

**City of Isle of Palms, South Carolina
Request for Bids (RFB) 2018-01
New 75' Ladder Truck and Equipment**

Addendum #1 – Q&A

1. (Q) On page 16 of the specifications, under the heading "Aluminum Cab" it is required to that the rear of the cab wall slanted forward at the top for mid-ship aerial use. This is the only reference to "mid-ship aerial". Is a mid-ship aerial the required devise configuration?

(A) Rear wall is not required to slant in a rear mount application. The City is allowing for both rear mount and mid-mount configurations in this bid.

2. (Q) On page 31 of the specifications, there are, what appear to be, conflicting location requirements for the HVAC system. "HEAVY DUTY HEATER/DEFROSTER/AIR CONDITIONER" states the location shall be on the engine hood/enclosure. "HEATER/DEFROSTER/AIR CONDITIONING CONTROLS" states the location shall be in the overhead console. Is an overhead system or engine hood mounted system required?

(A) The Heater/Defroster/Air Conditioner location can be adjusted by the manufacture to fit their cab configuration. The unit must be sized to appropriately to heat and cool the cab in the high heat and high humidity environment experienced on Isle of Palms, SC year round. As long as the arrangement of these items adequately heats and cools the cab as weather dictates. Additionally, defroster must maintain a fog free windshield while driving in inclement weather situations.

3. Page 28 and the top of 29, Mater Electrical Panel.

The language used to describe the electrical system is what is used with the Supthen product which is partially wired with relay and circuit breakers for a small portion of its components.

The E-One system will use our standard multiplex electrical system. The area in the center dash console with contain our electrical components

Is this acceptable?

(A) Yes

4. (Q) Page 31, Tool Mounting Plates 25" wide x 19.5" long

Since out air conditioner is not located on the engine cover where do you want the tool mounting plate located?

(A) Tool mounting plate should be mounted in the safest possible location and readily accessible by officer.

5. (Q) Page 34. Communication System

The specifications state that there is to be a David Clark intercom system but there are Firecom 5100 intercom and 4 Firecom UH-51 heat sets. This needs to be straightened out.

The Firecom system is not compatible with the David Clark wireless system. Either specify a Firecom system or a David Clark System.

The David Clark wireless system requires a belt mounted module to receive the communication and then it transfer the data to the headset.

The Firecom system send the signal directly to the headsets and does not require a belt mounted module.

It looks like both system will communicate approximately 300 ft. from the base station on the truck.

(A) The intercom system shall be David Clark wireless system, latest version.

6. (Q) Page 47, Rear Step Compartment

We are providing a rear mount ladder so we are not able to supply a rear compartment, but on the other hand our side compartments are much larger than what you have specified so we are able to make up the storage capacity there.

Is this acceptable?

(A) Yes

7. (Q) Page 50, Steps

The two (2) pull out steps will not be needed under the right side of the body for access to the ground ladders.

The ladders on this truck will be carried in the vertical positions using two (2) compartments at the rear on each side of the turntable pedestal. The pike poles will be carried under a storage compartment under the right side hose bed.

Is this acceptable?

(A) Yes

8. (Q) Page 52, Master Electrical Panel Body Electrical System

This is a somewhat of a duplicate of what was listed on page 28, 29. We will be providing the E-ONE electrical system.

(A) Acceptable

9. (Q) Page 54, Tail/Stop/Turn/Backup Lights

Whelen 600 series taillights, brake lights and warning lights will be discontinued in June of this year.

They have introduced the C series warning light but do not have them approved from the DOT or scene light. We will be using the M Series light.

Is this acceptable?

(A) Yes, the City requires the latest version of LED combination lights.

10. (Q) Page 54, Step Lights

Whelen 2G step light have been specified.

The folding step we are providing will have the step lights built into them.

If we have a step light that does not have a folding step such as the cab step we will use a TecNiq LED step lights.

This company is the leader in the Marine and truck Industry

Is this acceptable?

(A) Yes, the City is interested in Marine grade LED lights.

11. (Q) Page 54, Ground Lights

We will be using the TecNiq T44 Led light which is a direct replacement of the Truck lite 44042C

The light is a grommet mount and is rated at 480 lumens and is rated for 50,000 hours of service and has a Limited Life Time Warranty. Truck-Lite does not provide the lumens nor a service light. They do say it is a Life time warranty.

Is this acceptable?

(A) Yes

12. (Q) Page 55, Work Lights

The LED work lights we use are manufactured by Obtronics and is 4" diameter. This light has an output of 1200 Raw Lumens with an Effective lumen of 720. The only company I know of that has a 6" LED is made by Unity. If this light gets damaged they are outrageous to replace. They don't rate their light in Lumens like most LED's so I don't know how to compare it to what we use. Unity does rate their light as 2230 candlepower rating, but there is no way to convert it to Lumens. Unity does not list their warranty on the web page.

Is this Acceptable?

(A) Yes

13. (Q) Page 55, Upper Level Warning Light

You are specifying a FN72QLES light bar.

The rear mount ladder extends over the cab roof and requires us to use two (2) individual Whelen Light bar.

(A) This is acceptable

14. Light Bars

A pair of side facing Whelen Mini Freedom IV Series 21.5" LED light bars shall be provided. Each light bar shall contain four (4) LED modules. Each side facing light bar shall contain one (1) corner LED module forward facing, two (2) side facing LED modules and one (1) corner LED module rearward facing.

The white LEDs (if equipped) shall be switched off in blocking right of way mode.

The light bars shall be installed on the cab roof.

Is this acceptable?

(A) Yes

15. (Q) Page 55, Lower Level Warning Devices

For the same reason I described the situation on the previous page we will be use Whelen M6 Warning lights.

Is this acceptable?

(A) Yes, as long as the lights are LED.

16. (Q) Page 57. Fixed Mount Scene lights Telescoping LED Scene Lights

You only specify 8 breaker in your breaker box and are asking for the above light to be wired for 220V which use 2 amps of power. It might be better to wire these for 110V which draws 2 amps. There is plenty of amps with the generator; 80 amps at 120 and 40 amps at 240v.

Each 220v breaker requires 2 slots in the breaker box and you have 4 lights so that alone will use all of the breakers you specified. Then you have to have breakers for the cord reel, ladder tip and the two electrical outlets which is a total of twelve (12) breakers in order to provide a breaker box you will have to double the size. If everything is wired 110volt you will only need the 8 breakers you originally specified.

Is this acceptable?

(A) Yes

17. (Q) On page 61 of the specifications, under “Capacity Ratings” there are requirements for both an aerial ladder and an aerial platform. Does the department require an aerial ladder or aerial platform?

(A) Rated capacity will be for an aerial ladder device.

18. (Q) Is the department open to receiving alternate proposals for demo apparatus (in addition to the proposal in response to the specifications)?

(A) The City may consider a demo unit meeting or exceeding the apparatus specifications detailed in this bid package, to include answers and clarifications in Addendum #1 in response to questions submitted to the City.

19. (Q) Page 59, Turntable. This entire paragraph is from our competitor specifications. The design aerial, turntable and controls will be of an E-ONE design. Is this acceptable?

(A) Yes

20. (Q) Page 60 and the top of page 61, Hydraulics. The control to operate the outriggers at the pump panel is an inherent design used on all Mid Mount Aerials. We are providing a rear mount.

(A) Controls shall be located where appropriate for type of aerial device.

21. (Q) We are providing pump panel controls to operate every aspect of the ladder except the outriggers. These are controlled from the rear of the body so you can view each outrigger as they are placed in operation and not have to rely on a mirror to see if it is safe to extend or retract the operator. We do not require safety pins in our outrigger.

Is this acceptable?

(A) Yes

22. (Q) Page 61, Aerial Controls and Centralized Controls. We comply with the exception of the outrigger controls not being located with the aerial controls at the pump panel. Your specifications is how all Mid Mount designs group their controls. We are providing rear mount controls.

(A) This is acceptable.

23. (Q) Capacity Rating, 2nd paragraph – the rated capacity is for an aerial platform not a ladder.

(A) The rated capacity shall be minimum of 500 pounds as required by NFPA for an aerial ladder, not an aerial platform.

24. (Q) Page 63, Aerial Spotlights. We are providing the Fire Tech 963 Flood light at the tip instead of the Unity spotlight. The light is much smaller and doesn't take as much room. It has a Lumen output of 4500. Life Time Warranty.

(A) This is acceptable.

25. (Q) Page 63 and 64, Paint. The steps outlined in your specifications are somewhat different than what you have specified. We use a system that Sikken's has developed for our product. Is this acceptable?

(A) Yes

26. (Q) In the review of your specifications instead of writing a detail questionnaire concerning the design of the interior dash and overhead that is in your specifications I thought it would be easier to

send the following pictures to give you my interpretation of what you are asking for as far as the instrument cluster, dash, engine cover and overhead area. We will put a note book holder on top of the electrical access panel shown on the second picture.

Is this acceptable?

(A) Yes

27. (Q) Page 34-36, Fire Pump

I need to get a few answers a few of the items I didn't see in your specifications that you may have overlooked. Anodes

Most customer in your area add one (1) on the suction side of the pump and one (1) on the discharge side of the pump to protect the pump housing from rusting.

We offer them two ways

1. Standard configuration where you have to remove them to check on the condition each year.
2. Electronic version that has a light to tell you the anodes need to be replaced.

(A) Electronic version that has a light to tell you the anodes need to be replaced.

28. (Q) Finish on the Ends of the Valves on Pump Panel

Do you the ends of the valves flanges that extend through the pump side panels to be:

- Brass – which is standard
- Painted to match the body
- Painted black
- Chrome plated

(A) Brass

29. (Q) Page 60, Short Jack capability

I didn't see anything in the specifications that the outrigger should be configured to have short jacking.

Is that something you want?

(A) No

30. (Q) Page 46, Hose Bed

How much fire hose did you want to carry in the rear hose bed?

5" "

2.5" or 3"

Other: Drive lay configuration

(A) 800' of 5" and 600' of 2.5" hose.

31. (Q) Do you want any the following items included in your bid or listed as an option?

- Lifting eyes on the end of the ladder, one (1) each side (A) Yes
- 2. Axe with Brackets to carry an axe on the fly section (A) No
- 3. Stokes basket bracket that will located on the side of the aerial base section (A) Yes
- 4. A six (6) ft. pike pole located on the fly section of the ladder (A) Yes
- 5. A dual rope roller shall be provided to aid in rope rescue operations. The rope roller shall consist of a welded aluminum frame, two aluminum pulleys and a lifting handle. The assembly shall be portable allowing it to be placed in various locations along the ladder. The assembly shall be held

in place between rungs through the use of two (2) 1/2" locking pins. The pulleys shall be rated for 250 lbs. each. (A) No need for this option.

- 6. Do you want short jacking listed as an option? (A) No. Our standard outrigger width is 16 ft. The short jacking will reduce the spread to 12 ft. in width.
- 7. I may have missed this but has the front suction intake been removed from the specifications? (A) This was removed from IOPFD aerial trucks.

32. (Q) There is language in your specifications that states "No Exception", which means this is that you want. Which of course means, if I can't provide those items, my bid will be deemed non-compliant and we will be eliminated from consideration. If this is correct please let me know.

If you the items I am asking about are acceptable for me provide, let me know so I can continue preparing the bid.

(A) The intent is "equal to or exceeding" requirements. Any deviation shall be clearly identified within the sealed bid.

33. (Q) Page 4, Steering

The specifications provided in this section are somewhere different than what we are providing.

The cramp angle with a 425/65R front tire on the E-One is 45 degrees whereas the truck that these specifications were based on can only achieve a 43 degree wheel cut with the 425 front tire,

The power steering cooler we use is installed on the front of the radiator and uses the fan blades driven from the engine. I believe the other product is actually using the same method to keep their fluid cool.

Is this approved?

(A) Yes

34. (Q) Driveline

I have included the Cummins Engine certification that covers the major components that we use to manufacture the chassis.

There are specific measurements for the driveline in your specifications that are specific to one manufacturer's driveline. The driveline we are using will use the Spicer 1710 yoke as specified. The

thickness of our drive shaft is designed to be used with the Cummins L9 450 hp. engine – is this approved to be used?

(A) Yes

35. (Q) Exhaust System, Page 5

The specifications that were provided are copied from another competitor. Regardless of what how the wording reads, the specifications will be just about the same from all manufacturers because these have to be made to comply to the EPA regulations. Once you submit the design to Cummins they certify that it complies to all the standards. You can't get a Cummins certification unless the exhaust system is built to the EPA standard.

We are providing the wrapped exhaust per your specifications.

Is this approved?

(A) Yes

36. (Q) Transmission, Page 5

The handle on the dip stick we are providing is constructed out of reinforced fiberglass so it will not conduct heat like the rubber coated handle that you have specified.

Is this approved?

(A) Yes

- Page 11, Auto-eject

3rd paragraph – the specification's state that that the Kussmaul auto pump will have a glass bowl to collect the moisture and it can be drained manually. They are also specifying that there will be a heated moisture drain on the outlet of the glass drain bowl. That is not what you want.

We stopped using the glass bowl several years ago because they can rupture if they are not drained. We use an automatic drain system and do not use the glass sight bowl.

Is this acceptable?

(A) Yes

- Filter for Kussmaul Air Pump- We can add the replaceable filter. Do you think someone is going to take the filter apart and clean?

(A) Yes, please include if recommended by the manufacturer.

37. (Q) Page 12, Are Michelin Tires acceptable to you rather than Goodyear?

(A) Yes

38. (Q) Page 13, Front Brakes

It looks like someone is dancing around the issue on giving us clear instructions on what type of brakes to provide. The shear terminology used reads quick changes shoes sounds like you are asking for S-Cam brakes.

Will it be Disc or S-Cam brakes?

(A) The preference is disc brakes if appropriate for the GVW. If disc brakes are not appropriate for the GVW, S-CAM brakes are acceptable.

39. (Q) Air Brake System, Page 14

Your specification call for four (4) air reservoir for the air brakes but don't specify the sizes. Compare what they are providing to our standard of 5214 cu. ft. We are providing the following with three (3) tanks.

Tank Capacities in Cubic Inches:

Wet	Front	Rear	Total
1,738	1,738	1,738	5,214

Is this acceptable?

(A) Yes

40. (Q) Page 16, Aluminum Cab

The cab specifications are written for a mid-mount ladder. The rear of the cab will be angled forward.

We will not be providing this because our ladder is at the rear of the truck, is that acceptable?

(A) Yes

41. (Q) Page 16, Cab Sub Frame

The cab specifications require a 4" x 4" x 3/8" subframe that is constructed out of galvanized steel or 304L stainless steel box tube.

The strength of a cab has got to be measured by a lot more than just the subframe. True it is important but you have to look at the entire cab structure. There isn't any level of strength shown in your specification. The following is what we are providing. Is this acceptable?

The vehicle shall be distinguished by an all-welded aluminum and fully enclosed tilt cab. The cab shall be designed exclusively for fire/rescue service and shall be pre-engineered to ensure long life. It shall incorporate an integral welded substructure of high-strength aluminum alloy extrusions that creates an occupant compartment that is essentially a protective perimeter. The end result is a distinctive structure that is aesthetically appealing, functionally durable, and characterized by increased personnel safety.

The cab shall be constructed from 3/16" (0.188") 3003 H14 aluminum alloy plate roof, floor, and outer skins welded to a high-strength 6063-T6 aluminum alloy extruded sub frame. Wall supports and roof bows are 6061 T6 aluminum alloy. This combination of a high-strength, welded aluminum inner structure surrounded on all sides by load-bearing, welded aluminum outer skins provides a cab that is strong, lightweight, corrosion-resistant, and durable.

The inner structure shall be designed to create an interlocking internal "roll-cage" effect by welding two (2) 3" x 3" x 0.188" wall-thickness 6063-T5 aluminum upright extrusions between the 3" x 3" x 0.375" wall-thickness 6061-T6 roof crossbeam and the 2.25" x 3" x 0.435" wall-thickness 6063-T6 sub frame structure in the front. An additional two (2) aluminum upright extrusions within the back-of-cab structure shall be welded between the rear roof perimeter extrusion and the sub frame structure in the rear to complete the interlocking framework. The four (4) upright extrusions -- two (2) in the front and two (2) in the rear -- shall be designed to effectively transmit roof loads downward into the sub frame structure to help protect the occupant compartment from crushing in a serious accident. All joints shall be electrically seam welded internally using aluminum alloy welding wire.

The sub frame structure shall be constructed from high-strength 6061-T6 aluminum extrusions welded together to provide a structural base for the cab. It shall include a side-to-side 3" x 1.5" .375 thick C-channel extrusion across the front, with 3/4" x 2-3/4" (.75" x 2.75") full-width cross member tubes spaced at critical points between the front and rear of the cab.

The cab floor shall be constructed from 3/16" (0.188") 3003 H14 smooth aluminum plate welded to the sub frame structure to give the cab additional strength and to help protect the occupants from penetration by road debris and under-ride collision impacts.

The cab roof shall be constructed from 3/16" (0.188") 3003 H14 aluminum tread plate supported by a grid of fore-aft and side-to-side aluminum extrusions to help protect the occupants from penetration by falling debris and downward-projecting objects. Molded fiberglass or other molded fiber-reinforced plastic roof materials are not acceptable.

The cab roof perimeter shall be constructed from 4" x 6-5/8" (4" x 6.625") 6063-T5 aluminum extrusions with integral drip rails. Cast aluminum corner joints shall be welded to the aluminum roof perimeter extrusions to ensure structural integrity. The roof perimeter shall be continuously welded to the cab roof plate to ensure a leak-free roof structure.

The cab rear skin shall be constructed from 3/16" (0.188") 3003 H14 aluminum plate. Structural extrusions shall be used to reinforce the rear wall.

The left-hand and right-hand cab side skins shall be constructed from 3/16" (0.188") 3003 H14 smooth aluminum plate. The skins shall be welded to structural aluminum extrusions at the top, bottom, and sides for additional reinforcement.

The cab front skins shall be constructed from 3/16" (0.188") 3003 H14 smooth aluminum plate. The upper portion shall form the windshield mask, and the lower portion shall form the cab front. Each front corner shall have a full 9" outer radius for strength and appearance. The left-hand and right-hand sides of the windshield mask shall be welded to the left-hand and right-hand front door frames, and the upper edge of the windshield mask shall be welded to the cab roof perimeter extrusion for reinforcement. The cab front shall be welded to the sub frame C-channel extrusion below the line of the headlights to provide protection against frontal impact.

(A) This is acceptable.

42. (Q) Page 17, Cab Crashworthiness Requirement

The apparatus cab shall meet and/or exceed relevant NFPA 1901 load and impact tests required for compliance certification with the following:

Side Impact Dynamic Pre-Load per SAE J2422 (Section 5).

Testing shall meet and/or exceed defined test using 13,000 ft-lbs of force as a requirement. The cab shall be subject to a side impact representing the force seen in a roll-over. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space, doors shall remain closed and cab shall remain attached to frame.

Cab testing shall be completed using 13,776 ft-lbs of force exceeding testing requirements.

Quasi-static Roof Strength (proof loads) per SAE J2422 (Section 6) / ECE R29, Annex 3, paragraph 5.

Testing shall meet and/or exceed defined test using 22,046 lbs of mass as a requirement. Testing shall be completed using platen(s) distributed uniformly over all bearing members of the cab roof structure.

Cab testing shall be completed using 23,561 lbs of mass exceeding testing requirements. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space and doors shall remain closed.

Additional cab testing shall be conducted using 117,336 lbs of mass exceeding testing requirements by over five (5) times. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space and the doors shall remain closed.

Frontal Impact per SAE J2420.

Testing shall meet and/or exceed defined test using 32,549 ft-lbs of force as a requirement. The cab shall be subject to a frontal impact as defined by the standard. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space, doors shall remain closed and cab shall remain attached to frame.

Cab testing shall be completed using 34,844 ft-lbs of force exceeding testing requirements.

Additional cab testing shall be conducted using 65,891 ft-lbs of force exceeding testing requirements by over two (2) times.

The cab shall meet all requirements to the above cab crash worthiness; NO EXCEPTIONS.

A copy of a certificate or letter verifying compliance to the above performance by an independent, licensed, professional engineer shall be provided upon request.

For any or all of the above tests, the cab manufacturer shall provide either photographs or video footage of the procedure upon request.

Seat Mounting Strength

The cab seat mounting surfaces shall be third party tested and in compliance with FMVSS 571.207.

Seat Belt Anchor Strength

The cab seat belt mounting points shall be third party tested and in compliance with FMVSS 571.210.

Is our cab acceptable to use?

(A) Yes. A copy of a certificate or letter verifying compliance to crash test performed by an independent, licensed, professional engineer shall be provided with sealed bid.

For any or all of the crash tests, the cab manufacturer shall provide either photographs or video footage of the procedure upon request.

43. (Q) Page 16

Comment about your specifications concerning the Cab Subframe in your Specifications

There two materials that are described what the manufacture of this product can use for the cab subframe material. The specifications state the cab subframe is to be constructed out of galvanized steel or 304L stainless steel box tube.

If this description actually came from the manufacture, I hope they can provide you actual cab testing documentation stating the material they are describing in your specifications show the cab has been tested using either of these subframe materials.

It is critical that each manufacture provide you with their test data. On the other hand, the cab testing criteria that is in your specification is so low you are really depending on the ladder protecting the occupants in the event of an overturned truck. That however doesn't provide you with much protection when involved with a front end collision and the vehicle comes over the top of the front bumper.

(A) The City is requiring cab testing data on frontal impacts and rollovers to accompany sealed bids. Materials, other than specified shall be explained in full detail. Crew safety is of utmost importance.

44. (Q) Page 18, Cab Tilt System

The cab lock system is operated with an air operated actuator.

The E-One system is controlled through the cab lift hydraulic system. When you engage the lift pump the hydraulic pressure opens the lock so the cab can be lifted.

(A) This is acceptable.

45. (Q) Page 16, Cab Subframe.

This last paragraph in the cab lift system states that the locks are supposed to be hydraulic activated cab latches.

Does it really make any difference to you which way the cab locks are activated?

(A) No

46. (Q) Cab Lift System page 18

The last paragraph says the hydraulic lift cylinders will be connected to a steel cab sub-frame and not directly to the frame. No Exceptions.

We cannot provide that. Our cab subframe is all extruded aluminum.

Is this acceptable?

(A) Yes

47. (Q) Page 18, Manual Cab lift

We are providing the manual cab lift behind the right pump panel. It will be located above the frame rail height and easy to get to. You don't have to get on your hands and knees and operate our system.

Is this acceptable?

(A) Yes

48. (Q) Page 19 Cab Door Construction

We do not use a lap style door because that is where water gets trapped between the panels and start rusting. The E-One door used an external 3/16" door with an extruded aluminum frame that is welded to the door skin then seam sealed before painting.

Is this acceptable?

(A) Yes

49. (Q) Federal Q2B Siren

We cannot recess the Q2b in the front of the grill. We can install it in the bumper and still provide you the bumper configuration you are requesting.

Is this acceptable?

(A) Yes. In the bumper or on the bumper is acceptable.

50. (Q) Page 21 Siren Located Behind the Perforated Bumper

We do not provide a bumper with slots cut out for the sound to come through. We would like to know has that configuration been tested to comply to the FMVS standard for emergency vehicles? It says the siren and the speakers have to be test together in the configuration that they will be installed on a vehicle.

We will provide the Federal speaker with a stainless steel grill that Federal provides that has been tested.

Is this acceptable?

(A) Yes

51. (Q) Page 23, Computer Tray

We need to know the model of the laptop that will be used so we can add the cost of the Havishield laptop holder to the quote.

(A) GTAC B-300

52. (Q) Page 24, Cab Instrument Gauges

Your specifications specifically call for a Beede instruments to be used on the cab instrument panel. This is specific to this brand of truck. We will be providing our standard E-One instrument gauges. They are also back lite for ease of seeing in the night.

Is this acceptable?

(A) Yes

53. (Q) General Question Air Brakes

Throughout our discussions on this truck the fire department expressed their desire to have compression fitting used on their air lines to prevent air leaks in the brake system. This item is not mentioned in your specifications.

Do you want this added to your specifications?

(A) Yes

54. (Q) Page 26, 12 volt power ports

This terminology is used on two places on that page but it doesn't state if they are to be provided. Are we supposed to provide them or not?

(A) Yes. The City requires (4) ports with placement decided at onsite preconstruction meeting.

55. (Q) Please accept this request for a bid extension of at least seven (7) days due to a lack of clarity regarding the design of the apparatus requested. I had previously requested clarification regarding the configuration of the aerial truck you are specifying and have not received any answers as of today. The deadline of submission of questions is 5PM today (2.16.18) and Monday (2.19.18) is a holiday, therefore I am not expecting answers to my request for clarification until Tuesday (2.20.18) which limits the available time to prepare a proper response for your department. . The answers to the previous request are necessary to allow us to configure your proposal and receive the factory drawings required.

(A) The City has extended the deadline for submission of bids to 2:00 p.m., March 27, 2018.