



State of Rhode Island
Department of Administration / Division of Purchases
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ADDENDUM #2

RFQ # 7549961 TITLE: TRUCK MOUNTED, AIRLESS WATERBORNE PAINT STRIPER

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SUBMISSION DEADLINE: NOVEMBER 10, 2015 – 1:00 p.m.

Answers to Questions received are as follows:

- 1. General; 1.2** –“*The delivery.....no later than 250-270 days after receipt of award*”
This is a realistic expectation on delivery of these custom built paint trucks. However, there is a contradicting less realistic request later in the specification under item **17. Delivery; 17.1**; where it is written “*Deadline for final delivery no later than April 15, 2016*”, which would translate into about 150 days after receipt of award **if** award is made within 2 weeks after the current closing date. Will the vendor be allowed to bid a delivery date in accordance with the General section (250-270 days ARA), or will they be held to the section 17 stated April 15, 2016 delivery date? If the latter, by what date will the DOT actually make the award? If award is not made right away, and/or if the closing date of this bid is postponed due to an addendum response, will the delivery date of April 15 be re-evaluated, or is there a reason that this delivery date cannot be exceeded?
- 2. Delivery date must be no later than 200-220 days after receipt of award or by July 31st,2016. Penalty of \$500.00 per day, for every day late the truck is delayed from delivery.**
- 3.
- 4. 1. General; 1.3** –The height restriction is not quite clear to us in this section based on the wording: “The specified machine must not have any portion of the striper more than 12’10” above the ground except when the arrow board is in an upright or operational position. The rear arrow board, when in an operational position must not exceed 11’8” above the ground with the arrow board in the down position.” Would the DOT consider the following modifications to make this more clear:“*The specified machine must not have any portion of the striper more than 12’10” above the ground ~~except~~ when the arrow board is in an upright or operational position. The rear arrow board, when in an ~~an~~ **operational storage** position must not exceed 11’8” above the ground with the arrow board in the down position.*”?
- 5. Message board will have a maximum height of 12’-10” in the open position and closed will be maximum height of 11”-8”**

6. **1. General; 1.3** –“*The specified machine must not have any portion of the striper more than 96” wide, except the chassis mirrors.*” Could the hand rails & fold up access ladders (when deployed) be added as exceptions? The hand rails (one on each side of the ladder entrance areas) generally stick outside the 96” platform (striper deck) width by about 2 ½” on each side, and our fold-up ladders protrude about 7” at the bottom rung from the deck’s edge when deployed.
7. **When in operation nothing is to exceed 96”**
4. **1. General; 1.5** –“*The responsible supplier must have a minimum of six (6) units built to this specification utilizing the same airless system equipped with solenoid weather resistant boxes, main electrical electric junction box, square tube gun carriages, tilt down easy access rear control console, and be in service for at least two (2) years.*” Even though item **23.1** says the unit must be a “*standard production model*”, this is a custom truck specification designed around the specific needs and requirements of the Rhode Island DOT. If the list of users provided by bidders includes a truck that is not “*built to this specification*” or does not contain this exact combination of features and components will they be disqualified? What if all 6 users/units on the list contain at least one of the above listed components, will this be acceptable? These government paint striping trucks are customized per government specifications. This request as written seems to unnecessarily restrict full and open competition in the way it is worded.
Replace with (be in service for at least five (5) years.
5. **2. Cab & Chassis; 2.1** – The tires selected are rated at 18,700, not 18,740. Is this acceptable?
Tires that are rated 18,700 are acceptable replacements. An authorized dealer within 50 miles of Warwick RI for service, repairs and parts is required.
6. **2. Cab & Chassis; 2.2** – 380 HP will require the ISX engine. 370 can be obtained with the ISL. If the ISX is selected, the Rear Axle Ratio will need to be 5.38. Will this be acceptable?
A 5.57 or 5.38 rear axle ratio is acceptable but vehicle must be able to maintain 60 MPH. An authorized dealer within 50 miles of Warwick RI for service, repairs and parts is required.
7. **2. Cab & Chassis; 2.3** – “*.....5.63 ratio rear axle.....*” Another cab & chassis supplier would like to use a 5.57 rear axle ratio in their quote due to the axles being used. Is this acceptable?
A six speed transmission is acceptable. Also a 5.57 or 5.38 rear axle ratio is acceptable but vehicle must be able to maintain 60 MP. An authorized dealer within 50 miles of Warwick RI for service, repairs and parts is required.H.
8. **2. Cab & Chassis; 2.5** – “*The gauge package for the left and right steering position shall be equal*”. **Attached** is a description of the modification from Peterbilt. Is this acceptable?
Yes
9. **2. Cab & Chassis; 2.14** – Paint colors can impact the pricing and availability from chassis cab vendors. Can the DOT at least determine the likelihood of white vs non-white? Metallic vs Standard?
Polyurethane in white will be acceptable.
10. **2. Cab & Chassis; 2.18** – The standard for one of the chassis vendors for the engine is 2 years, and the transmission is 4 years. Does the DOT want an extended warranty for a minimum of 3 years beyond the manufacturer’s standard offering, or a minimum of 3 years total? Will the 3 year warranty include chassis, engine and transmission (or is it chassis only)?
Warranty will include Chassis, engine and Transmission. Extended warranty is beyond the manufacturer’s standard offer.
11. **3. Fabricated Parts; 3.1** - A center mount pivot is specified. Our standard line guide (see attached document) uses a reversible side mounted hinged block type joint

- connection system for more vertical lift capability. The main pivot arm is hinged from the outside of the front bumper on each side, not needing to be completely removed when stored out of the driver's line of sight for transport. Will this be considered an equal, or will we need to modify our standard for this bid?
12. **Mechanical line guidance will remain as above. All others will be modified to spec.**
 13. **3. Fabricated Parts; 3.1** - A hydraulic lift line guide is specified. A pneumatic lift is recommended for safety purposes, providing for safer "pinch points". Will a pneumatic lift cylinder be acceptable?
 14. **Mechanical line guidance will remain as above. All others will be modified to spec.**
 15. **3. Fabricated Parts; 3.2** – "1 1/2" diameter round steel side railings" are specified. Our standard platform railings are made of 1 ¼" square steel tubing, not round. Will this be considered an equal, or will we need to modify our standard for compliance with this bid?
 16. **Acceptable equal will be required. Square is acceptable. But nothing less than 1 1/2"**
 17. **3. Fabricated Parts; 3.2** – "...built in rear access steps, 36 inch x 96 inch deep rear platform equipped with retractable side rails and fixed rear rails..." Just to clarify, the rear platform is 96 inches wide (same as main platform) and 36 inches deep, or from the back edge of the rear cab, correct? Does the DOT want the built in steps to be on the curb/passenger/edge line side only, or on both sides of the rear platform, or out of the center rear with fixed railings on each side of the rear facing entrance?
 18. **Rear steps to be installed out the back.**
 19. **3. Fabricated Parts; 3.2** – The main striper deck platform with welded on steel side railings, the rear operator's cab, and the paint and bead tanks are not usually powder coated because the dimensions of these components exceed our powder coating booth/oven size. Will an automotive type plural component polyurethane system be acceptable for these larger components? We usually coat smaller parts with powder and bake the finish on in an oven at 450 degrees F. The powder coating provides a very durable finish for smaller "high use" parts. Zinc plating is used on carriage gun holder rods and brackets to make over-spray cleanup quick and easy and to increase durability. Are these practices acceptable, or will we need to modify our standard for this bid?
 20. **Polyurethane systems are acceptable and equal to powder coating.**
 21. **3. Fabricated Parts; 3.3** – "The carriages shall slide on oil impregnated nylon, equipped with cam followers.....shall ride on stainless steel wear strips." Our standard square carriage outrigger tubes slide on UHMW-PE wear pads/bearings, with the inner slide tubes connected to orbital steering controlled hydraulic cylinders, coated with a dry graphite coating called EZ-Slide. Will this be considered an equal or will we need to modify our standard for this bid?
 22. **UHMW-PE wear pads/bearings are acceptable.**
 23. **3. Fabricated Parts; 3.4** – ".....scissors style gun carts....." We feel our standard hinged parallel arm (8 total) design (**see attached document**) will meet the DOT's intent and provide better stability and support of the guns without the assumed pinch points of a scissors style cart. For strength, durability, and customer satisfaction assurance, will our standard gun cart be acceptable, or will we need to modify our standard for this bid?
 24. **All others will have to be modified.**
 25. **3. Fabricated Parts; 3.6** – "A protective console cover will also be provided." This sounds like something that may be necessary on a truck with a canopy or open operator's station, but this truck has a rear operator's enclosure protecting this center control console from the environment. Is this needed to protect it from dust collection, or what should the cover be designed to protect the console from? If this protective cover is required, is a certain design required, or will a thin vinyl (vinyl is listed later in the spec under item **15.5**) sheet to throw over the console when not in use be acceptable?
 26. **A console cover will be required.**
 27. **3. Fabricated Parts; 3.7** – "Two (2) air ride type operators' seats with arm rests shall be installed in the rear operator's shelter. They shall be mounted [on] tool boxes and each equipped with seat belts." Our standard Bostrom air ride seats have a 6" travel on the air suspension and with this elevation at the base it is normally mounted directly to the floor

- at platform/deck level to maintain an ergonomic operator's seated position. Can the bidder provide toolboxes in an alternate location? Does the DOT want to specify a minimum size for the tool boxes to provide a baseline or minimum for vendors to comply with?
28. **No toolboxes are to be installed under the seats. They are to be mounted to the bed of truck.**
 29. **3. Fabricated Parts; 3.8** –“...*hydraulic reservoir...*” is listed here, and again in items 4.2 and 4.4. Just to clarify, only one hydraulic reservoir for this truck is required, and these multiple references are all referring to the same one correct? Does the DOT want both a removable lid and cleanout fittings? And just one hydraulic oil cooler? We usually supply a temperature switch controlling a fan as part of the hydraulic cooling system, but this does not seem to be specified. Does the DOT want to add this as a requirement?
 30. **We will require a removable lid and clean out.**
 31. **3. Fabricated Parts; 3.9** –“*Two glass bead manifolds will be mounted to the gun carriage assemblies. One (1) mounted on the centerline side and one on the edge line side.*” For consistent and equal bead flow distribution, and to limit the weight and clutter on each of the gun carriages, we would prefer to mount a single pipe manifold at the outlet/base of the glass bead tank with all equal length 1” hoses routed from the single vertical mounted under deck manifold to each gun on the carriages. The exhaust mufflers (specified later in item **3.13**) would not be necessary with this bottom outlet/vertical pipe manifold. Will our standard bead distribution system be acceptable or will we need to modify our standard for this bid?
 32. **yours will be acceptable.**
 33. **3. Fabricated Parts; 3.10** –“*Aluminum tread plate panels will be provided to cover some surfaces.*” For costing purposes, can the DOT be a little more specific as to which surfaces they are referring to here, or state an overall sq. footage of material required? The word “some” is not very descriptive and can be very subjective.
 34. **Aluminum tread plate's are to go around bottom of tanks and the corners of dog house.**
 35. **3. Fabricated Parts; 3.12** –“*Two (2) steel mounting pedestals shall be provided for the hydraulic steering orbital to control lateral movement of the gun carriages.*” Will hinged arms from the center console also be acceptable for mounting of the carriage steering wheels? This will allow more operator leg room in the cab while striping, and will allow for a more clear walking path to the operator's cab front door when the arm is not in use, it can be flipped up and out of the way.
 36. **All hinges are acceptable.**
 37. **4. Diesel Air Compressor and Aux. Hydr. Power System; 4.1** – “*The compressor shall be painted to match the thermoplastic “body”, no exceptions.*” Just to clarify, was this carried over from a thermoplastic machine specification and intended now to refer to match the paint striper body?
Replace the word Thermoplastic, paint striper intended to match paint striper body.
 38. **4. Diesel Air Compressor and Aux. Hydr. Power System; 4.3** – “*The compressor shall be equipped with a hydraulic pump to power the hydraulic high pressure paint pumps, (2) paint tank agitators, (2) carriage orbitals, hydraulic main air cooler and front mounted pointer bar.*” Later in the specification under **6.1** there is a request for “*two (2) pumps with direct drive off the compressor engine to power the hydraulic high pressure paint pumps, (2) paint tank agitators, (2) carriage orbitals and front mounted pointer bar.*” If the vendor can power all items with a single hydraulic pump, will this be acceptable? Also, is the “hydraulic main air cooler” required even though this is the only reference (**4.3**), and it was removed in the second reference (**6.1**)?
 39. **A single hydraulic pump will be acceptable as long as it performs properly.**
 40. **the hydraulic main cooler is required.**
 41. **5. Compressed Air System; 5.5** – “*Air pressure regulators and gauges to control.....spray gun atomizing pressures shall be mounted in the rear operator's control*

- console.*” This seems to be a reference from an air spray paint truck specification. There are no spray gun atomization pressure regulators and gauges associated with an airless system. Did the DOT intend to have the high pressure paint pump regulators and gauges inserted here, or do they want the high pressure paint pumps specified in 7.12 regulated manually at the pumps themselves accessible from outside the operator’s cab?
42. **This does not apply truck is airless.**
 11. **7. Marking Material System; 7.2** –“The low-pressure plumbing will be.....2” *chemical hose.*” **7. Marking Material System; 7.3** –“*No chemical resistant type hose shall be used in the main paint plumbing. No exceptions.*” **7. Marking Material System; 7.11** –“*No chemical resistant type hose shall be used in the main paint plumbing.*” The latter sections seem to contradict the first. Does the DOT want bidders to include chemical hose in the low pressure plumbing or not?
 12. **Stainless steel vibration eliminators.**
 13. **7. Marking Material System; 7.2** –“*Plumbing to enable bypassing the heat exchangers.*” We do not recommend bypass plumbing for the heat exchangers. We have seen the direct result of this being plugged up heat exchanger tubes. Even when not turning on the paint heat system, it is recommended that the operator continues to run paint through the heat exchanger tubes. If they are bypassed without flushing them out, they will become plugged and will become unusable until drilled out. If the operator continues to move this paint that is already in the heat exchanger through the system, it will not plug up the tubes.
 14. **A manual bypass valve with shut off to test line is required on the low pressure side.**
 15. **7. Marking Material System; 7.8** –“*Two (2) Wilden P4 SST/Teflon diaphragm type load mounted on the side of the unit.*” Why does the DOT want diaphragm pumps with 1 ½” ports when all of the low pressure plumbing is 2”?
 16. **Two (2) Wilden P8 SST/Teflon diaphragm type load mounted are acceptable.**
 17. **7. Marking Material System; 7.8** –“Will ARO pumps of equal size, material, and performance ratings as specified in the Wilden brand name be accepted as an equal?”
 18. **Yes**
 19. **7. Marking Material System; 7.15** –“.....*all valves shall be half inch Whitty ball valves stainless steel.*” **7. Marking Material System; 7.16** –“.....*a three way whitty.*” We are not familiar with this valve. Will our regularly stocked inventory of Apollo brand ½” ss ball valves be acceptable as an equal to the “Whitty”?
 20. **No only whitty valve are acceptable.**
 21. **8. Marking Material Heating System; 8.1** – We have seen a trend in the industry from a burner system to a scavenger style paint heating system utilizing the pre-existing water glycol cooling system heat from the diesel engine that powers the air compressor. The following reasons have been volunteered by our customers: 1) A scavenger paint heat system is more environmentally friendly as it doesn’t burn additional diesel fuel. 2) It is safer because there is less risk of fire or explosion. Will this alternative scavenger style paint heating system using a total of 3 heat exchangers (1 for glycol heat transfer from the aux. liquid cooled engine and 2 for paint heat transfer) and no burner/boiler system be acceptable?
 22. **Two (2) 8” diameter by 36” long, 2 pass, insulated heat exchangers with stainless steel 3/8” diameter tubes, stainless steel endplates and bonnets-one for yellow paint and one for white paint**
 23. **8. Marking Material Heating System; 8.1** – Stainless steel shells and end bonnets are specified, but these portions of the heat exchanger do not come in contact with the traffic paint. Will it be acceptable to provide heat exchangers to include stainless steel material only on the tubes where the traffic paint actually comes in contact with the steel?
 24. **Cast iron heat exchangers with stainless material tubes are acceptable.**
 25. **8. Marking Material Heating System; 8.1** –“*Heated glycol tracer lines with insulation wrap shall be installed on the paint lines to the spray gun.*” Is this really necessary for a latex paint truck? The paint temperature is not that critical as it would be with epoxy or

- thermoplastic trucks. A drop of a few degrees in a latex paint truck between the heat exchanger and the paint gun makes little to no difference in the application (flow or dry time) of latex paint. These glycol tracer lines and insulation add unnecessary weight and clutter to the carriages and diminish the operator's visibility of the guns.
26. **Heat traced lines down to gun are required.**
 27. **9. Reflective Media System; 9.2** –“*All plumbing for the bead loading shall be routed inside the bead tank.*” Does this mean the valves and jet pump are actually mounted under the lid inside the tank? We usually mount these externally on the lid. Are the “*controlsmounted at ground level*” referring to remote switches to activate electronic valves inside the tank?
 28. **Manual valves are to be mounted on top of tank no switches.**
 29. **10. Gun Carriage Layouts; 10.1 through 10.3** –“*.....Graco Model 206-660.*” Graco recommends the 238-377 as a replacement of the 206-660 paint gun for road striping applications. Is this manufacturer recommended model gun acceptable?
 30. **Also acceptable are Graco Model 238-377 airless spray gun.**
 31. **11. Electronic Skipline Controller; 11.3** –“*.....skipline control box mounted in a weather resistant stainless steel enclosure*”. Are these necessary? The rear weather sealed operator's cab has lockable doors to protect these boxes. Why the redundancy inside the cab of these stainless steel enclosures surrounding the control boxes?
 32. **Skipline boxes are required. No lockable boxes required but boxes are to prevent from being hit.**
 33. **13. Electronic Traffic Warning Lights; 13.1** –“*.....one (1) three by five (3' x 5') foot 25 LED lights, multi-function changeable message board mounted to the rear.....* Later in this same paragraph this “message” board is referred to as an “arrow” board. “25 LED lights” is usually language associated with arrow boards, not message boards, however arrow boards are usually 6' wide, not 5' as specified. **Under 1. General; 1.3** it also refers to an “arrow” board. The difference in cost between a message board and an arrow board is approx. \$10,000. Will the DOT verify and clarify the board type and size, to be sure full and open competition is achieved and all vendors are bidding the same thing?
 34. **This unit must be a message board. The word canopy is incorrect this is a shelter. (Dog House)**
 35. **13. Electronic Traffic Warning Lights; 13.3** –“*.....light bar controller installed in the cab in a location approved by the “Caltrans” at a pre-production meeting.* Is this supposed to read Rhode Island DOT to approve the location?
 36. **A pre-production meeting will be required. Location to be determined.**
 37. **14. Electronics; 14.2** –“*.....speedometer with red backlighting.....*” Will green backlighting also be acceptable?
 38. **Green backlighting is acceptable.**
 39. **14. Electronics; 14.8** –“*All electrical switches.....will be push/pull Allen Bradley brand. No exceptions allowed.*” This seems unnecessarily restrictive. Why aren't vendors allowed to supply their own standard stocked brand switch offering?
 40. **Allen Bradley when turned on has light in handle.**
 41. **14. Electronics; 14.10** –“*A main electrical junction box shall be installed on the rear of the operators enclosure of the platform accessible from ground level for servicing*”. Will our standard practice be acceptable to provide the main electrical junction box inside the operator's enclosure (in the center console) accessible from inside the cab at floor level?
 42. **Main box will be mounted on deck in front of closure assessable from the ground.**
 43. **15. Additional Equipment; 15.2** – Could the DOT be more specific as to the “*Go-Jo hand cleaner dispenser with a replaceable container*” size and type so vendors can more accurately plug in the cost for this?
 44. **1 quart container mounted on passengers side assessable from ground.**
 45. **16. High Operators Visibility (HOV) Rear Operators Cab** –“*.....the roof shall be a minimum of 12 gauge.*” The specifications ask for a steel constructed equipment platform and a steel operator's cab. Our standard practice is to provide reinforced 10 ga. Stainless

- steel because we can get a more even weld with like materials and the walls are 10 gauge. Is this acceptable?
46. **10 Gauge will be acceptable.**
 47. **16. High Operators Visibility (HOV) Rear Operators Cab** -The operator's cab is to be only 60" (or 5') tall (there is an 11' 8" overall height limitation w/ arrow board in down position). This will have to be a special cab for us as we have never provided a 60" tall cab. If under the overall height restrictions imposed, will vendors be allowed to use a standard 76" tall cab so most operators can stand up without hitting their head?
 48. **Cab may be taller as long as overall height is 11'-8" with board down.**
 49. **16. High Operators Visibility (HOV) Rear Operators Cab** –The specification request a sliding rear door and front hinged door. Our standard cab design features hinged doors in both the front and the rear. Is this also acceptable?
 50. **Closer will require one (1) sliding door in rear. No exeptions.**
 51. **19. Technical Training & Spare Parts; 19.1** –“A factory technician with a minimum of 72 months of road marking application experience.....”. Marking applications in our area are seasonal. There are usually about 5 months out of each year that involve cleanup and rebuilding of equipment, rather than application of materials. Will it be acceptable to include these 5 months of off-season clean-up and rebuild experience each year, as this will also typically be part of the training?
 52. **1 week after delivery training will start.**
 53. **19. Technical Training & Spare Parts; 19.1** – The title of this section references “*spare parts*”, but none are listed. Did the DOT intend for a spare parts kit to be included in this bid invitation?
 54. **Recommended parts such as gun rebuilding kits, celynoids and manufacturers deems necessary.**
 55. **19. Technical Training & Spare Parts; 19.1** –Is the reference to “*the city*” in error, or will this truck mounted striper be a co-operative purchase between the DOT and a local City in the region to be trained separately?
 56. **Only State personnel will be trained. Training will Start one (1) week after delivery**
 57. **20. Technical Support; 20.1** –Will an actual “800” number rather than an “877” number be acceptable? Why 8 am to 5 pm “*Mountain Standard Time*”? Isn't Rhode Island in the Eastern time zone? This would only be from the hours of 10 am to 7 pm EST that the DOT could speak with a customer service rep?
800 or 888 numbers are acceptable.
10:00 AM to 7:00 PM EST are acceptable.

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