



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

Solicitation

NUMBER
PTR13058

PAGE
1

ADDRESS CORRESPONDENCE TO ATTENTION OF:
BETH COLLINS
304-558-2306

RFQ COPY

TYPE NAME/ADDRESS HERE

VENDOR

SHIP TO

DIVISION OF PUBLIC TRANSIT
 KANAWHA VALLEY REGIONAL TRANS
 1550 FOURTH AVENUE
 CHARLESTON, WV
 25325 304-343-3840

DATE PRINTED
02/05/2014

BID OPENING DATE: 02/11/2014

BID OPENING TIME 1:30PM

LINE	QUANTITY	UOP	CAT. NO.	ITEM NUMBER	UNIT PRICE	AMOUNT
ADDENDUM NO. 2						
THIS ADDENDUM IS ISSUED TO MODIFY THE ORIGINAL SOLICITATION PER THE ATTACHED DOCUMENTATION.						
0001	1	EA	557-05	158" WHEELBASE BUSES (CUTAWAYS)		
***** THIS IS THE END OF RFQ PTR13058 ***** 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: PTR13058

Addendum Number: 2

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 is to change the bid opening date to February 27, 2014 (02/27/2014).

Addendum also includes Attachment A to consist of technical questions and answers, along with approved equals.

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

TECHNICAL QUESTIONS/ APPROVED EQUALS ON PTR13058

1

- 3.8 NOTE: DEALER TO PROVIDE 11 X 17 LAMINATED WIRING SCHEMATICS
As Built schematics must be provided by the successful vendor.
- 3.8 REQUEST APPROVAL FOR THE LAMINATED COPIES OF THE AS-BUILT WIRING SCHEMATICS TO BE SIZED AT 8 ½"x 11"
Approved. All labeling must be large enough to be clearly readable.
- 3.8 REQUEST APPROVAL THAT ALL WIRING SHALL BE LOOMED AND HELD IN PLACE BY INSULATED CLAMPS SPACED EVERY 24 INCHES ON CENTER
Approved.
- 3.8.5 REQUEST APPROVAL FOR ALL WIRING TO BE LOOMED AND HELD IN PLACE BY INSULATED CLAMPS SPACED EVERY 24 INCHES ON CENTER. OUR STEEL CAGE, FLOOR SIDEWALLS, REAR WALL AND ROOF ARE AT A MAXIMUM ON 24" CENTERS
Approved.
- 3.9.2 Being that my competitors are spelled out in first paragraph 3.9.2, I ask that MCC be added to the list of a/c manufacturers. In review of the spec detail, the MCC system for specification reference is our MCC AC-713Max. MCC passenger compartment A/C in addition to the chassis OEM driver/dash system. (Independent of each other.)
Approved. Please include MCC in the list of approved manufacturers, and the above-referenced system is approved contingent on meeting all technical aspects of the specification.
- 3.9.2c The spec 3.9.2 (C) references, *previously available Carrier CM3* . That unit is available as MCC - CM3. (Same product branded as MCC, and included in AC-713Max)
The above-referenced system is approved contingent on meeting all technical aspects of the specification.
- 3.9.2d 3.9.2 (D) calls out TransAir TA73 evaporator
****Note: MCC (formerly Carrier) GEN5 ceiling hung evaporators deliver more head clearance than any other comparably sized competing ceiling hung evaporator, at ~2" smaller profile. They have a service friendly design that integrates an easy access/removable & washable return air filter. Technicians do not have to unscrew and remove the return air plenum as you would on the TA73 to clean, service the evaporator.**
The above-referenced system is approved contingent on meeting all technical aspects of the specification.

TECHNICAL QUESTIONS/ APPROVED EQUALS ON PTR13058

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3.9.2 The spec 3.9.2 (D), I ask that the wording be changed as follows to include type E hose:
Refrigerant hoses shall be reinforced braid (type C, class II, or type E Class I) and the refrigerant hoses and fittings must be SAE specification J2064 compliant. All A/C hoses, heater hoses and wiring shall be properly protected. The A/C system shall include, as standard, ATCO Air-O-crimp, Goodyear, Aeroquip EZ-clip, Flex-clip, or approved equal connectors and hoses. Beadlock fittings and rubber barrier hoses are not acceptable.
Approved.

3.12.b REQUEST: PLEASE ACCEPT THAT STEEL COMPONENTS WILL BE TREATED WITH GRAY SELF ETCHING PRIMER FROM NANOHEM THAT DOES NOT MEET THE SALT SPRAY SPECIFICATION. WE USE THIS PRIMER BECAUSE IT IS EFFECTIVE AND BECAUSE IT HAS A LOW VOC RATIO WHICH HELPS ALLOW US TO MEET STRICT ENVIRONMENTAL REGULATIONS IN EFFECT IN OUR COUNTY. TECHNICAL INFORMATION ATTACHED IN FILE LABELED 3.12.b BODY
We cannot accept the significantly reduced salt spray test with Nanochem due to the application of these buses. Please explore other primers which have a low VOC and high salt resistance.

3.12.b Body 3.12.4 Doors request: Please accept that the tread depth for the ambulatory entry will be 11" for standard floor buses and 8.5 if the floor has to be raised to accommodate certain floor plan layouts
Accepted, with a caveat: please list with submission of the supporting materials which classes will have the reduced tread depth so that recipient agencies can make informed decisions regarding this design.

3.12.1 Request approval for our standard body construction. Glaval utilizes a "Steel-Safe" construction to provide superior structural integrity for maximum safety and impact protection. All body structures are fixture welded including the floor, both of the sidewalls, the roof, and the rear wall. All joints are welded to form the structure with the exception of window radius extrusions which are mechanically fastened. Glaval's unique body-to-chassis mounting system provides full length isolation of our floor frame and the chassis frame. This process spreads the load of the body evenly across the frame from front to rear for a unified weight load resulting in less stress on the floor structure and reduced vibration and road noise. Assembly
The floor structure is bolted to chassis frame mount angles. Frame mount angles are welded flush (facing down) to the bottom side of the floor and another set is welded flush (facing up) to the chassis frame rail. The opposing mounts have a 1/4" rubber isolator between each location and are fastened together using 1/2"-13 grade 5 bolts torqued to 49-59 ft-lbs. Sidewalls are fastened to the floor structure with 3/8"-16 grade 5 bolts passing through the bottom C channel into mounting tabs which are welded to the floor cross members every 24".
The roof is fastened to the sidewall structures with 3/8"-16 grade 5 bolts passing through the roof C channel into the sidewall top angle every 24". The rear wall is welded to the side wall, roof, and floor structures at mounting tabs located at points around the perimeter of the rear wall. The front cap, the rear cap, and door seams are trimmed with an aluminum trim channel with a white

TECHNICAL QUESTIONS/ APPROVED EQUALS ON PTR13058

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vinyl cover. Any fastener exposed to the elements is constructed of zinc, stainless steel, or black oxide.

Exterior floor The floor structure is constructed of 2' X 8" 13 ga. "Flo-Coat" (galvanized) cross members welded on 24" centers. A 2" X 4" galvanized longitudinal tube runs the entire length of the floor and is welded to the cross members. One-piece 14 ga. (minimum) galvanized steel wheel plates are installed over the rear wheels for a flat floor layout. **SIDEWALLS** The roadside and curbside walls are constructed of 1 1/2" X 1 1/2" 18 ga. "FloCoat" (galvanized) tubes welded on 24" centers. A modified galvanized C-Channel is welded to the bottom of the wall and a 1 1/2" galvanized angle is welded at the top. The exterior skin is .024" galvanized steel with white exterior face laminated to ADZEL. All wall cavities are filled with 1 1/2" block foam insulation. This insulation meets a value of R-9. The interior panels are 3.2 mm gray vinyl covered ADZEL. The components are vacuum laminated using water activated urethane adhesive. **ROOF** The roof structure is constructed of 1 1/2" X 1 1/2" 18 ga. "Flo-Coat (galvanized) formed bows welded on 24" centers. The roof bows are seated into a 1 1/2" galvanized C-Channel bottom rail.

The exterior skin is a one piece .045 filon/fiberglass composite laminated to ADZEL. The cavities of the roof structure are filled with expandable spray foam insulation. The insulation meets a value of R-8. The interior panels are 3.2 mm gray vinyl covered ADZEL.

The roof components are compression laminated using a water activated urethane adhesive.

REAR WALL The rear wall structure is constructed of 1 1/2" X 1 1/2" 18 ga. "Flo-Coat" (galvanized) tubing. The exterior skin is .024 galvanized steel with white exterior face laminated to AZDEL. All wall cavities are filled with 1 1/2" foam insulation. This insulation meets a value of R-9. The interior panels are 3.2 mm gray vinyl covered AZDEL. The components are vacuum laminated using water activated urethane adhesive.

SKIRTING the exterior skirting is .024" galvanized steel with a white exterior face. Galvanized angled skirt braces are welded onto the bottom of the wall and cross members. The skirting is placed overlapping the sidewall skin. A polyurethane adhesive is added to the vertical skirt braces. The skirting is then mechanically fastened to the sidewall and to the bottom of the skirt braces. The skirt seam is timed with an aluminum retainer with an approximate 1 1/4" aluminum cap.

The above-referenced construction is approved contingent on meeting all technical aspects of the original specification.

3.12.4b REQUEST APPROVAL OF OUR STANDARD PASSENGER ENTRANCE/EXIT DOOR THAT HAS A CLEAR HEIGHT OF 82 1/2".

Approved.

3.12.4b REQUEST APPROVAL FOR DISTANCE GROUND TO STEP NOT TO EXCEED 12 INCHES +/- A HALF INCH

Approved.

TECHNICAL QUESTIONS/ APPROVED EQUALS ON PTR13058

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3.12.4g REQUEST APPROVAL OF OUR STANDARD NON-AMBULATORY ENTRANCE/EXIT DOOR THAT HAS A CLEAR OPENING OF 69 ¼" H X 44 ¾" W
Height is approved. Width shall be 46".

3.12.4 k request approval of our standard size emergency exit door—a full height rear emergency door with a minimum clear opening of 33" X 62 ½"
Approved.

3.12.4 Please accept our standard tread depth of 11" in lieu of 12"
Approved.

3.12.4.f Doors request: please accept a diamond plate driver running board that is approximately 12" off the ground
Approved.

3.12.4 f Please accept our standard height of approximately 13" above the ground, in lieu of 8". If we went to 8" the bottom of the step framing would be less than 6" from the ground and would likely cause ground clearance issues.
Approved.

3.12.5A request approval of our standard sub-flooring cover. The floor structure is covered with 5/8" marine tech plywood. It is attached with a polyurethane adhesive sealant and mechanically fastened into the cross members. The floor structure is sealed to keep outside elements from entering the vehicle with an expandable, polyurethane spray foam.
Approved.

3.12.5B request approval of our standard flooring. Koroseal flooring is manufactured from proprietary thermoplastic formulations. The materials are homogenous throughout the full thickness of the floor. Koroseal flooring thickness is 1/8" nominally on smooth materials and 3/16" thick nominally on ribbed materials. The floor covering is gray Koroseal, smooth under the seats and ribbed in the aisle and entry steps with optional colors/manufactures available upon request. Floors have full length cove molding for cleaning ease run 9" up the sidewall and trimmed with a kick panel. Entry step nosing is white or optional yellow with Altro on the sides and vertical risers.
Approved.

TECHNICAL QUESTIONS/ APPROVED EQUALS ON PTR13058

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3.12.5B In addition to the brands listed, please accept GerFlor Tarabus flooring, as described in the attached literature, as an approved equal. This flooring is available in a variety of colors that can be selected by the end user agency.

Approved.

3.12.5C and 3.12.5f If rubber flooring is used (RCA or Rubber Solutions), please accept their ribbed flooring for the aisle, steps and wheelchair lift area, in lieu of smooth rubber

Approved.

3.12.5.c Floor Request: Please Clarify If Aisle Front Entrance And Tie Down Areas Are To Be 1/8" Smooth Rubber Then The Only Ribbed Rubber In The Bus Will Be On The Steps. Is That Correct?

As long as the flooring is slip resistant and the aisle is of a contrasting color or shade for visually impaired riders, no ribbed flooring is necessary. If a vendor chooses to use the ribbed flooring as we have specified in the past for the aisle, that is acceptable.

3.12.5C If GerFlor terabus flooring is approved, please accept GerFlor's StepBus step edge, as described in the attached literature, in lieu of RCA's Talon Tread.

Approved.

3.12.5 G Please reconsider deleting the requirement for a standee line, since according to section 2.e on page 18, vehicles will be operated without standees

Denied.

3.12.5.E Floor request: please clarify what color the aisle rubber and the under-seat rubber are to be? This may affect the price of the flooring

The intention was contrasting color; we typically request blue, but usually this choice is solidified with the successful vendor post award.

3.12.6 A All wall cavities are filled with 1 ½" block foam insulation. All cavities of the wheelchair and/or rear door structure are filled with 1" block foam insulation. The cavities of the roof structure are filled expandable spray foam insulation. Foam-Control EPS meets or exceeds the requirements of ASTM C578, "Standard Specification for Rigid, Cellular Polystyrene Thermal Insulation." Foam-Control EPS is monitored for Quality Control and Listed by Underwriters Laboratories Inc.

Approved

TECHNICAL QUESTIONS/ APPROVED EQUALS ON PTR13058

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3.12.6B Undercoating Tectyl 127CG Gray is a solvent cutback, thixotropic, gray pigmented corrosion preventative compound. The dry film is firm and non-tacky. TECTYL 127CG gray provides excellent weathering and corrosion protection for industrial applications. TECTYL 127CG is recommended for use in the transportation industry as an undercoating and sound deadener. Tectyl 127CG possesses dielectric strength 800 volts per dry mil of coating and can be applied between dissimilar metals to prevent galvanic corrosion. The underbody is sprayed with a tough, pliable, corrosion protectant material with sound deadening properties in accordance with chassis manufacturer's guidelines

Approved

3.14.f We believe you mean 27" minimum. Please confirm.

You are correct-27" minimum.

3.14 I The 9100 ALX3 driver seat is not available for the Ford E series chassis. In the last bid specification, the Freedman Sport Shield was called for. Is this acceptable? Also, USSC makes the G2ELP model for this chassis, as described in the attached literature. Is this acceptable? Both seats are compatible with the Ford OEM or Adnik power seat base. The GCELP is also available with a P1A Air suspension system. Please advise as to which seat you would want.

G2ELP and the Freedman Sports Shield are approved.

3.14i "The specified USSC 9100alx3 seat is not available in any type of cutaway bus. This seat is only available in 12 year Altoona tested heavy duty transit buses". Request the state to specify a different seat, one that is compatible with a cutaway bus.

G2ELP and the Freedman Sports Shield are approved with the Ford OEM or Adnik power seat base.

3.15 Please accept Q'Straint anodized medium duty L track part# Q5-6100-FCA in lieu of the heavy duty track specified. This track is not typically used in the small & medium duty bus industry. Medium duty track is the industry standard and the number we are requesting is what they recommend and it will be anodized track.

Approved. All track and restraint systems need to be deemed compatible by the manufacturer as well as meet all applicable safety regulations.

3.17 A Request approval of our standard modesty panel and top barrier Top barrier is ¼" CLEAR OR SMOKE PLEXIGLASS. MODESTY PANELS ARE CONSTRUCTED OF GRAY Rontex (a fabric/carpet backer type of material) adhered to a 3/8" plywood panel & trimmed with metal C-channel on exposed edges. These panels are then mechanically fastened to stanchion assemblies in the vehicle> A modesty panel is standard aft of the entry door and aft of the front lift door. 96"wide body

The panel aft of the entry is 19 ½" w X 21" h

The panel aft of the front lift is 18" w x 21"h

TECHNICAL QUESTIONS/ APPROVED EQUALS ON PTR13058

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Approved.

3.18B REQUEST APPROVAL OF OUR STANDARD PASSENGER WINDOWS. Side passenger windows are transit style top sliders with a 20% light transmitting tint. The window size is 46 ½”w x 32 ½”h / 1511 sq inches. An interior clamp ring and a bulb seal allow a water tight fit. Emergency egress windows are constructed in the same manner, but capable of being opened in an emergency situation. They feature a top hinge and heavy duty red handles which when released allow the window to open. Emergency windows are clearly labeled with instructions of operation in a visible location on window. The number of passengers designates the quantity. Filler windows are a 22 ½”, or 20 ½”w x 32 ½”h fixed style window. Passenger windows have an AS-3 rating and are compliant with FMVSS 217. The rear emergency window is a fixed style egress window. The window size is 60”w x 22 ½”h with a 20% light transmitting tint and an AS-3 rating.

Approved.

3.20 Request: As approved equal that the mud flaps be made of polyethylene as equal to rubber specified.

Approved.

3.25.2C Please accept attached vinyl chart to be used for agency logos. If logos are to be done in DOT-C2 vinyl color choices will be limited to red or white and it would not be possible to match current color schemes. DOT-C2 vinyl would still be used to mark emergency exits as described in the specifications

Approved

4.1.1 request approval of our standard exterior height of 114” on a standard floor. We are also requesting approval of an exterior height of 122” should a flat floor/no wheelwells be required(class e). In order to maintain our interior height of 78 ½”, when a flat floor is required our exterior height increases by 8”

Approved.

4.5.1 Class E calls for a front lift, extended body length and a third WC positions. How many fixed ambulatory seats and how many fixed fold away seats will be in this class vehicle? Will attached floorplan 1 or 2 be acceptable?

The 4 ambulatory + 3 tie down positions (Floorplan 2) would preferred.

4.6 will class F vehicles be required to meet the mandatory requirements of Class A? If not what capacity is the capacity of Class F?

Please see revised Class F specification below:

TECHNICAL QUESTIONS/ APPROVED EQUALS ON PTR13058

- 4.6 Class F: Vehicles identified as Class F vehicles must meet the following mandatory requirements in addition to the requirements listed in section 3 as well as having the paratransit package and armrests as listed below in 4.6.1 and 4.6.2.

Measurements and Other Specifications:

GVWR	14,500 maximum
WHEELBASE	158" minimum
REAR AXLE	Dual Rear Wheel
TIRE	225/75R16 minimum
LOAD RATING	E
WIDTH (MAXIMUM)	96"
OVERALL LENGTH (APPROXIMATE)	275" maximum
OVERALL HEIGHT (MAXIMUM)	120"
TURNING RADIUS (MAXIMUM)	30-32'
SEAT/ WHEELCHAIR CAPACITY	Driver + 12 + 2 w/c passenger
PASSENGER HEAT	1 x 35,000 BTUs
PASSENGER A/C	65,000 BTUs separate from the dash-Requires dual compressors
ENGINE TYPE	Gas engine, 305 HP minimum
ENGINE CAPACITY	6.8 L minimum
SPARE TIRE	Loose
BATTERY	Dual
FAST IDLE	Yes
CURBSIDE EMERGENCY WINDOWS	1 minimum
STREETSIDE EMERGENCY WINDOWS	2 minimum

4.6.1 Paratransit Package-include credit to delete maintenance manuals

One set of Tire Traction Chains of the appropriate size shall be provided for each vehicle. Chains will be secured in the vehicle at a location approved by the Division of Public Transit.

Jumper cables of stranded copper, 4-6 gauge, and seven (7) feet minimum length shall be secured in the storage compartment of the vehicle.

One set of Vehicle Jack and Lug Wrench of the appropriate size to be provided per vehicle in a safe and secure location.

- 4.6.2 Flip-up Armrests A flip up armrest for each passenger aisle seat shall be installed. Vendor should submit product description, warranty information, and product literature with bid, but must submit within 48 hours of request.

TECHNICAL QUESTIONS/ APPROVED EQUALS ON PTR13058

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11.0A We request the delivery requirement be extended to 180 days. This is due to lead time on 6.8L gas chassis from Ford

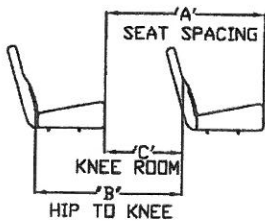
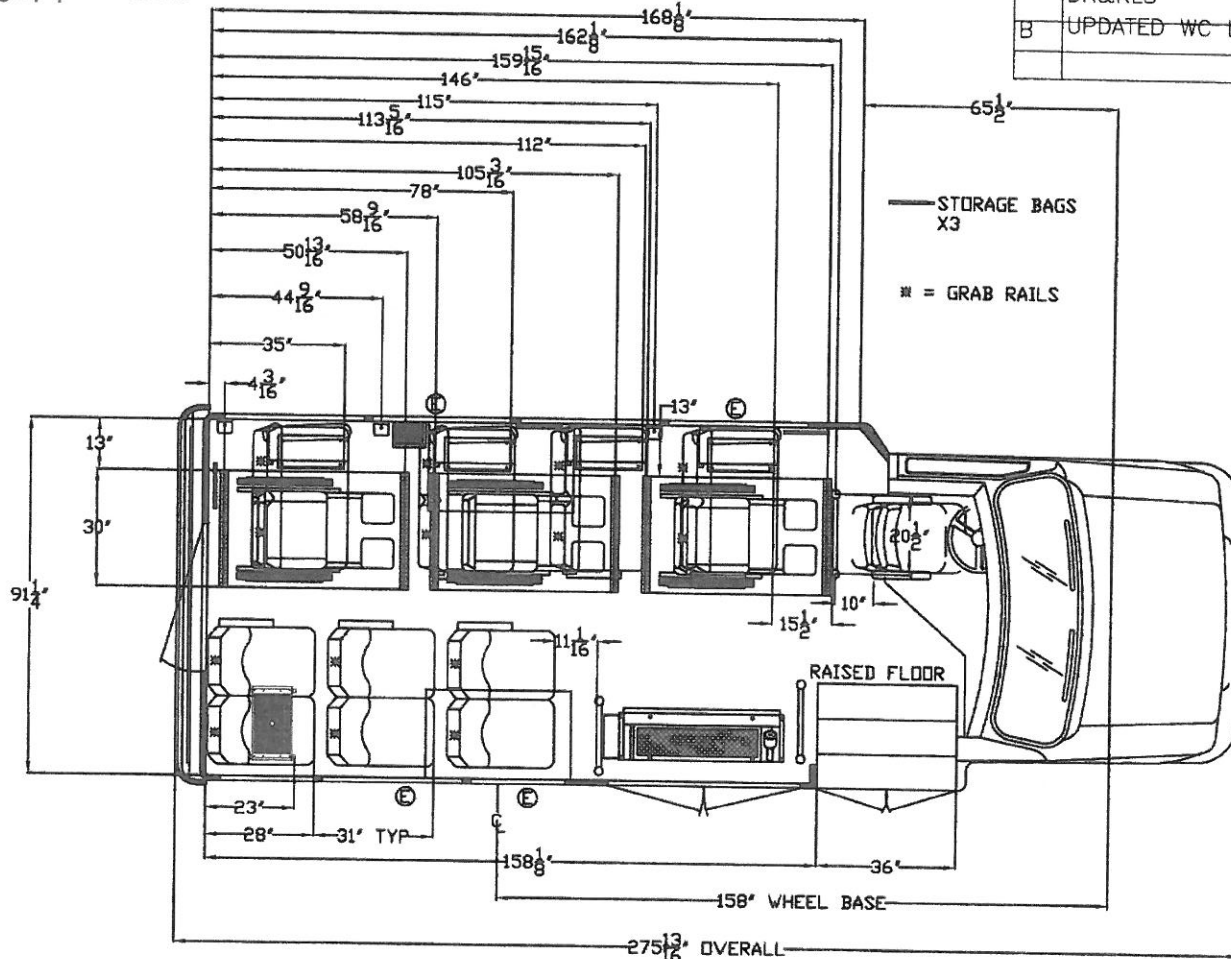
The WVDPT is aware of the shortages experienced this past year, but we will keep the 150 days specified. If more time is needed, the successful vendor may document the reason in writing per the specifications and ask for an extension. This serves the division better than a blanket time extension in the event that the chassis shortage does not persist.

Page 97 and 98—The Seating Diagrams on page 97 and 98 do not seem to correspond to any of the requested classes. Please advise if these were added in error or which class each diagram corresponds to


We were advised to include sample floorplans—the capacity should be as specified; these are merely for guidance

Floorplan #1

Rev.	Revision Description	By	Date	ECN / PPCN
B	DR&RLS UPDATED WC L TRACK	ARS	4-30-08	N/A

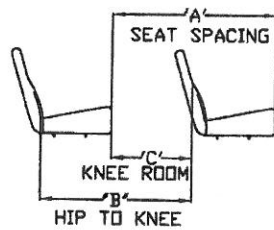
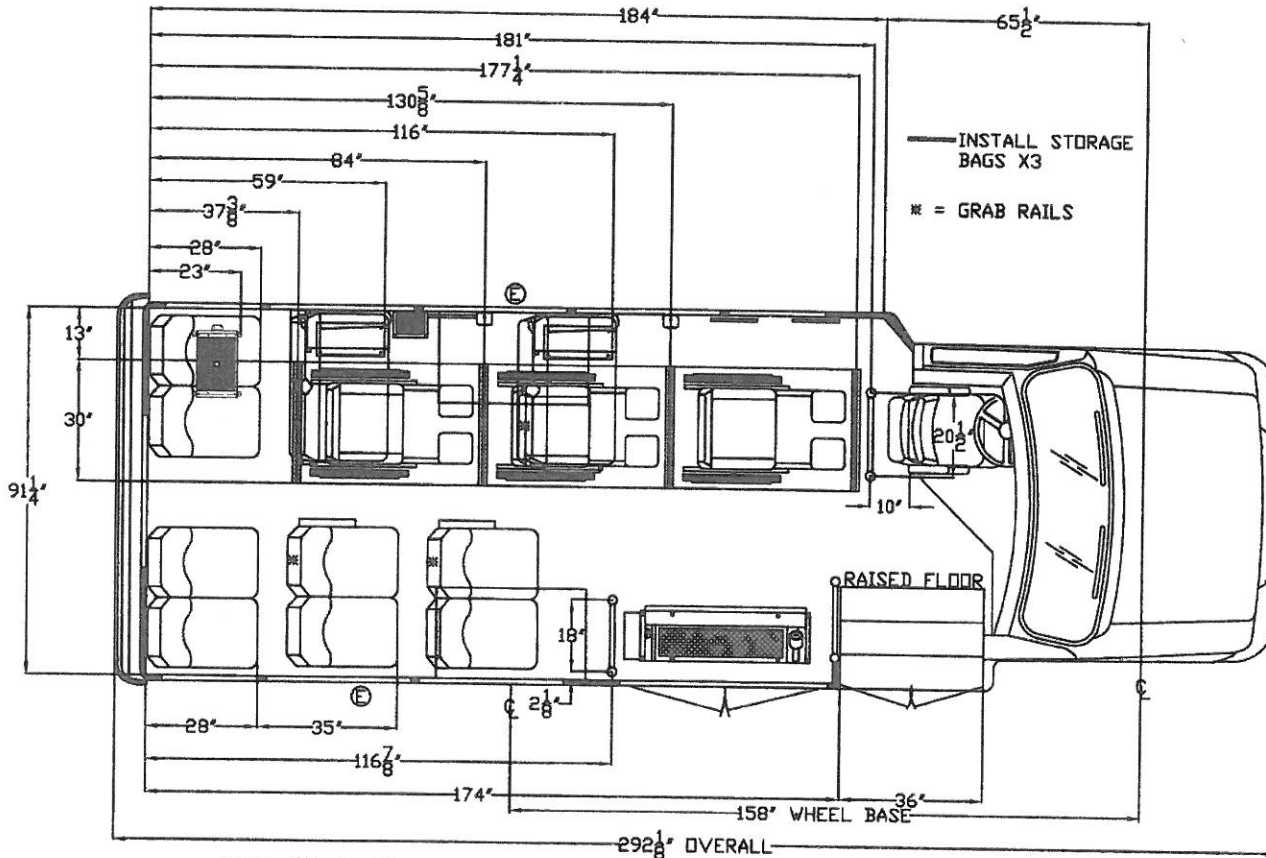


SEAT STYLE	SEAT SPACING 'A'	HIP-TO-KNEE 'B'	KNEE ROOM 'C'
MID HIGH	31"	27"	8-3/4"


DO NOT SCALE	Drawing Name / Description: FLOOR PLAN, 14P/3WC/158WB/276BDY		Unit Number:		Reference: GC Part Number:	
	A	THIS DRAWING AND THE INFORMATION CONTAINED THERON ARE THE EXCLUSIVE PROPERTY OF GOSHEN COACH (THOR INDUSTRIES, INC). IT SHALL NOT BE COPIED OR DUPLICATED IN ANY MANNER, NOR SHALL IT BE SUBMITTED TO OUTSIDE PARTIES FOR EXAMINATION WITHOUT OUR WRITTEN CONSENT. IT IS LOANED FOR USE WITH REFERENCE TO WORK UNDER CONTRACT WITH, OR PROPOSALS SUBMITTED TO GOSHEN COACH.	Models:		 25161 Leer Drive Elkhart, IN 46514 (574) 970-6300	
			Work Instruction Reference:			
Tolerances: +/- 1/16" +/- 1" Unless Noted Otherwise		Scale: N/A Units: INCHES		Date: 01/08/08		Revision: B
			Class Code:		Sheet 1 of 1	

Floorplan #2

Rev.	Revision Description	By	Date	ECN / PPCN
A	DR&RFI		5-29-08	
B	ADDED 5 ACROSS			N/A



SEAT STYLE	SEAT SPACING 'A'	HIP-TO-KNEE 'B'	KNEE ROOM 'C'
MID HI	35"	31"	12 3/4"

DO NOT SCALE	Drawing Name / Description: FLOOR PLAN, GCII 13P/3WC/158WB/292BDY		Unit Number:		Reference:		GC Part Number:		
	A	THIS DRAWING AND THE INFORMATION CONTAINED THERON ARE THE EXCLUSIVE PROPERTY OF GOSHEN COACH (THOR INDUSTRIES, INC.). IT SHALL NOT BE COPIED OR DUPLICATED IN ANY MANNER, NOR SHALL IT BE SUBMITTED TO OUTSIDE PARTIES FOR EXAMINATION WITHOUT OUR WRITTEN CONSENT. IT IS LOANED FOR USE WITH REFERENCE TO WORK UNDER CONTRACT WITH, OR PROPOSALS SUBMITTED TO GOSHEN COACH.	Models:		 25161 Leer Drive Elkhart, IN 46514 (574) 970-6300		Drawing Number: 0124933B		Revision: B
			Work Instruction Reference:				Class Code:		Sheet of 1
			Tolerances: +/- 1/16" +/- 1* Unless Noted Otherwise		Scale: N/A	Units: INCHES	Drawn: RRP	Date: 01/03/08	File location: CD/FP/GCII/158/292

ADDENDUM ACKNOWLEDGEMENT FORM
SOLICITATION NO.: PTR13058

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 acknowledgement should be submitted with the bid to expedite document processing.
Revised 6/8/2012