width:	24.375”

- R4/1 shall be used for: storage of miscellaneous equipment.
- R4/1 shall have a single vertically-hinged exterior door.
- R4/1 shall have three adjustable horizontal shelves.
- R4/1 shall have black Dri-Deck installed on the compartment floor and the three adjustable shelves.
- The lower section of R4/1 (see cabinet H3) shall be accessible from inside the patient compartment.
- This compartment shall have the following nominal sizes:

Height:	37.875”
Width:	29.50”
Depth:	22.125”
Pass Thru Height:	36.375”
Pass Thru Width:	24.50”

- The upper section of R4/1 (see cabinet H2) shall be accessible from inside the patient compartment. This area shall have the following nominal sizes:

Height:	22.75”
Width:	29.50”
Depth:	22.125”
Pass Thru Height:	21”

Pass Thru Width: 24.50”

10. Compartment **R4/2** shall have the following nominal sizes:

Height:	15.125”
Width:	15.625”
Depth:	20.375”
Pass Thru Height:	12.375”
Pass Thru Width:	14.625”

- R4/2 shall be fully sealed off from the patient compartment.
- R4/2 shall be designed to store the chassis batteries.
- The chassis batteries shall be secured on an aluminum tray with self-latching 100% extension slides (Accuride-brand or equal).
- R4/2 shall have a single vertically-hinged exterior door that is vented to the outside.

11. Electric Door Locks:

    The module personnel doors shall be equipment with electric door locks. The door locks shall be activated by the chassis OEM circuit and a concealed switch located behind the chassis grille which shall operate when the vehicle power is off.

12. Each exterior compartment shall be equipped with a minimum of one (1) blue LED strip light which automatically illuminates when the compartment door is opened.

13. Exterior compartments shall be coated in a multi-step process using an etching primer, high-solids color coat, and a Zolatone “splatter” finish for high chip resistance and durability.

14. There shall be one side entry door at the right front of the module with the following nominal opening size:

Pass Thru Height:	81”
Pass Thru Width:	30”

- The side entry door shall be equipped with an 18” x 24” sliding privacy-tint safety glass window which complies with FMVSS #205.
- A door-activated clear LED light shall be installed in the right side lower wall of the side door stepwell. It shall be a flush-mounted 4” diameter sealed version with rubber mounting grommet.

15. Each rear entry door shall be equipped with a 12” x 24” fixed privacy-tint safety glass window which complies with FMVSS #205.

16. The three module windows shall have limo style tint.

17. The left rear personnel door shall have an automatic slam latching feature.

18. Drop Skirtline:

    The skirtline on both side of the module forward of the rear wheels shall be lowered 6”.

19. Tag Frame:

    A CPI-brand recessed tag frame shall be installed in the kickplate below the rear doors.

20. Scene & Exterior Lights:

(a) A handheld spotlight with momentary "ON" switch shall be provided with the following features:

- The spotlight shall be hard wired with an 8-foot spiral cord.
- It shall have a "blue-eye" bulb with 400,000 candlepower.
- This spotlight shall be installed in a recessed "well' on the passenger side of the console.
- Clips, hangers or spotlights shipped "loose" are not acceptable.

(b) Two WHELEN-brand M9 series LED flood/work lights with integral chrome plated flanges and 8-32 degree built-in optical tilt shall be mounted on the right and left sides of the module and controlled with individual switching from the cab.

(c) Two WHELEN-brand M7 series LED marker/turn/hazard warning lights shall be installed on the rear sides of the module. These lights shall have chrome flanges.

(d) Two WHELEN-brand M9 series LED flood/load lights with integral chrome plated flanges and 8-32 degree built-in optical tilt shall be mounted on the rear of the module. The lights shall not be obstructed when the rear doors are opened.

(e) The rear streetside scene light, the rear curbside scene light and the rear load lights shall operated when the unit is placed in reverse.

(f) Two Trucklight LED 4" round courtesy lights shall be installed in the front stone guards of the module to illuminate each running board when the cab doors are opened.

(g) CPI-brand triple-cluster with polished aluminum light housings shall be mounted below floor level on the rear kickplate for the rear taillights. The lights shall be installed using OEM weatherproof connectors. No taillight shall be obstructed when the rear entry doors are opened. The lights shall have the following features:

Brake lights: Whelen #M6 series – red lens – LED version.
Turn signals: Whelen #M6 series – amber lens – LED version.
Backup lights: Whelen #M6 series – clear lens – LED version.

21. Emergency Visual Warning System shall include the following:

(a) Each light fixture shall have a chrome plated flange and clear lenses.

(b) Center-mounted on front of module: one WHELEN M9 series white LED warning light.

(c) Upper front corners of module: two WHELEN M9 series red LED warning lights.

(d) Upper front of the module in between the center white light and the corner red lights: four WHELEN M9 series red LED warning lights. The outer two lights should be red/white with the red portion positioned to the outside.

(e) Upper front of the module below the corner lights: two WHELEN M6 turn signal lights.

(f) Front fenders of cab: two WHELEN M4 series red/white LED intersection lights with "DEUTSCH" weatherproof connectors.

(g) Grill of chassis: four WHELEN M4 series red LED lights with "DEUTSCH" weatherproof connectors.

(h) A solid state alternating headlight flasher shall be installed for the front OEM headlights.

(i) Each side of the module body above the rear wheelwells: two WHELEN M7 white LED warning lights on top, two WHELEN M7 red LED warning lights below the white light and on the forward side of the body, and two WHELEN M7 amber LED warning lights below the white light aft side of the body. Total of six M7 lights (three lights on each side).

(j) Each side of the module at top outer corners: two WHELEN M9 series red LED warning lights.

(k) Rear of module at top corners: two WHELEN M7 series red LED warning lights. The lights shall not be obstructed when the rear entry doors are opened.

(l) Center-mounted over the rear doors of module: one WHELEN M7 series amber LED warning light.

(m) Center-mounted over the rear doors of module below the amber light: one WHELEN M7 series red LED brake light.

(n) Upper rear of the module body next to the corner M7 red LED lights: two WHELEN M7 amber LED warning lights.

(o) Upper rear of the module body in between the rear load lights and the M7 amber LED warning lights: two WHELEN M7 blue LED warning lights.

(p) Rear mid-level lights to be seen through the rear windows when the rear doors are opened: two WHELEN M9 red LED warning lights.

(q) A WHELEN #AFM1660 electronic flasher shall power all of the flashing warning lights.

22. Opticom System:

A Tomar 3065-R emitter shall be flush mounted on the front of the module body under the center M9 white light. The emitter shall be operated via a switch on the cab console. Include the power supply and bracket.

23. Silent Alarm:

Install three WHELEN OS lights in the cab headliner (one red, one amber, one green). Install three momentary switches on the rear EMT panel that are wired to the lights in the cab headliner. A buzzer shall be installed in the cab to alert the driver if one of the switches are activated.

24. Siren System:

(a) A WHELEN (model 295HFSC9) 200-watt electronic siren and removable microphone shall be mounted in the cab console.

(b) The siren shall incorporate a “hands-free” feature operated from the OEM chassis horn ring via a switch on the cab console.

(c) The siren shall meet AMD Standard #023 – “Siren Performance Test”.

25. Speaker System:

- Two CPI-brand #SA4319 series polished aluminum 100-watt speakers shall be installed in the face of the front bumper and be connected to the siren amplifier. The siren speakers shall not block airflow to the grill in any manner.

26. Oxygen System:

(a) The oxygen tank shall be located in compartment L4.

(b) The oxygen tank restraint system shall be certified to comply with AMD Standard #003 – "Oxygen Tank Retention System". The restraint system shall have a vertically adjustable bracket to accommodate different cylinder sizes.

(c) The oxygen tank restraint system shall be ZICO #QR-MV and shall include 3 straps and a vertical restraint designed and installed to fit over the neck of an "M" size oxygen tank.

(d) A compartment with no doors shall be at the head of the squad bench for the storage of D/E O2 bottles.

(e) A Ferno #521 D/E cylinder mount shall be installed at the head of the squad bench in the compartment listed above.

27. Exterior Paint & Lettering:

(a) Chassis wheels shall be painted black.

(b) A "Star of Life" Ambulance decal package shall be provided and installed on the ambulance in accordance with the most current version of Federal Specification KKK-A-1822, as amended.

(c) Paint Details:

1. The module shall be painted PPG FBCH 74047 ALT Red

2. The chassis shall be painted PPG FBCH 74047 ALT Red

3. The paint shall be hand glazed with a non-wax based product.

4. The roof of the module shall be painted white and the white shall roll over the edge on each side of the module.

5. Reflective striping shall be installed by the bidder to meet the specifications of current Town of Hudson units.

6. Bidder shall install a 6" alternating chevron stripe on the entire rear of the module including the rear personnel doors. This chevron shall match other Town of Hudson units including the black piping outline.

7. All lettering shall be completed the ambulance dealer prior to delivery.

Exhibit D

Exhibit D is attached to and by reference is hereby incorporated into and made a part of that certain Request for Proposal for a new ambulance.

Modular Body – Special Interior Features

All features described in Exhibit D shall be built exactly as specified unless The Town of Hudson accepts Bidder's modifications as set forth in Exhibit E.

1. The completed vehicle shall have the following interior dimensions for the patient compartment:

Height:	72.375"
Width:	91.50" (streetside wall to curbside wall)
Aisle:	50.50"
Length:	168.50" (front bulkhead partition to inside of rear entry doors)

2. The cabinets in the patient compartment shall be referred throughout this document as set forth here. These references must be used on all CAD drawings. Standing at the rear of the unit facing the bulkhead of the patient compartment:

- The left rear cabinet on the streetside shall be **A**.
- The cabinet aft of the CPR seat over the aft action area shall be **B1**.
- The upper drawer under the aft action area countertop shall be **B2**.
- The lower drawer under the aft action area countertop shall be **B3**.
- The cabinet over the countertop of the action area shall be **D**.
- The drawer under the action area countertop on the aft side shall be **D2**.
- The drawer under the action area countertop on the forward side shall be **D3**.
- The bottom drawer under the action area countertop shall be **D4**.
- The cabinet in the upper center of the front bulkhead shall be **G1**.
- The cabinet in the lower center of the front bulkhead shall be **G2**.
- The cabinet in the top of the front right bulkhead shall be **H1**.
- The cabinet in the front right bulkhead directly below cabinet H1 shall be **H2**.
- The cabinet in the front right bulkhead directly below cabinet H2 shall be **H3**.
- The forward cabinet in the center of the curbside wall over the squad bench shall be **J1**.
- The aft cabinet in the center of the curbside wall over the squad bench shall be **J2**.
- The right rear cabinet on the curbside shall be **K**.

All cabinets, drawers and doors, where required shall have a round pull style chrome positive latch shall be supplied and installed on the cabinet door. A small "pre-load" on the latch shall be imposed to prevent the door from rattling. The hinged doors within the patient compartment are to utilize latches as noted above. The latches shall be both positive (mechanical latching) and passive (latches automatically). No other latches are acceptable.

3. Cabinet **A** (the left rear cabinet on the streetside) shall have the following nominal sizes:

Height:	23.625"
Width:	29.625"
Depth:	19"
Pass Thru Height:	19.625"
Pass Thru Width:	27.625"

- Cabinet A shall have one full width adjustable shelf.
- Cabinet A shall have sliding polycarbonate doors.
- Cabinet A shall have the restocking feature.

4. Cabinet **B1** (the cabinet aft of the CPR seat over the aft action area) shall have the following nominal sizes:

Height:	24.125”
Width:	21.75”
Depth:	19”
Pass Thru Height:	19.625”
Pass Thru Width:	19.25”

- Cabinet B1 shall have one full width adjustable shelf.
- Cabinet B1 shall have a vertically-hinged door with polycarbonate door panel insert.
- Cabinet B shall have a minimum of 20” of clear space from the bottom of this cabinet to the top of the countertop below the cabinet.

5. Drawer **B2** shall have the following nominal sizes:

Height:	3”
Width:	15”
Depth:	18”
Pass Thru Height:	4”
Pass Thru Width:	16”

6. Drawer **B3** shall have the following nominal sizes:

Height:	3”
Width:	15”
Depth:	18”
Pass Thru Height:	4”
Pass Thru Width:	16”

7. Cabinet **D1** (the cabinet over the countertop of the action area) shall have the following nominal sizes:

Height:	19”
Width:	59”
Depth:	12.25”
Pass Thru Height:	18”
Pass Thru Width:	56”

- Cabinet D1 shall have one full width fixed shelf.
- Cabinet D1 shall have two tracks of unistrut welded to the back wall above the shelf and two tracks of unistrut welded to the back wall below the shelf. Five adjustable dividers shall be installed above the shelf and five adjustable dividers shall be installed below the shelf. The dividers shall be painted white with trim lock.
- Cabinet D1 shall have dual sliding polycarbonate doors.
- Cabinet D1 shall have the restocking feature.

8. Drawer **D2** shall have the following nominal sizes:

Height:	3”
Width:	15”
Depth:	18”
Pass Thru Height:	4”
Pass Thru Width:	16”

9. Drawer **D3** shall have the following nominal sizes:

Height:	3”
Width:	15”
Depth:	18”
Pass Thru Height:	4”
Pass Thru Width:	16”

10. Drawer **D4** shall have the following nominal sizes:

Height:	17.75
Width:	15”
Depth:	10”
Pass Thru Height:	16.75”
Pass Thru Width:	16”

11. Cabinet **G1** (the upper cabinet in the center of the front bulkhead) shall have the following nominal sizes:

Height:	25.25”
Width:	35.25”
Depth:	12.50”
Pass Thru Height:	24”
Pass Thru Width:	14.50”

- Cabinet **G1** shall have one full width adjustable shelf.
- Cabinet **G1** shall have dual sliding polycarbonate doors.

12. Cabinet **G2** (the lower cabinet in the center of the front bulkhead) shall have the following nominal sizes:

Height:	30”
Width:	35.25”
Depth:	12.50”
Pass Thru Height:	22.50”
Pass Thru Width:	30.25”

- Cabinet **G2** shall have one full width adjustable shelf.
- Cabinet **G2** shall have dual hinged polycarbonate doors with aluminum frames.

13. Cabinet **H1** (the cabinet in the top of the front right bulkhead) shall have the following nominal sizes:

Height:	11.75”
Width:	26.50”
Depth:	28.125”
Pass Thru Height:	9.5”
Pass Thru Width:	21”

- Cabinet **H1** shall have no shelves.
- Cabinet **H1** shall have dual hinged painted aluminum doors.

14. Cabinet **H2** (the cabinet below cabinet H1) shall have the following nominal sizes:

Height:	22.75”
Width:	29.50”
Depth:	28.125”
Pass Thru Height:	21”

Pass Thru Width:	24.50”

- Cabinet **H2** shall have one full width adjustable shelf.
- Cabinet **H2** shall have dual vertically hinged painted aluminum doors.
- Cabinet **H2** shall have inside/outside access.

15. Cabinet **H3** (the cabinet below cabinet H2) shall have the following nominal sizes:

Height:	37.875”
Width:	29.50”
Depth:	28.125”
Pass Thru Height:	36.375”
Pass Thru Width:	24.50”

- Cabinet **H3** shall have two full width adjustable shelves.
- Cabinet **H3** shall have dual vertically hinged painted aluminum doors.
- Cabinet **H3** shall have inside/outside access.

16. Cabinet **J1** (the forward cabinet in the center of the curbside wall over the squad bench) shall have the following nominal sizes:

Height:	9.50”
Width:	34”
Depth:	10”
Pass Thru Height:	7”
Pass Thru Width:	31”

- Cabinet **J1** shall have no shelves.
- Cabinet **J1** shall have a horizontally hinged polycarbonate door.
- Bidder acknowledges that AMD Standard #025 – “Occupant Head Clearance Zones” requires cabinet J to have a minimum of 43” of clear space from the bottom of this cabinet to the top of the seat(s) below this cabinet.

17. Cabinet **J2** (the aft cabinet in the center of the curbside wall over the squad bench) shall have the following sizes:

Height:	9.5”
Width:	34”
Depth:	10”
Pass Thru Height:	7”
Pass Thru Width:	31”

- Cabinet **J2** shall have no shelves.
- Cabinet **J2** shall have a horizontally hinged polycarbonate door.
- Bidder acknowledges that AMD Standard #025 – “Occupant Head Clearance Zones” requires cabinet J to have a minimum of 43” of clear space from the bottom of this cabinet to the top of the seat(s) below this cabinet.

18. Cabinet **K** (the right rear cabinet on the curbside) shall have the following nominal sizes:

Height:	43.625”
Width:	14”
Depth: In/Out	
Pass Thru Height:	41.625”
Pass Thru Width:	11”

- Cabinet K shall have two full width adjustable shelves.
- Cabinet K shall have a vertically-hinged door with a polycarbonate door panel insert.
- The door for cabinet K shall be hinged on the right and open toward the rear of the patient compartment.
- Cabinet K shall provide inside/outside access to the curbside exterior compartment on the backside of cabinet K.

19. One Intertek 12" LED strip light shall be installed in each interior cabinet. Lights shall operate by a switch on the EMT panel.

20. The color of the polycarbonate used throughout the interior of the patient compartment shall be clear.

21. A hinged polycarbonate access window to allow full access for the operation of the main oxygen tank valve and viewing of gauges from the EMT seat shall be installed in the right side wall of the action area.

22. Alternating red/white 10" diagonal reflective stripes shall be placed at the bottom on the interior side of the side entry door and each of the rear personnel doors.

    (a) Patient Compartment to Cab Access: Pass-through window.

23. Bio-Hazard/Trash:

    A hinged door shall be installed on the top of the squad bench for a one gallon sharps container. A pull-out drawer shall be installed in the squad bench for a 6-quart trash container.

24. Seating / Upholstery:

    (a) The vinyl color used throughout the patient compartment shall be dark blue.

    (b) Attendant seat:
    - Seat brand to be installed: Wise Captain-style high-back seat with the child safety seat and a 6-point harness.
    - Seat base to be installed: Wise swivel seat base #WM1935.
    - The seat belt shall be red in color to provide a visual method of engagement by the occupant.
    - This seat shall be installed at the head of the primary patient's stretcher and shall be adjustable fore and aft a minimum of 6".

    (c) CPR seat:
    - A streetside CPR seat shall be installed with a minimum 3" foam seat and backrest cushion.
    - The seat belt shall be red in color to provide a visual method of engagement by the occupant and be a 6-point harness.
    - Cabinetry adjacent to the CPR seat shall have rounded corners and heavy upholstered padding to protect occupant's head and torso from injury.
    - The CPR seat shall have storage under the seat cushion.

    (d) Squad bench: The squad bench on the curbside of the vehicle shall have the following features:
    - a minimum 3" thick foam-padded seat and a full-length minimum 3" foam-padded backrest that is designed for removal for cleaning;
    - a solid squad bench with lid that is held closed with quick release slam type latch that incorporates flush "paddle style" handle in the lower face of the squad bench;
    - lid shall be held open by a gas-filled hold-open device;

- full-length storage that is finished in the same manner as the interior medical supply cabinets;
- The two seat belts shall be red in color to provide a visual method of engagement by the occupant and be 6-point harnesses.
- The squad bench platform shall be fabricated from welded aluminum tubing a minimum of .125" thick that is welded to the module framework. The exterior shall be constructed with .125" thick aluminum sheet that is welded to the tubular frame of the squad bench. The top and corners of the squad bench base shall be protected with polished aluminum trim to reduce damage from the cot striking the squad bench base. A platform that is formed only from bending sheet aluminum is not acceptable due to stress cracking.

25. Cabinet at the head of the squad bench:

    A cabinet shall be installed at the head of the squad bench with a solid surface countertop. The cabinet shall also have two pull out drawers that pull out towards the squad bench. The drawers shall have non-locking latches.

26. Glove Box Storage:

    Bidder shall fabricate a glove box holder that holds four glove boxes and install it over the side entry door in the head knocker.

27. Floor Covering:

    The floor covering shall be Lonseal Lonplate 421 Mica.

28. Handrails / Mounting Brackets:

    Two CPI-brand ceiling mounted #IV2007 Dual Bag/Bottle IV holders with rubber anti-sway device shall be provided and securely installed. One shall be installed at the head position for the primary cot, one at the head of the squad bench, one at the knee of the primary cot, and one at the knee of the squad bench. Three 18" handrails shall be installed in the following locations: one on the rear curbside wall, one at the rear streetside wall, and one at the side entry door.

29. Cot / Litters / Mounts:

    (a) Bidder shall install a cot retention system for a Stryker Power Pro XT.
    (b) The Bidder will not be supplying a cot for this unit.

30. Module 12 VDC Electrical System:

    (a) 12 VDC outlets:
    - Style: cigarette
    - Number: 4
    - Mounting locations: two at streetside forward action area, one at the lower section of the R4 ALS cabinet, and one above the cabinet at the head of the squad bench.
    - A matching unwired female mating connector shall also be provided for each receptacle

    (b) Interior lighting must meet AMD Standard #016 – "Patient Compartment Lighting Level Test" and shall consist of:
    - Style: 8" diameter dual-intensity dome lights
    - Number: 8
    - Mounting locations: 4 streetside over the primary patient and 4 curbside over the squad bench.

- Lights over the squad bench shall come on low intensity when opening either the rear or side personnel doors and may also be switched from the cab console.
- A 0-15 minute check out timer shall be installed next to the side entry door to power the bench dome lights at high intensity. Timer shall be functional at all times.

(c) A LED light shall be installed above the action area countertop. A LED light shall be installed aft of the CPR seat.

(d) The control panel at the action area shall provide switching for the following:
- Bench dome lights (high and low intensity)
- Cot dome lights (high and low intensity)
- Suction pump
- Vent fan
- EMT Light
- Cabinet Lights
- Red/Amber/Green for Driver Notification
- Inverter (switch and wiring shall be installed)

(e) A KUSSMAUL-brand #091-32 Sequencer / Load Manager shall be installed in the cab console. When the vehicle electrical load exceeds alternator output and voltage decreases, the Sequencer / Load Manager shall decrease the electrical load by turning off the loads controlled by switches in the master switch panel until the alternator output matches or exceeds the electrical load.

31. Coax, Power Leads, Antennas, Power Buss:

- one 12VDC / 30 amp power lead for the radio shall be located behind the driver seat.
- power buss shall be installed in the action area. Buss shall be wired battery hot and be 30 amps.
- two coax cables shall be installed. Both shall originate in the module center trough and terminate behind the driver seat.
- two bidder provided antenna bases shall be installed. Both shall originate in the module center trough. One shall terminate behind the passenger seat and the other shall terminate in the passenger side action area.
- One MDT /GPS antenna shall be installed in the module with cable termination in the cab, specific location to be determined at pre construction meeting

32. Two Stereo speakers shall be installed above the rear entry doors in the head knocker.

33. A battery powered 12/24 hour digital clock shall be installed above the rear doors in the rear head knocker. The clock shall be installed on a hinged panel to make changing the batteries easier.

34. Install a secondary action area panel on the curbside of the module that will have a secondary switch panel, auxiliary HVAC control panel, and radio. It shall be built out and angled towards the squad bench. The panel shall be hinged at the bottom.

35. 125 VAC Electrical System:

(a) A shoreline input shall be provided for the purpose of connecting the vehicle's 125 VAC system to shoreline power when the vehicle is stationary. The shoreline shall have the following features:
- 20-ampere auto-eject inlet with red cover.
- Mounted streetside of the module forward of the door hinge for the front streetside compartment.
- A matching unwired female mating connector shall also be provided.

- The plug shall have a spring-loaded cover suitable for wet locations.
- An engraved permanent label shall be applied at the shoreline plug stating the function, input rating, and maximum amperage rating.
- A Whelen OS series green LED light shall be installed over the auto-eject shoreline.
- A InPower VCM-05-01SF timed relay shall be installed for the shoreline.

(b) Inverter: A Vanner 1050 watt model 202-1050CUL-DC with built in battery charger shall be installed.

(c) One UL approved circuit breaker box, rated for 70 amperes and 240 volts shall be provided for the 125 VAC shoreline system. The circuit breaker box shall be installed on the electrical panel. Two 15-ampere ground fault interrupt (GFI) circuit breakers shall be installed. One breaker shall provide power to the engine block heater and function as an "on-off" ("summer/winter") switch for the block heater. The other breaker shall provide power to the patient compartment receptacles. Any additional 125 VAC powered items shall have a separate circuit breaker and be permanently marked as to the item it controls.

(d) 125 volt AC outlets:
- Style: hospital grade (green dot) duplex receptacles (vertically-oriented) with an internal light that illuminates when energized and built in USB port. (with the exception of the multi-outlet strip below the EMT action area panel)
- Number: 5
- Mounting locations: one multi-outlet strip w/ USB ports below the EMT action panel, one at the upper section of the ALS cabinet, one at the lower section of the ALS cabinet, one above the cabinet at the head of the squad bench, and one above the aft action area countertop.
- Each outlet shall have a permanent label installed next to the outlet that states "125 VOLT AC".

36. Oxygen System:

A complete piped oxygen system with flush mounted oxygen outlets with color-coded Ohio Diamond style connections shall be provided. Satin gray finish aluminum trim bezels shall be provided for the oxygen outlets. The following oxygen outlets shall be installed:

- Location: at primary patient's head in action area.
  Type of outlet: single
- Location: at primary patient's head in the ceiling.
  Type of outlet: single
- Location: at secondary patient's head on curbside wall.
  Type of outlet: single

37. Electric O2:

An electric O2 system shall be installed with a bottle pressure gauge at the action area.

38. O2 Minder:

A Mid-Florida O2 minder #TH90002R14 shall be installed at the action area.

39. Vacuum System:

(a) The vehicle shall be equipped with an Sscor self-contained wall-mounted aspirator system with disposable collection canisters.

(b) Two spare canisters of a minimum 1000cc capacity shall be provided.

(c) This system shall meet AMD Standard #021 – “Aspirator System Test”.

(d) Second Sscor suction system. One canister and lid, On-Off power switch, 5-foot exhaust hose, vacuum gauge and internal regulator (no vacuum outlet needed) to be installed at the curbside action area panel. The suction pump shall be located in the curbside wheelwell.

40. HVAC System:

(a) The patient compartment shall be equipped with a heavy-duty high-capacity combination heater/air conditioner system with a minimum 24,000 BTU for cooling and 36,000 BTU for heating.

(b) External HVAC three (3) fan condenser shall be mounted on the front of the module and painted the color of the module.

(c) This HVAC system shall be located in its own fully insulated compartment over cabinet G1.

(d) The HVAC system shall be discharged down the length of the patient compartment in the ceiling.

(e) An auxiliary under-the-body mounted HVAC condenser shall be installed.

41. Fire Extinguishers:

Two AMEREX-brand #A500T 5-pound ABC-type dry chemical fire extinguishers with a minimum rating of 2A10BC shall be provided as “loose equipment” at the time of delivery.

Exhibit E

Exhibit E is attached to and by reference is hereby incorporated into and made a part of this Request for Proposal for a new ambulance.

In order to allow the Town of Hudson to may make a fair comparison and evaluation of all proposals, Bidder must indicate each deviation from the specifications for this RFP even if they believe it exceeds what is described. Unless the exceptions granted are acknowledged by The Town of Hudson in writing at time of order, such exceptions shall not be accepted at time of delivery and the delivered product shall be expected to conform to every detail of this RFP or suffer rejection.

Bidder hereby certifies (a) that it has read and understands all specifications in the RFP, and (b) Bidder shall conform in every way and in every detail to the specifications in the RFP without any deviation whatsoever except for the itemized exceptions set forth by Bidder in this Exhibit E.

This certification must be executed by Bidder even if Bidder has no exceptions.

Bidder's Name: _____

Bidder's signature: _____

Date: _____

Bidders shall use the following format to identify each exception from the specifications:

Exception # _____ **Reference item #** _____ **on RFP page #** _____

Original text found in specification:

"quote the relevant text from RFP"

Bidder's proposed modification:

For each exception, Bidder must include a detailed technical description of what they propose to furnish as well as a full explanation of why the exception equals or exceeds the item specified.

Continue this format for all exceptions.

Bidders may prepare additional pages for Exhibit E so long as each page is numbered (page 1 of " x ").

Bidder's Name: _____

Bidder's signature: _____

Date: _____

Bidders shall use the following format to identify each exception from the specifications:

Exception # _____ Reference item # _____ on RFP page # _____

Original text found in specification:

_____

_____

_____

_____

Bidder's proposed modification:

_____

_____

_____

_____

_____

_____

Continue this format for all exceptions. All pages must be numbered.

Agenda
8-24-21

TOWN OF HUDSON
Office of the Town Administrator
12 School Street
Hudson, New Hampshire 03051

8C

Stephen A. Malizia, Town Administrator – smalizia@hudsonnh.gov – Tel: 603-886-6024 Fax: 603-598-6481

To: Board of Selectmen

From: Steve Malizia, Town Administrator

Date: August 13, 2021

Re: Fiscal Year 2023 Budget Parameters

As budget season is approaching, it is appropriate that the Board of Selectmen provide budget parameters to the Department Heads for their Fiscal Year 2023 (July 1, 2022 to June 30, 2023) budget submissions. I have attached some statistical information for the Board's review. For Fiscal Year 2022, the Board directed the Department Heads to submit budgets level funded budgets not including labor and benefit costs. Other major items or new initiatives were to be addressed separately for the Board's consideration, either as a request outside of the department budget or in the form of a warrant article. As you are all aware, the voters did not approve the budget for Fiscal Year 2022 and the Town is operating under a default budget. I think it may be prudent to recommend level funded operating budgets or close to level funded budgets, say with a 1 or 2% increase, exclusive of labor and benefit costs with other major items or new initiatives to be addressed separately for the Board's consideration, either as a request outside of the department budget or as a separate warrant article for Fiscal Year 2023.

Should you have any questions or need additional information, please feel free to contact me. Thank you.

TOWN OF HUDSON
FISCAL 2023 BUDGET PARAMETER SETTING
TAX RATE INFORMATION

TOTAL 2020 ASSESSED PROPERTY VALUE	$3,179,000,329	
A $5 MILLION CHANGE IN ASSESSED PROPERTY VALUE AFFECTS THE TAX RATE BY APPROXIMATELY:	$0.01	(per / $1,000)
A $30 THOUSAND CHANGE IN SPENDING OR REVENUE AFFECTS THE PROPERTY TAX BY APPROXIMATELY:	$0.01	(per / $1,000)
A $60 THOUSAND CHANGE IN SPENDING OR REVENUE AFFECTS THE PROPERTY TAX BY APPROXIMATELY:	$0.02	(per / $1,000)
A $90 THOUSAND CHANGE IN SPENDING OR REVENUE AFFECTS THE PROPERTY TAX BY APPROXIMATELY:	$0.03	(per / $1,000)
A $250 THOUSAND CHANGE IN SPENDING OR REVENUE AFFECTS THE PROPERTY TAX BY APPROXIMATELY:	$0.08	(per / $1,000)

TOWN OF HUDSON
FISCAL YEAR 2023 PARAMETER SETTING
BUDGET STATISTICS

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Net Property Valuation	$2,525,898,591	$2,540,585,108	$2,570,693,633	$2,606,159,920	$2,641,720,555	$3,071,777,122	$3,109,246,743	$3,128,960,800	$3,179,000,329	$3,209,000,329	estimated
% Change	*-13.18%*	*0.58%*	*1.19%*	*1.38%*	*1.36%*	*16.28%*	*1.22%*	*0.63%*	*1.60%*	*0.94%*	
Town Gross Appropriations (Including General, Sewer and Water Funds, excluding Warrant Articles)	$28,443,196	$28,796,762 **(DEFAULT)**	$28,779,867 **(DEFAULT)**	$29,315,592	$29,483,924	$31,110,195	$32,171,977	$32,566,826	$34,105,621	$36,593,962	
% Change	*0.66%*	*1.24%*	*-0.06%*	*1.86%*	*0.57%*	*5.52%*	*3.41%*	*1.23%*	*4.73%*	*7.30%*	
Tax Rate Town Portion	$6.27	$6.37	$6.35	$6.33	$6.29	$5.72	$5.54	$5.69	$6.14	$6.64	estimated
% Change	*21.04%*	*1.59%*	*-0.31%*	*-0.31%*	-0.63%	-9.06%	-3.15%	2.71%	7.91%	8.14%	
Total Tax Rate	$19.95	$20.56	$20.83	$21.25	$21.97	$19.72	$20.10	$20.28	$21.37	$22.49	estimated
% Change	*20.04%*	*3.06%*	*1.31%*	*2.02%*	3.39%	-10.24%	1.93%	0.90%	5.37%	5.24%	
CPI-U	*2.7%*	*1.6%*	*1.4%*	*1.6%*	*0.6%*	*1.5%*	*2.5%*	*3.3%*	*1.9%*	*1.1%*	

Department of Revenue Administration
Municipal & Property Division – Municipal Bureau
P.O. Box 487
Concord, NH 03302-0487
(603) 230-5090

SB2 TOWNS & SCHOOLS ANNUAL MEETING (MARCH 2022) TIMELINE

Date*	Action	RSA §	Parameters*
Friday, January 7	Last day for petitioned bond articles over $100,000	40:13, II-a (b), 33:8-a	"...the second Tuesday in January, provided however, that if a petitioned article proposes a bond governed by RSA 33:8-a, the deadline shall be the preceding Friday."
Tuesday, January 11	Last day to post notice of January 18th budget hearing	40:13, II-a (a), 32:5, I	"...the second Tuesday in January..."
Tuesday, January 11	Last day to post notice of bond hearing	40:13, II-a (a), 33:8-a	"...the second Tuesday in January..."
Tuesday, January 11	Last day for petitioned warrant articles (schools and towns)	40:13, II-a (b), 39:3	"...the second Tuesday in January..."
Tuesday, January 11	Last day for negotiated cost items to be finalized	40:13, II-a (b), 273-A:1	"...the second Tuesday in January..."
Tuesday, January 18	Last day to hold at least one budget hearing	40:13, II-a (c)	"...on or before the third Tuesday in January."
Tuesday, January 18	Last day for bond hearing	40:13, II-a (c), 33:8-a	"...on or before the third Tuesday in January."
Thursday, January 27	Last day for budget committee to deliver budget and warrant article recommendations to the governing body for posting	40:13, II-a (c), 32:16, IV	"...the Thursday before the last Monday in January..."
Monday, January 31	Last day to post warrant, budget and default budget (schools and towns)	40:13, II-a (d), 39:5, 197:7	"...on or before the last Monday in January."
Saturday, February 5 through Saturday, February 12 *(inclusive)*	**First Session – Deliberative**	40:13, III	"...between the first and second Saturdays following the last Monday in January, inclusive of those Saturdays..."
Tuesday, March 1	*Annual Report* with final budget and ballot questions made available to the legislative body	40:13, II	"...at least one week before..."
Tuesday, March 8	**Second Session – Voting by Ballot**	40:13, VII	"...the second Tuesday in March, the second Tuesday in April, or the second Tuesday in May, as applicable."
Monday, March 28	Submit signed and completed forms to DRA through the MTRSP	21-J:34	"...within 20 days of the close of the meeting..."

* Dates are calculated in accordance with RSA § 21:35.

8D

Board of Selectmen Agenda Item

August 19, 2021

To: Board of Selectmen

From: Selectman Morin

New Business: School Board – BOS Sub Committee

I'd like to have a follow up discussion regarding forming a sub-committee with members of the School Board to explore purchasing options etc.