



State of West Virginia
 Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

Solicitation

| NUMBER |
|-----------|
| DNR213224 |

| PAGE |
|------|
| 1 |

| ADDRESS CORRESPONDENCE TO ATTENTION OF |
|--|
| GUY NISBET 304-558-8802 |

RFQ COPY
 TYPE NAME/ADDRESS HERE

V
E
N
D
O
R

S
H
I
P
T
O

DIVISION OF NATURAL RESOURCES
 (IN CARE OF)
 SURPLUS PROPERTY
 2700 CHARLES AVENUE
 DUNBAR, WV
 25064 766-2626

| DATE PRINTED |
|--------------|
| 06/24/2013 |

BID OPENING DATE: 07/16/2013 BID OPENING TIME 1:30PM

| LINE | QUANTITY | UOP | CAT. NO. | ITEM NUMBER | UNIT PRICE | AMOUNT |
|--|----------|-------------|----------|----------------------|------------|--------|
| ADDENDUM NO.01 | | | | | | |
| ADDENDUM FOR THE DNR TWO-TON TRUCKS FOR COLDWATER FISH MANAGEMENT ISSUED TO PUBLISH AND DISTRIBUTE THE ATTACHED INFORMATION. | | | | | | |
| 0001 | 2 | EA | 070-51 | | | |
| | 36,000 | GVWR W/170" | | WHEELBASE W/DUMPBED | | |
| 0002 | 2 | EA | 070-51 | | | |
| | 36,000 | GVWR W/198" | | WHEELBASE W/ DUMPBED | | |
| ***** THIS IS THE END OF RFQ DNR213224 ***** TOTAL: _____ | | | | | | |

| | | | |
|-----------|------|-----------------------------------|------|
| SIGNATURE | | TELEPHONE | DATE |
| TITLE | FEIN | ADDRESS CHANGES TO BE NOTED ABOVE | |

WHEN RESPONDING TO SOLICITATION, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

SOLICITATION NUMBER: DNR213224
 Addendum Number: No. 01

The purpose of this addendum is to modify the solicitation identified as (“Solicitation”) to reflect the change(s) identified and described below.

Applicable Addendum Category:

- Modify bid opening date and time
- Modify specifications of product or service being sought
- Attachment of vendor questions and responses
- Attachment of pre-bid sign-in sheet
- Correction of error
- Other

Description of Modification to Solicitation:

Addendum for the DNR Two-Ton trucks for Cold-water Fish Management, issued to distribute the following information to the vendor community.

1. Pre-bid sign-in sheet
2. Vendor questions and Agency responses.
3. No other changes.

Additional Documentation: Documentation related to this Addendum (if any) has been included herewith as Attachment A and is specifically incorporated herein by reference.

Terms and Conditions:

1. All provisions of the Solicitation and other addenda not modified herein shall remain in full force and effect.
2. Vendor should acknowledge receipt of all addenda issued for this Solicitation by completing an Addendum Acknowledgment, a copy of which is included herewith. Failure to acknowledge addenda may result in bid disqualification. The addendum acknowledgement should be submitted with the bid to expedite document processing.

ATTACHMENT A

WV DIVISION OF NATURAL RESOURCES
SIGN IN SHEET

Request for Quotation/Proposal No. _____

PLEASE PRINT

Page ____ of ____

Date: _____

*PLEASE BE SURE TO PRINT LEGIBLY. IF POSSIBLE, LEAVE A BUSINESS CARD

| FIRM & REPRESENTATIVE NAME | MAILING ADDRESS | TELEPHONE & FAX NUMBERS |
|---|--|-----------------------------------|
| Company: <u>Worldwide Equip MGMT</u> | P.O. Box 8557 501 CHARLESTON WV 25314 | PHONE <u>304-744-1321</u> |
| Rep: <u>Chuck Hadew</u> | | |
| Email Address: <u>Chuck.Hadew@thetruckpeople.com</u> | | FAX <u>304-744-7852</u> |
| Company: <u>Worldwide Equipment of WO Inc.</u> | | Cell PHONE <u>304-542-0908</u> |
| Rep: <u>Chuck Bradley II</u> | | |
| Email Address: <u>Chuck.Bradley@thetruckpeople.com</u> | | FAX <u>304-736-7539</u> |
| Company: <u>Worldwide Equipment</u> | 3100 Meccackie Ave. SW. | PHONE <u>(304) 395-7394</u> |
| Rep: <u>Shawn Hutchinson</u> | 50 Charleston, WV 25303 | |
| Email Address: <u>Shawn.Hutchinson@thetruckpeople.com</u> | | FAX <u>(304) 744-7852</u> |
| Company: <u>MATHENY MOTORS</u> | 4125 1ST AVE | PHONE <u>304-769-5860</u> |
| Rep: <u>Jack Cummings</u> | NITRO WV 25143 | |
| Email Address: <u>jcummings@mathenyMotors.com</u> | | FAX <u>304-769-5865</u> |

*19144412

DNR213224
Trucks for Fish Hauling
Questions and Agency Responses

June 17, 2013

At the pre-bid conference we attended on 6-12-2013 concerning Solicitation #DNR 213224. It is my understanding that the following changes need to be made to the specifications

Q.1. Page 19 sec. 3.1.1.2.2 needs to read cab to axle dimension in lieu of wheelbase

A.1 Cab to axle dimensions to be used in lieu of wheelbase. The cab to axle shall be a minimum 107" and maximum 109".

Q.2. Page 24 sec.3.1.1.6.5 should read cab mounted vertical exhaust

A.2. Have single, cab mounted, vertical exhaust pipe, with less than 2 inch protrusion behind cab, as short as possible above cab, with a two position switch to inhibit diesel particulate filter regeneration. Switch to be mounted on dash panel.

Q.3. Page 25 sec. 3.1.1.8.2 should read maximum 16" protrusion

A.3. Be mounted under cab on left side. Maximum 16" protrusion from back of cab on left side permitted for consideration of DEF tank, providing right side is clear.

Q.4. Page 27 sec 3.1.1.10.1 spare wheel to be 5 handed

A.4. Must be steel disc 5-handhold 22.5" painted steel wheels. Spare to be 5-handhold 22.5" painted wheel.

Q.5. Page 30 section 3.1.2.2.2 should read cab to axle dimension in lieu of wheel base

A.5. Cab to axle dimensions to be used in lieu of wheelbase. The cab to axle shall be a minimum 122" and maximum 125".

Q.6. Page 35 sec. 3.1.2.6.5 should read cab mounted vertical exhaust

A.6. Have single, cab mounted, vertical exhaust pipe, with less than 2 inch protrusion behind cab, as short as possible above cab, with a two position switch to inhibit diesel particulate filter regeneration. Switch to be mounted on dash panel.

Q.7. Page 36 sec. 3.1.2.8.2 should read maximum 16" protrusion from back of cab

A.7. Be mounted under cab on left side. Maximum 16" protrusion from back of cab on left side permitted for consideration of DEF tank, providing right side is clear.

Q.8. The cab to axle dimension should be obtained from a body manufacture for the right weight distribution on the trucks

A.8. Cab to axle dimensions are stated in specifications.

During the pre-bid meeting on the 36,000 GVW DNR trucks, the following items were discussed:

Q.9. When installing a body on a cab and chassis, the most important measurement is not the wheelbase, but the cab to axle (CA) measurement. This was not mentioned in the spec. We discussed changing the specs to reflect the following:

3.1.1.2.2. Necessary CA to accommodate a 13' body with an 8" back of cab to front of body clearance.

3.1.2.2.1. Necessary CA to accommodate a 15' body with an 8" back of cab to front of body clearance.

Note: Since the meeting I have spoken with a body company, and they said the CA would be 208" and 220" respectively.

A.9. 3.1.1.2.2 CA dimensions to be minimum 107 inches; maximum 109 inches to accommodate a 13' body with an 8" back of cab to front of body clearance.

3.1.2.2.1 CA dimensions to be minimum 122 inches; maximum 125 inches to accommodate a 15' body with an 8" back of cab to front of body clearance.

Q.10. Due to the possibility of fire during regeneration, it was discussed changing the horizontal exhaust to a vertical. Would it be possible to change the specs to:

3.1.1.6.5. Have single vertical exhaust pipe, as short as possible above cab, with a two position switch to inhibit diesel particulate filter regeneration. Switch to be mounted on dash panel.

3.1.2.6.5. Have single vertical exhaust pipe, as short as possible above cab, with a two position switch to inhibit diesel particulate filter regeneration. Switch to be mounted on dash panel.

A.10. Both should read (Have single, cab mounted, vertical exhaust pipe, with less than 2 inch protrusion behind cab, as short as possible above cab, with a two position switch to inhibit diesel particulate filter regeneration. Switch to be mounted on dash panel.)

Q.11. Due to recent EPA regulations, it is unlikely for any manufacturer to have a 70 gallon fuel tank on the left side and a clean CA. It was discussed allowing 16" of protrusion on the left side instead of the 6" to accommodate for more fuel. The following solution was discussed:

3.1.1.2.4 Clear frame from back of cab on left and right side to rear axles preferred; however, a maximum 16" protrusion beyond the cab on the left side is acceptable for consideration of DEF tank, providing right side is clear.

3.1.2.2.4 Clear frame from back of cab on left and right side to rear axles preferred; however, a maximum 16" protrusion beyond the cab on the left side is acceptable for consideration of DEF tank, providing right side is clear.

3.1.1.8.1 Largest fuel tank possible on the left side under cab, while maintaining no more than a 16" protrusion beyond back of cab.

3.1.2.8.1 Largest fuel tank possible on the left side under cab, while maintaining no more than a 16" protrusion beyond back of cab.

The 16" change would also effect: 3.1.1.8.2 and 3.1.2.8.2

A.11. 3.1.1.2.4 Clear frame from back of cab on left and right side to rear axles preferred; however, a maximum 16" protrusion beyond the cab on the left side is acceptable for consideration of DEF tank, providing right side is clear.

3.1.2.2.4 Clear frame from back of cab on left and right side to rear axles preferred; however, a maximum 16" protrusion beyond the cab on the left side is acceptable for consideration of DEF tank, providing right side is clear.

3.1.1.8.1 Largest fuel tank possible on the left side under cab, while maintaining no more than a 16" protrusion beyond back of cab.

3.1.1.8.2 Be mounted under cab on left side. Maximum 16" protrusion from back of cab on left side permitted for consideration of DEF tank, providing right side is clear.

3.1.2.8.1 Largest fuel tank possible on the left side under cab, while maintaining no more than a 16" protrusion beyond back of cab.

3.1.2.8.2 Be mounted under cab on left side. Maximum 16" protrusion from back of cab on left side permitted for consideration of DEF tank, providing right side is clear.

Q.12. We discussed rear axle ratios, and agreed on the following ratio:

3.1.1.9.10 Have a gear ratio of 4.5_:1.

3.1.2.9.10 Have a gear ratio of 4.8_:1.

A.12. 3.1.1.9.10 should be changed to: Have a gear ratio of 4.5_:1.
3.1.2.9.10 should be changed to: Have a gear ratio of 4.8_:1.

Q.13. While LED lights are available on the stop, turn and tail lights, they are not available on the back up lights for all manufacturers. We discussed changing specs to reflect the following:

3.1.1.11.6 Have LED stop, turn, and tail lights. Incandescent backup lights are acceptable.

3.1.2.11.6 Have LED stop, turn, and tail lights. Incandescent backup lights are acceptable.

A.13. 3.1.1.11.6 should be changed to: LED stop, turn, and tail lights. Incandescent backup lights are acceptable.

3.1.2.11.6 should be changed to: LED stop, turn, and tail lights. Incandescent backup lights are acceptable.

Q.14. It was decided that the spare wheel and the truck wheels should match. This would be reflected as:

3.1.1.10.1 Must be steel disc 5-handhold 22.5" painted steel wheels. Spare wheel should match.

3.1.2.10.1 Must be steel disc 5-handhold 22.5" painted steel wheels. Spare wheel should match.

A.14. 3.1.1.10.1 should be changed to: Must be steel disc 5-handhold 22.5" painted steel wheels. Spare wheel should match.

3.1.2.10.1 should be changed to: Must be steel disc 5-handhold 22.5" painted steel wheels. Spare wheel should match.

Q.15. A couple of questions that were not covered in the meeting which have come up are:

In 3.1.1.13.6 and 3.1.2.13.6 the specs state that the bed must be mounted 8" from rear of cab. The body company wanted to know if that was the total amount of clearance needed, or if they will need the standard 3" plus the 8" for plumbing? If the 8" clearance is not correct it would also affect 3.1.1.2.2. and 3.1.2.2.1.

A.15. The total space needed is 8 inches from cab to bed

Q.16. In the two different specs, the cab color is stated as being:

3.1.1.12 "dark forest metallic green with a clear coat".

3.1.2.12 "dark metallic green with a clear coat".

I just wanted to clarify which color is correct. Also, paint names may vary from manufacturer to manufacturer, would it be possible to state that the successful bidder will confirm the correct color prior to ordering the vehicle?

A.16. The successful bidder will confirm the correct color prior to ordering vehicle.

CORRECTION TO 3.1.1.6.4

We need to change the wording on 3.1.1.6.4 to read as the same as 3.1.2.6.4.
(Have 2 stage engine compression brake with dash mounted switch. Must have two-stage switch plus off position. Engine exhaust brake not acceptable)

ADDENDUM ACKNOWLEDGEMENT FORM
SOLICITATION NO.: DNR213224

Instructions: Please acknowledge receipt of all addenda issued with this solicitation by completing this addendum acknowledgment form. Check the box next to each addendum received and sign below. Failure to acknowledge addenda may result in bid disqualification.

Acknowledgment: I hereby acknowledge receipt of the following addenda and have made the necessary revisions to my proposal, plans and/or specification, etc.

Addendum Numbers Received:

(Check the box next to each addendum received)

- | | |
|---|--|
| <input type="checkbox"/> Addendum No. 1 | <input type="checkbox"/> Addendum No. 6 |
| <input type="checkbox"/> Addendum No. 2 | <input type="checkbox"/> Addendum No. 7 |
| <input type="checkbox"/> Addendum No. 3 | <input type="checkbox"/> Addendum No. 8 |
| <input type="checkbox"/> Addendum No. 4 | <input type="checkbox"/> Addendum No. 9 |
| <input type="checkbox"/> Addendum No. 5 | <input type="checkbox"/> Addendum No. 10 |

I understand that failure to confirm the receipt of addenda may be cause for rejection of this bid. I further understand that any verbal representation made or assumed to be made during any oral discussion held between Vendor's representatives and any state personnel is not binding. Only the information issued in writing and added to the specifications by an official addendum is binding.

Company

Authorized Signature

Date

NOTE: This addendum acknowledgment should be submitted with the bid to expedite document processing.

Revised 6/8/2012