



PURCHASING DEPARTMENT
DIVISION OF BUDGET & FINANCE

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PUR-1355
ADDENDUM NO. 1
INVITATION TO BID

**ONE (1) NEW MULTI-PURPOSE AIRPORT ROTARY PLOW AND AIRPORT RUNWAY
BROOM WITH AIRBLAST SYSTEM AND CARRIER VEHICLE**

DATE: Tuesday, August 01, 2017

**BIDS DUE: Wednesday, August 9, 2017
2:00 P.M.**

To Bidders:

This Addendum is hereby made a part of the Contract Documents on which all bids will be based and is issued to correct and clarify the original documents.

Please acknowledge receipt of this Addendum at the appropriate space on the Proposal Form. This Addendum consists of twelve (12) pages.

NOTE: All Bidders must enter the Washington County Administration Complex through either the front door at the 100 West Washington Street entrance or through the rear entrance (w/blue canopy roof) which is handicap accessible, and must use the elevator to access the Purchasing Department to submit their proposal and/or to attend the Pre-Proposal Conference. Alternate routes are controlled by a door access system. Washington County Government has announced new security protocols being implemented at the Washington County Administration Complex at 100 West Washington Street, Hagerstown. The new measures took effect Tuesday, February 14, 2017. The general public will be subject to wand search and will be required to remove any unauthorized items from the building prior to entry. Prohibited items include, but are not limited to: Weapons of any type; Firearms, ammunition and explosive devices; Cutting instruments of any type - including knives, scissors, box cutters, work tools, knitting needles, or anything with a cutting edge, etc.; Pepper spray, mace or any other chemical defense sprays; and Illegal substances.

ITEM NO. 1: Inquiry: Page TS-2, A1-4.

Transfer Case: The FAA has ruled that a manufacturer's standard Transfer Case is acceptable for FAA funded Airport Projects. A letter from the FAA is available upon request. An automatic locking differential is an application best suited for an on-highway vehicle. For off-road applications a two-speed constant proportioning transfer case is a much better choice. Please allow each manufacturer to provide their standard Transfer Case. In addition an automatic locking differential is only manufactured by two manufacturers and is not available on the open market which makes it restrictive.

(NOTE: The wording of all "Inquiries" submitted are displayed exactly as received.)

Response: This vehicle is not intended to be used “off-road”; however each manufacturer shall provide their standard transfer case and shall specify which type will be used for this application. The bidder shall state whether they will be able to provide an automatic locking differential.

ITEM NO. 2: *Inquiry:* Page TS-6, 4.3.2

Input Auger: The FAA specifies that the Input Auger may be driven from both ends, either end or the middle. In addition the FAA allows that the input auger can be driven either hydrostatically or mechanically as long as it meets the performance requirement and is reversible. Please allow each manufacturer to drive the input auger by means of those described by the FAA Circular as long as it meets the performance requirement of 3000 tons per hour and is reversible. A mechanically driven head is more efficient and much easier maintained than the hydrostatic driven ribbon. A center hydrostatic driven ribbon is also an excellent application.

Suggestion: To verify the tonnage requirement, Kodiak would suggest that certified test results by a third party be required to be submitted with the bid. Otherwise it is just theoretical and may differ significantly between bidders.

Response: The manufacturer shall provide a means to drive the input auger that allows the minimum 3,000 tph required snow removal and it shall be reversible. That input auger drive means shall be clearly stated in the bid.

Third party test results shall be provided with the bid to assure compliance with this section.

ITEM NO. 3: *Inquiry:* Page TS-7,4.3.9

Drive Protection System: If a mechanical drive system is implemented the drive protection system for the auger and impeller assemblies will not be in the form of hydrostatic relief. Please allow for the ribbons to be shear pin protected if they are powered mechanically.

Response: CORRECTION – Should be Section 4.3.8 - Depending upon the drive mechanism, the bidder shall state the means of drive protection, either by hydrostatic relief or shear pins.

ITEM NO. 4: *Inquiry:* Page TS-9, 4.7.2

Dimensions and Clearances: The maximum width of 102” is the exact width of only one manufacturer. Other manufacturers have a 108” head. Please allow 102” as a minimum and 108” as a maximum.

Response: CORRECTION – Should be 4.7.2(c) – Overall width of the vehicle including rotary plow shall not exceed 108”. Bidder shall specify exact width of vehicle including rotary plow.

ITEM NO. 5: *Inquiry:* Page TS-12, 4.9.2

(NOTE: The wording of all “Inquiries” submitted are displayed exactly as received.)

Transfer Case: Please see earlier argument concerning the Transfer Case having to be “automatic lock-out type.”

Response: See response to Item No. 1.

ITEM NO. 6: *Inquiry:* **Page TS-12, 4.9.3**

Axles: The requirement for single reduction axles only is restrictive and proprietary. There are no single reduction axles available on the open market for the weights that you require. Two manufacturers build their own single reduction axles and they are used mostly for high-speed over the highway applications. They are not available for public sale. Double reduction axles are a much better choice for off-highway applications. The military, the forestry, the agricultural, the airport fire trucks and most other off-road applications use double reduction axles exclusively. The FAA has ruled that double reduction axles are an acceptable application for airport equipment.

Response: This vehicle will not be used in “off-road” application; however, each manufacturer shall provide their standard axles and shall specify the type being used for this installation.

ITEM NO. 7: *Inquiry:* **Page TS-17,4.17.5**

Windows and Windshield: Not every manufacturer uses “Four variable speed intermittent operating wipers, wet arm type. Please allow each manufacturer to specify the number of windshield wipers need to clear their windshield.

Response: The manufacturer shall specify the amount and type of windshield wipers that will be used to effectively clear the vehicle windshield under extreme winter conditions including snow deposits and icing.

ITEM NO. 8: *Inquiry:* **Page TS-18 4.18.1**

General b Walkway: “Body and engine enclosures shall be fabricated fiberglass” Not all manufacturers build fiber glass engine enclosures. They are subject to torsional cracking and fading. Please allow each manufacturer to use whatever material that best fits their application. The other choice is a steel engine enclosure. Please allow both fiber glass and steel.

Response: It is acceptable for the body and engine enclosures to be metal, aluminum or fiberglass as long as they meet the ventilation requirements and any metal and aluminum parts are properly prepared and protected from corrosion.

ITEM NO. 9: *Inquiry:* **Page TW-22,**

Additional Broom Requirements: Please allow Broom Power Supply Horsepower to be 575 minimum. Are you requiring TIER IV engines?? As the user the specification requires you to specify federal emissions standards and local requirements.

Response: A 575 h.p. motor is desired but not required as long as the engine horsepower for the broom attachment is sized to meet all requirements of this section. The manufacturer shall supply documentation to prove the broom meets these specifications. All engines shall be TIER IV engines.

ITEM NO. 10: *Inquiry:* **Page TS-24, 6.6.1**
Engine Enclosure: Please allow both fiberglass and steel fabricated engine enclosures.

We would like very much to bid on this project. We have been building these multi-purpose units for over 30 years. However, the items identified preclude all bidders from bidding with compliance. With FAA funded projects the award goes to the lowest compliant bidder. Compliant means that the bidder can comply with all of the requirements of the specification. For a bid to meet the FAA rules of procurement the bid requirements may not be proprietary or even restrictive. The items identified fit that category. We request that the requested changes be made so that all domestic bidders who comply with the Buy America Requirement can bid with compliance.

Response: Clarification – We believe the section does allow for fiberglass or metal as it states “Enclosures may be fabricated from fiberglass” It does not state that they SHALL be fabricated from fiberglass. Aluminum is also acceptable for this application. All metal or aluminum components must be properly prepared and protected from corrosion

ITEM NO. 11: *Inquiry:* **Page CF-12:**
The surety executing this instrument hereby agrees that its obligation shall not be impaired by any extension(s) of the time for acceptance of the Bid that the Principal may grant to the County notice of which extension(s) apply only with respect to extensions aggregating not more than ninety (90) calendar days in addition to the period originally allowed for acceptance of the Bid.

In presence of _____ Individual Principal _____
Witness _____ as _____ to
_____ (Seal)

Who is to sign here?

Response: A company officer that can bind the company can sign.

ITEM NO. 12: *Inquiry:* **Page TS-2, A1-3, c, Engine/transmission**
Specification: The transmission shall have four forward speeds maximum

Requested for Change: The transmission shall have four forward speeds minimum

Response: The transmission shall comply with SAE 5539

ITEM NO. 13: *Inquiry:* Page TS-3, A2-2, b, 2, Carrier Vehicle
Specification: Auxiliary cab heater and circulating fans

Requested for Change: If required by design, Auxiliary cab heater and circulating fans

Reason: For the unit in this bid, the HVAC system in combination with 2 auxiliary multi-speed fans sufficiently heats/cool the cab interior without the need for additional devices that may be required for operator comfort and visibility through all glass surfaces.

Response: Manufacturer shall include an auxiliary cab heater only if it would be required by design.

ITEM NO. 14: *Inquiry:* Page TS-3, A2-2, 4, c, Carrier Vehicle
Specification: Reverse slope windshield

Requested for Change: Forward or Reverse slope windshield

Response: Reverse slope windshield is preferred; however, forward slope will be acceptable

ITEM NO. 15: *Inquiry:* Page TS-4, A2-2, 5, Alternator
Specification: Amperage capacity requirement shall be a minimum 270 amps

Requested for Change: Amperage capacity requirement shall be a minimum 240 amps

Response: CORRECTION- Should read "Page TS-4, A2-2, c(5)"-

The carrier vehicle shall be equipped with self-regulating electric alternators having an output capacity that exceeds the anticipated electrical load. The minimum idle output of the alternator shall be 20% greater than that required by the vehicle with the engine operating at idle, heater and defroster set at low fan setting, parking and/or marker lights on, communication radio(s) on, windshield wipers operating, and either hazard flashers or Vehicle Safety Identification Lights on. The minimum output of the alternator when operating at governed engine speed shall be 20% greater than that required by the vehicle in its operating mode with the heater and defroster set to maximum settings, headlights and marker/tail lights on, communication radio(s) on, windshield wipers at maximum setting, and the Vehicle Safety Identification Lights operating.

An electrical load analysis worksheet shall be provided to the customer prior to construction showing the electrical loads during the above described conditions.

ITEM NO. 16: *Inquiry:* Page TS-11, 4.8.7, Exhaust System and Muffler
Specification: Mufflers are to be made of stainless steel.

(NOTE: The wording of all "Inquiries" submitted are displayed exactly as received.)

Requested for Change: Mufflers are to be made of stainless steel or aluminized steel.

Response: Mufflers may be made of aluminum, aluminized steel, stainless steel or materials coated with ceramics.

ITEM NO. 17: *Inquiry:* **Page TS-11, 4.8.7, Exhaust System and Muffler**
Specification: The exhaust shall be on the left rear of the vehicle.

Requested for Change: The exhaust shall be on the left rear of the vehicle or manufacturer's standard design. See picture below.

Response: Delete the last sentence of this section.

ITEM NO. 18: *Inquiry:* **Page TS-12, 4.8.2, Transfer Case**
Specification: Transfer case assemblies shall provide positive drive to the front and rear axle and in accordance with SAE ARP 5539, must be multi-speed design.

Requested for Change: Transfer case assemblies shall provide positive drive to the front and rear axle and in accordance with SAE ARP 5539, must be of optional single or two-speed type.

Reason: The transfer case provided will be a single speed. Single speed transfer case utilizes a limited slip differential which constantly and automatically proportions power to all drive axles. Normally there is a constant 50/50 split between the front and rear axles. As traction conditions warrant this split can be applied ranging from 75/25 (front-rear axles) or 25/75 (front-rear axles). No operator input is required. By utilizing all six available gears (Allison RDS) the one speed transfer allows for maximum low speed/low gear power performance without the need to bring the vehicle to a complete stop in order to shift a two speed transfer case into low range.

Response: **CORRECTION** – Should be “Page TS-12,4.9.2”, Transfer Case
Please see response to Item No. 1.

ITEM NO. 19: *Inquiry:* **Page TS-14, 4.17.5, Windows and Windshield**
Specification: The windshield shall be reverse slope design to avoid snow build up and be equipped with four variable speed intermittent operating wipers, wet arm type.

Requested for Change: The windshield shall be forward or reverse slope design to avoid snow build up and be equipped with four variable speed intermittent operating wipers, wet arm type.

Response: **CORRECTION** – Should be Page TS-17, 4.17.5

Reverse slope windshield is preferred; however, forward slope will be acceptable.

(NOTE: The wording of all “Inquiries” submitted are displayed exactly as received.)

ITEM NO. 20: *Inquiry:* **Page TS-14, 4.17.5, Windows and Windshield**
Specification: The windshield washer reservoir shall have a capacity of at least 10 gallons.

Requested for Change: The windshield washer reservoir shall have a capacity of at least 10 gallons or manufacturer's standard design.

Reason: For the unit in this bid, the windshield washer reservoir will have a capacity of 6 quarts.

Response: The windshield reservoir shall have a capacity of at least 1.5-gallons.

ITEM NO. 21: *Inquiry:* **Page TS-14, 4.17.5, Windows and Windshield**
Specification: The cab shall be equipped with sun visors inside the cab and an exterior visor above the windshield.

Requested for Change: The cab shall be equipped with sun visors inside the cab and if required by design, an exterior visor above the windshield.

Reason: Adjustable internal sun visors do a better job shading the operator from glare and is adjustable moment to moment by the operator. The external visor can be a "snow catcher" when the vehicle is in operation. Actual experience shows that snow can build up underneath the visor, especially when the wipers push snow from the windshield upwards. As snow packs in, visibility of the operator becomes obstructed.

Response: The external visor is only required if it is manufacture's standard design.

ITEM NO. 22: *Inquiry:* **Page TS-22, 6.1, Additional broom requirements**
Specification: Broom power supply horsepower (horsepower): 575

Requested for Change: Broom power supply horsepower (horsepower): 500 minimum

Response: Please see the response to Item No. 9.

ITEM NO. 23: *Inquiry:* 2 CFR 200 - UNIFORM ADMINISTRATIVE REQUIREMENTS, COST PRINCIPLES, AND AUDIT REQUIREMENTS FOR FEDERAL AWARDS

Specifically Title 2 CFR §200.317-200.326

Section **200.318 General procurement standards** (d) The non-Federal entity's procedures must avoid acquisition of unnecessary or duplicative items. Consideration should be given to consolidating or breaking out procurements to obtain a more economical purchase. Where appropriate, an analysis will be made of lease versus purchase alternatives, and any other appropriate analysis to determine the most economical approach.

(NOTE: The wording of all "Inquiries" submitted are displayed exactly as received.)

Comment: In the spirit of “any other appropriate analysis to determine the most economical approach” could an additive/alternate option be proposed that would provide a Pre-Payment discount ?

-Proposed pre-payment discount Options:

A) Payment in Full to Awarded Manufacturer within 5 Days of contract signing by both Parties - Discount Price \$ _____

B) Payment in Full to Awarded Manufacturer within 15 Days of contract signing by both Parties - Discount Price \$ _____

C) Payment in Full to Awarded Manufacturer within 30 Days of contract signing by both Parties - Discount Price \$ _____

***Pre-Payment Discount price based on 360 day (or earlier proposed) delivery timeline.

Response: If applicable, bidder shall provide discount rates for the following:

A) Payment in Full to Awarded Manufacturer within 5 Days of contract signing by both Parties - Discount Price \$ _____

B) Payment in Full to Awarded Manufacturer within 15 Days of contract signing by both Parties - Discount Price \$ _____

C) Payment in Full to Awarded Manufacturer within 30 Days of contract signing by both Parties - Discount Price \$ _____

***Pre-Payment Discount price based on 360 day (or earlier proposed) delivery timeline.

ITEM NO. 24: Inquiry: **Page CF-7**

Specification: REGISTRATION WITH MARYLAND DEPARTMENT OF ASSESSMENT AND TAXATION: Prior to contracting, private corporations must either be incorporated in the State of Maryland or registered with the Maryland Department of Assessments and Taxation as a foreign corporation, and must be in good standing. Proof of such standing is required prior to the start of the contracting process and shall remain so throughout the term of this contract. The website for the State Department of Assessments and Taxation is <http://dat.maryland.gov/businesses/Pages/default.aspx> the phone numbers for the State Department of Assessments and taxation are: **(410) 767-1340** or **(888) 246-5941**.

Comment: Please confirm if this registration is required of all respondents or singularly by the award recipient.

Response: It is required of the successful bidder prior to the County entering into a contract. However, it is anticipated that there will be a short turn-around time between the time of award and execution of the contract and/or issuance of a Purchase Order following the bid opening. Any bidder that is not registered and in good standing with the Maryland State Department of Assessments and Taxation at the time of contract execution and/or issuance of a Purchase Order, may be considered non-responsive and not eligible for bid award.

ITEM NO. 25: *Inquiry:* Page TS-2
Specification: A1-3. Engine/transmission
c. The transmission shall have four forward speeds maximum

Comment: Please revise to read, The transmission shall comply with SAE 5539, Section 4.9.2b.

Response: Please see the response to Item No. 12.

ITEM NO. 26: *Inquiry:* Page TS-4 A2-2 Carrier Vehicle C.5
Specification: “Alternator- Amperage capacity requirement shall be a minimum of 270 amps.”

Request: Change to: Alternator- Amperage capacity requirement shall be a minimum of 100 amps.

Response: Please see the response to Item No. 15.

ITEM NO. 27: *Inquiry:* Page TS-8
Specification: In accordance with SAE ARP5539, the carrier vehicle shall be type “a.”, Truck Type Vehicle. Truck type vehicles are standard production models designed primarily to meet an airport's snow and ice control needs. The vehicle shall be self-contained, designed specifically for a singular purpose. They should conform to the manufacturer's recommendations and be suitable for mounting all specified accessories.

Comment: SAE ARP5539, Section 4.6 a Truck Type Vehicles: Truck type vehicles are standard production models designed primarily to meet an airport's snow and ice control needs but can also have the ability to perform secondary functions. They may be self-contained, designed specifically for a singular purpose, or they may be multi-functional, or they may be multi-purpose. They should conform to the manufacturer's recommendations and be suitable for mounting all specified accessories.

Please revise the specification to reflect “or they may be multi-purpose”

Response: Delete the second sentence and add: **The carrier vehicle may be a “multi-purpose” vehicle.**

ITEM NO. 28: *Inquiry:* Page TS-15, Section 4.15.4
Specification: The vehicle shall have a 12 volt electrical starter that shall not introduce a voltage drop sufficient to adversely affect the ignition system. It shall be equipped with an overload protection device if such device is available from the manufacturer of the starter

Comment: SAE ARP5539, Section 4.15.4 Starting Device: The vehicle shall have an electrical starter that shall not introduce a voltage drop sufficient to

adversely affect the ignition system. It shall be equipped with an overload protection device if such device is available from the manufacturer of the starter. The airport sponsor shall specify the type(s) of electrical systems that are acceptable.

- a. 12 volt electrical and starting
- b. 12 volt electrical/24 volt starting
- c. 24 volt electrical and starting

Please revise the specification to include the 24 volt electrical and starting system.

Response: Twenty-four (24) volt electrical and starting system is acceptable for this application

ITEM NO. 29: *Inquiry:* Page TS-16, Section 4.17.1

Specification: “Carrier vehicle cabs shall be made of steel and fiberglass...”

Comment: Please revise to: Carrier vehicle cabs shall be made of Aluminum and fiberglass...”

Response: Carrier vehicle cabs may be made of steel, aluminum or fiberglass. All cabs manufactured using steel and/or aluminum should include protection from reaction of dissimilar metals.

ITEM NO. 30: *Inquiry:* Page TS-16, Section 4.17.2

Specification: The vehicle cab shall be designed to provide convenient space near the operator for the installation of three (3) transceivers. Two (2) Icom A120 aviation radios and one (1) Motorola XTL 1500 mobile radio shall be installed in the operator cab in close proximity to the operator. A Fire Com wireless headset system equipped with one (1) headset for the operator shall be provided and installed in the vehicle cab. The headset shall be configured to receive the Icom transceivers in one ear and the Motorola transceiver in the other. A push-to-talk button shall be supplied on the wireless headset. A control box shall be provided to allow the user to select the radio to transmit via the headset

Comment: One (1) Motorola XTL 1500 mobile radio. The Motorola XTL 1500 mobile radio line has been upgraded to a Motorola APX series. Please provide complete information, model, frequency range, options etc.

Comment: A Fire Com wireless headset system does not provide split audio as requested.

Please revise the specification to read A SetCom wired headset system equipped with one (1) headset for the operator shall be provided and installed in the vehicle cab. The headset shall be configured to receive the Icom transceivers in one ear and the Motorola transceiver in the other. A control box shall be provided to allow the user to select the radio to transmit via headset is an acceptable alternate.

Response: Set-Com or Fire Com wired headset is an acceptable application for this vehicle. The Motorola radio shall be an APX6500, frequency 450-470 mhz range. Depending on space allowance, the manufacture shall determine if the radio shall be a one piece or two piece installation.

ITEM NO. 31: *Inquiry:* **Page TS-17, Section 4.17.3**

Specification: The vehicle cab shall have one 20lb (20 BC) Purple K type fire extinguisher installed within the cab.

Comment: SAE ARP5539, Section 4.17.3 Fire Extinguisher(s): The vehicle cab shall have at least one 2A-10BC interior mounted fire extinguisher that is readily accessible to the operator. Vehicles equipped with fuel tank(s), hydraulic oil tank(s), or any flammable liquid tank(s) that have a total combined volume of 200 gallons or more of flammable liquid shall be equipped with one 20 B:C: Purple K type fire extinguisher installed on the vehicle or equipment at a place readily accessible from the ground.

Please revise to read both the; one 2A-10BC interior mounted fire extinguisher and one 20 B:C: Purple K type fire extinguisher installed on the vehicle or equipment at a place readily accessible from the ground are required.

Response: We believe the 20BC Purple K to be a misprint. The vehicle cab shall have at least one 2A-10BC interior mounted fire extinguisher that is readily accessible to the operator and one **120** BC Purple K type fire extinguisher installed on the vehicle at a place readily accessible from the ground.

ITEM NO. 32: *Inquiry:* **Page TS-19, Section 4.19.1**

Specification: 4.19.1 Painting and Marking The vehicle shall be painted Chrome-Yellow in accordance with color tolerance charts that have been made available for FAA regional airport inspectors and key potential users in the aviation safety equipment industry (see AC 150/5210-5D).

Comment: FAA AC150/5210-5D Painting, Marking, and Lighting of Vehicles on an Airport in the category of: Airfield Service Vehicles and Aircraft Support Vehicles also requires:

Airport operator owned vehicles must display an identification number on each side and on the roof (the hood should be used if the vehicle has no roof).

Side numbers will be a minimum of 16 inches (410 mm) in height and conspicuously located.

Roof numbers will be a minimum of 24 inches (610 mm) in height and affixed with their bases toward the front of the vehicle. The identification numbers should provide sharp color contrast to the vehicle color.

In addition to the identification numbers, airport operator-owned vehicles must display either the name of the airport and/or the airport insignia.

To further improve night-time recognition of vehicles, a minimum 8 inch (200 mm) wide horizontal band of high gloss white paint or white reflective tape (Retroreflective, ASTM-D 4956-09, Standard Specification for Retroreflective Sheeting for Traffic Control, Type III & above) must be used around the vehicle's surface.

Please clarify if the markings are required to be provided.

Response: The vehicle shall display an identification number on each side and on the cab roof or engine enclosure.

Black reflective side numbers will be a minimum of 16 inches (410 mm) in height and conspicuously located and shall read “2”

Black reflective roof numbers will be a minimum of 24 inches (610 mm) in height and affixed with their bases toward the front of the vehicle and shall read: “2”

In addition to the identification numbers, the airport will supply door decals that shall be applied to each side cab door.

To further improve night-time recognition of vehicles, an 8 inch (200 mm) wide horizontal band of white reflective tape (Retroreflective, ASTM-D 4956-09, Standard Specification for Retroreflective Sheeting for Traffic Control, Type III & above) shall be used around the vehicle's surface.

BY AUTHORITY OF:

A handwritten signature in black ink, appearing to read "Karen R. Luther". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Karen R. Luther, CPPO
Director of Purchasing