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**La Crosse County**

**Request for Proposal**

**Two (2)**

**Truck Body and associated**

**Snow removal equipmentTable of Contents**

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**Section 1 - RFP Overview**

**1.1 Introduction**

»The objective of this procurement process is to select a vendor to provide the La Crosse County   
Highway Department with two (2) installed and operational dump truck bodies, front mounted, right side 9’ wing plows, 12’ reversible snowplow, front mounted, left side 9’ wing plow, box insert salt spreaders with brine, on County supplied cabs and chassis.

**Incurred costs.**

The County is not responsible for any costs incurred by the Vendor in the preparation of the proposal, participation in the Vendors’ meeting, or for any other cost to the Vendor associated with responding to the RFP

**Section 2 - Proposal Submittal Instructions**

**2.1 RFP Schedule**

The following is a list of the important dates for activities related to the RFP process. The County reserves the right to change these dates and will post the changes on its web site.

|  |  |  |
| --- | --- | --- |
| Activity | Time | Date |
| RFP released | 10:00 AM | 10/4/23 |
| Submission of proposals | 10:00 AM | 10/18/23 |
| Opening of proposals | 10:05 AM | 10/18/23 |
| Public Works and Infrastructure Committee meeting | 4:30 PM | 11/6/23 |

\*County Administrative Building

400 North 4th Street

La Crosse, WI

Room 3220

\*\*Please note that this is the scheduled date as of the release of this RFP. It is the vendor’s responsibility to be aware of Committee Meeting times and dates. This information can be accessed on the County web site at <http://www.co.la-crosse.wi.us> via clicking on the header “Meeting Minutes / Agendas” or by contacting the County Clerk’s office at 608-785-9623.

**2.2 RFP location**

This RFP is posted on the La Crosse County web site. The County reserves the right to amend this RFP at any time. In the event it becomes necessary to amend, alter or delete any part of the RFP, changes to the RFP will be posted on the web site. It is the vendor’s responsibility to be aware of amendments that are posted on the web site. The address is:

<http://www.co.la-crosse.wi.us>

### 2.3 Submission of Questions

Scope of Work Questions:

Cathy Tschumper

Shop Superintendent, Highway department 608-792-8172

Procurement Process Questions:

Bryan Jostad, Finance Department, 608-785-5879

[Jostad.bryan@co.la-crosse.wi.us](mailto:Jostad.bryan@co.la-crosse.wi.us)

**2.4 Submission of Proposals**

All proposals shall be submitted in complete original form using the Oniva Demand Star Network as the automatic procurement information notification and document distribution system. Demand Star will also serve as the proposal collection destination.

La Crosse County will no longer accept ppoposals that are mailed, (UPS, Fed EX, U.S.P.S.)faxed or dropped off in person.

Vendors must register on-line at www.oniva/WAPP.com (not the general Demand Star website) to ensure free automatic notification of and access to RFP’s, RFQ’s, and bids. If your business currently subscribes to Demand Star Services, and its service territory includes the entire State of Wisconsin or a larger area, the service connecting your business to WAPP is already included in your subscription.

**Proposals submitted will be marked as “(2) Quad Axle Patrol Truck Snow Equipment” and must be submitted to Demand Star no later than 10:00 am, DST, October 18, 2023.**

### 2.5 Opening of Proposals

The proposals will be publicly opened at 10:05 am, October 18, 2023,in the following location:

Highway Department

301 Carlson Road

West Salem, WI 54669

At that time, the names of vendors who properly submitted proposals will be announced. Announcement of the names of the vendors who submitted proposals is not a guarantee that the proposals otherwise comply with the specifications of this RFP.

### 2.6 Ownership of Proposals

All proposals submitted on time become the property of the County upon submission, and the proposals will not be returned to the Vendors. By submitting a proposal, the Responder agrees that the County may copy the proposal for purposes of facilitating the evaluation.

**2.7** Other **information**

Vendors may submit any other information that is not described in this proposal that would be beneficial to the County. If in the vendor’s opinion the County has overlooked anything material or relevant, such item(s) may be brought to the County’s attention and be included in the proposal.

**2.8 Amendments to the RFP**

In the event it becomes necessary to amend, alter or delete any part of the RFP, changes to the RFP will be posted on the website. The address is:

<http://www.co.la-crosse.wi.us/RFP/default.htm>

**2.9 Public Records Law**

All proposals are subject to the Wisconsin Public Records Law.

**Section 3 Specifications, equipment, warranty, and training**

**Vendors shall describe their approach to provide the equipment and service described herein, including, but not limited to:**

.

**General:** The following specifications describe the minimum requirements for one (1) 18 foot asphalt type dump bodies, one (1) 16 foot combination (3 in1) granular spreader, pre-wet and anti-ice application system, one (1) front mounted 12 foot reversible snow plow with installed Pin and Loop truck hitch, one (1) left front mounted, 9 foot wing plows, one (1) right front mounted, 9 foot wing plows, one (1) closed loop pre-wet system, Force America hydraulic systems, Precise GPS data collection, and green/amber LED warning lighting.

The equipment will be installed and delivered on the County supplied cab and chassis, complete and ready for service. The application for this equipment will be for state highway snow patrol duty in the winter and asphalt work in the summer.

The equipment proposed will be 2023 or newer, of current design and regular production models for which specifications are available. Machine modifications to meet the operational and capacity requirements shall be limited to the manufacturer’s published standard and operational equipment. All operating specifications are based on current SAE standards and shall be the basis for determining compliance with specified requirements.

The successful body equipment vendor will supply line set/engineering drawings of the proposed equipment for review by a County of La Crosse representative and a representative of the truck cab and chassis vendor.

The truck cab and chassis vendor will also supply a set of drawings for review at this time. A meeting between the three entities will take place to insure the proper fit of components on the proposed truck chassis.

Approval to proceed by the County must be given before production on the equipment can begin.

Without prior approval, equipment may be rejected, even at the time of final delivery.

**Dump Body:** Mounted & fully operational.

One year warranty

18ft. Asphalt type box, AR400 steel construction, Uni-body design, preferred.

Dump body to be primed and painted gray with Utech 2000 Acrylic Urethane Finish.

AR400 steel dump body / Understructure & top of floor to be painted black.

96” outside width & 84” inside width (20 cu. yard capacity minimum), 3/16” AR400 steel sides & ends.

60in. high header with one piece, 3/16”. AR400 steel sloped sides from 60” header to 52” tailgate.

1/4” AR400 steel air trip tailgate.

52in. tailgate height.

Single panel, air trip tailgate, air over air.

Install tailgate grab handles, one in each lower corner & install D-ring on top inside of

Tailgate. Also tailgate chains for spreading.

One-piece ¼” AR400 floor with rounded floor to side radius, 200,000 PSI tensile strength.

Under frame is two 8” structural steel I-beam long sills fully welded to prevent internal rusting, with “No splices”.

Bottom rub rails and top rails are sloped for dirt & debris shedding, 10ga, grade 50 steel.

Fully boxed-in & fully welded top rails, 10ga, grade 50 steel.

Contoured front corner post, 10ga, grade 50 steel.

Full depth rear corner post, 7ga, 409 stainless-steel.

Steel 5 rung ladder mounted on rear driver’s side.

Full width cab shield, 10-gauge, grade 50 steel, with 7-gauge end plates.

Back-up alarm / Body-Up light switch wired to Ultra-6100 display.

One set of shovel hooks, mounted to County spec TBD. (Steel round stock).

Two sets of mud flaps, rear set quick detachable type, behind drive wheels and one set in front of pusher axle.

**Vibrator:** Cougar Vibrator, Model 3200, installed with additional custom plate, preferred.

**Tarp:** Donovan Electric tarp system with side mount springs, heavy duty asphalt tarp, all aluminum arms & tarp housing, preferred.

**Trailer Hitch:**  1” Rear Pintle Plate with heavy duty gussets and 35 Ton minimum pintle hitch with D-rings. 7 pin spade and 7 pin RV type trailer plug, installed and wired for stop, turn and taillights. Airlines should be added and capped off (air lines must be mounted to the extreme outside).

Plate must also be drilled for a chipper bar and have chipper bar made for it.

**Lighting:** Three (3) oval light holes in each rear corner post (for F/S LED S/T/T, LED Back-Up, and LED amber warning Lights).

Two (2) std. LED marker lights installed on both outer sides of rear corner post.

LED 3-light cluster mounted on rear hitch plate.

All electrical wiring connections will be put in heat shrink tubing & will run to a sealed junction box.

Dump box electrical wiring will be run using 7/14 trailer wire to a 7 pole, spade type, round plug located on the passenger’s side back of the cab. The trailer wire will be secured along the frame with the use of properly sized tubing clamps, with a maximum of 12” spacing.

3M reflective red/silver conspicuity tape is to be installed on both sides of the dump body, along the rub rail per DOT specs.

3M reflective red/silver conspicuity tape to outline the tailgate.

Side mounted strobe on dump body towards the rear (may be integrated with rear facing lights)

**Body Hoist:** Mailhot Hoist telescopic (Capacity is 26.3 ton)

Single acting, power up/gravity down.

Trunnion mounted nitrided cylinder.

“No” cylinder doghouse: Cylinder is externally mounted in a full-length cradle (for oil

tank & valve body).

Oil tank to be cradle mounted on passenger side between the front of the box and back of the cab.

Valve body w/enclosure to be cradle mounted on the driver’s side between the front of the box & back of cab.

Rear hinge pins to be 303 stainless steel and rifle drilled with grease zerks.

Garlock type hinge pin bushings.

Proximity switch- used as hoist limiter.

Two (2) safety body props.

Two-year factory warranty

**Spreader:** This specification shall describe a slide-in combination V-box material spreader with integrated poly liquid tanks, anti-ice direct liquid sprayer, and a pre-wet system or approved equal. Unit must be capable of hauling and spreading free flowing granular materials, anti-ice liquid application, and a pre-wet liquid onto granular material. This unit shall consist of a 304 stainless steel body with integral high-capacity liquid reservoir and a V-box dual auger drive conveyor system, rear discharge conveyor, spinner disc, power drive, liquid pre-wet pump, high-capacity anti-ice liquid pump and all components necessary to make a complete operating unit.

Overall unit length to be approximately 196”.

V-box hopper length to be 16’ minimum.

Body granular hopper capacity shall be a minimum of (8.3) yd3 struck.

Body liquid capacity shall be a minimum of 1,728 US Gallons

The outside body widths shall be 82”.

The inside width of the v-box shall be 72”.

Unit shall be constructed from no less than 304 grade stainless steel unless specified otherwise herein.

Approximate weight shall be 5900lbs empty.

Unit shall be designed for use as a slip into a dump body installation.

Unit shall include a fully enclosed rear cabinet which shall contain all the liquid pumps, liquid valves, flow meter, and hydraulic valves.

Hydraulic valves to be supplied by hydraulic supplier.

**BODY CONSTRUCTION REQUIREMENTS**

The main v-box hopper shall be constructed from no less than 304 grade stainless steel.

The body shall be design and constructed in a manner to which the hopper walls and floor act as the inner liquid tank walls with all seams fully welded on both the inside and outside.

The v-box hopper side walls shall be constructed from no less than 10ga 304 grade stainless steel. The hopper sides shall be sloped 50 degrees to the conveyor floor.

The v-box end panels shall be constructed of no less than 10ga 304 grade stainless steel.

The outermost walls shall be constructed of no less than 10ga 304 grade stainless steel. The walls shall include (2) v-crimp supports integral to the wall panels.

The liquid reservoir shall preferably be made of Poly and utilize the space between the outer walls and the inner hopper walls, along with the under-floor area of the unit.

The sides of the v-box hopper and outer walls shall be supported by no less than (7), each side, vertical side supports. These side supports shall be fabricated from no less than 12ga 304 grade stainless steel. The side supports shall also be laser cut with a series of holes as to also act as an internal baffle in the liquid reservoir area reducing liquid movement between the internal and external sides of the liquid tank.

The v-box auger trough floor shall be constructed from no less than 7ga 304 grade stainless steel.

The main reservoir floor shall be constructed from no less than seamless ¼” 304 grade stainless steel. The floor panel shall extend to both outer sides of the reservoir.

There shall be a 1-1/4” Schedule 40 304 grade stainless steel agitator pipe with holes every 8” running the full length of the reservoir in the center of the reservoir floor.

The floor shall be horizontally internally supported between the spreader hopper trough floor and reservoir outer floor by no less than (7) 4.87” x 2” x 7ga 304 grade stainless steel fabricated channels. These channels shall be approximately 79” in length and extend between the internal vertical side supports.

The body shall include ¼” x 2” formed 304 stainless steel plate lift hooks on each corner.

The rear cabinet shall contain (3) access doors with the right and left doors being approximately 19” wide x 47” high and the center door at 22” wide by 25” high.

All miscellaneous hardware and mechanical fasteners shall be stainless steel.

The spreader shall include a hydraulic safety interlock system designed prevent opening of the top grate screens prior to disconnecting the hydraulic feed to the auger motors.

The interlock circuit shall be designed with a stainless-steel handle which will turn clockwise and counterclockwise allowing the screen stops to pivot open.

The operator end of the interlock handle shall incorporate an auger motor hydraulic feed quick disconnect, which when connected, will not allow the pivot to turn.

The hopper shall have installed a set of stainless-steel standard duty top grate screens.

The screen panels shall be fabricated from 3/8" rod over 3/8" rod with a 2" x 2" x 1/4"

angle frame. The screen panel shall have approximately 2-5/8" grate openings. Unit shall

have (3) screen panels per side. The screen panels shall each have (2) rod style anti-seize

hinges that rotate upon a 5" x 10# I-beam running the length of the hopper. The center

height of the top screens shall be approximately 3" above the edges. The screen

assembly shall be further supported by a 3" x 7ga channel cross support extended

between the hopper side walls. Unit shall have (2) cross supports.

To open the screens, the hydraulic quick disconnect shall be opened to allow the handle to rotate freely.

Located on the top side of the discharge end long sills, above the spinner chute, shall be locking hinged cover fabricated from no less than 10ga 304 grade stainless steel. The cover shall be designed to block unintentional access to the drop area of the augers which poses a safety concern. The hinge shall feature a stainless-steel hinge.

**MINIMUM AUGER REQUIREMENTS**

The spreader conveyor system shall be comprised of a dual 7” diameter variable pitch augers designed to maintain an even material pull across the hopper. Conveyors using pintle chain, single auger, or non-variable pitch augers will not be accepted.

The augers shall be fabricated from 3.5 schedule 80 pipe featuring a 4” OD x 3.36”ID main auger tube with ½” variable pitch flighting.

The augers must be counter rotating to help reduce bridging of material.

Each auger shall be driven at the rear by a 2-bolt low speed high torque 24.7 CIR hydraulic motor.

The hydraulic motors shall feature a high strength constant flush 60:40 spline geometry design, roller vanes, 1” keyed output shaft and 7/8-14 SAE ports.

The hydraulic drive motors shall power each auger shaft through a directly coupled 3.6:1 ratio planetary gear case.

The hydraulic motor and gearbox shall be painted black.

One of the hydraulic motors shall include a speed sensor for feedback to the control system.

The gear cases shall have a 2.5” output shaft that shall couple to the auger shaft with a 7/8” cross bolt.

The gearbox input end of the auger tube shall utilize a 3.5” OD UHMW bushing to insulate between the gearbox output shaft and the auger input tube to assist with servicing and replacement, eliminating the possibility of the auger tube rusting onto the gearbox output shaft.

The discharge end auger/motor mount panel shall be bolt on design to the hopper long

sills fabricated from no less than ¼ 304 grade stainless steel.

The motor assembly double mount plate shall be fabricated from no less than ¼” 304 grade stainless steel, providing a ½” thick mating surface at the point of motor connection.

The auger shall pivot at the front on a 2” 2-bolt greaseable flange bearings with B type seals.

The idler shaft shall be fabricated from no less than 1045 CR round.

The augers shall include an inverted vee constructed of no less than 304 grade stainless-

steel.

**LIQUID ANTI-ICING SYSTEM**

All Liquid Anti-Icing components shall be mounted inside the 304 SS rear cabinet with 3 built in access doors.

Cabinet has holes drilled in bottom for drainage.

Cabinet has key powered lighting on inside (#M84434A)

Fill tube and connections shall be 2.”

All major components shall be installed utilizing manifold clamp or flange type connections for ease of service.

The anti-ice product pump shall be a hydraulic motor driven centrifugal pump rated up to 207 GPM flow with a maximum pressure of 130 PSI, a minimum 2-inch inlet and minimum of 1-1 /2-inch outlet. The pump shall feature a nylon impeller and Viton/ceramic pump seals.

The system shall have the capacity to maintain a minimum of 100 gallons per lane mile for three (3) lanes 12 feet each at 5 miles per hour up to 70 gallons per lane mile for

three (3) lanes 12 feet each at 50 miles per hour.

The anti-ice spray boom assembly flow meter shall be a turbine style constructed of polypropylene and rated for 10-100gpm flow. Flow meter shall have flange style connections.

Flowmeter shall provide accurate liquid flow information to the hydraulic control system for precise control and monitoring.

There shall be three 12-volt DC electrically operated valves to regulate flow to the left, center, and right lane spray booms. Valves shall operate within a maximum of one second and shall have manifold or flange style connections for ease of maintenance. The valves shall feature a 316 stainless steel ball wear resistant carbon-filled Teflon seals. The 3-valve arrangement shall be designed for ease of servicing by means of a quick pin release motor head design. The valve motor shall feature a visual indicator to verify valve position/operation. The motor assembly shall be IP67 rated.

The system shall be capable of self-loading and unloading the liquid products from the rear of the truck.

The unit shall include a visual liquid site gauge mounted on the rear of the body.

**ANTI-ICE BOOMS-BOOM 1**

The anti-ice spray boom system shall consist of a single tier 3-lane boom

configuration.

The spray zones shall cover left, right, and center lanes.

Unit must spray 1, 2 or 3 lanes wide individually or simultaneously at rates and ground speeds stated above.

The spray boom shall be constructed from no less than 1-1/2” schedule 10-304 grade stainless steel.

The left and right-side booms shall each have (4) spray nozzles.

The center lane boom shall have (8) spray nozzles.

The spray nozzles shall be a clamp on style nozzle assembly to provide ease of replacement and change out for alternate spray pattern nozzles.

The outer booms shall include 8 GPM stainless steel solid stream nozzle heads.

The center boom shall include 4 GPM solid stream nozzle heads.

Each spray boom shall include a 1-1/2” spring loaded check valve.

The spray boom assemblies shall be adjustable in height and the spray nozzles shall be ball adjustable in for optimum placement of liquid.

All spray boom mounting components shall be fabricated from no less than 304 grade stainless steel.

**Secondary spray bar** **BOOM 2-**

Secondary spray bar that mounts directly to the chassis of the truck off the back end

Bar will have 8 pencil nozzle sprayers that face directly downward.

Bar will span the width of the truck with sprayers spanned evenly.

Second bar will switch over from first bar with hand valve(s)

Bar will be able to put out 80 gal/lane mile at 40MPH.

Spray zone shall cover one full lane.

Mounts for spray bar shall be no less than 304 stainless-steel.

Spray bar shall be 1-1/2” schedule 80 PVC pipe with sched 80 fittings.

Spray nozzles shall be 1-1/2” Dual clip nozzle body (1064659 Veritech), with ¼”.

threaded ball (CP20582-1/4 PPB) and ¼”-8GPM 40PSI nozzle (1064753 Veritech)

All required valving and piping

**LIQUID PRE-WET ASSEMBLY**

All drive components shall be mounted within the rear sealed cabinet.

The liquid pump shall be a 10 GPM bronze helical gear pump featuring 303 stainless steel shafts.

The hydraulic drive motor shall be a .79 CIR motor, coupled to the gear bump shaft by means of a spider insulated flex coupling.

The input side of the liquid pump shall include a 40-mesh filter strainer plumbed inline.

The output side of the liquid lump shall feed to a .5-12 GPM inline flow meter with Hall Effect type sensor.

The liquid output shall feed through a PVC check valve.

The output side of the flow meter shall be plumbed to a manual turn 3-way ball valve to allow the operator to direct liquid to either the auger trough slurry tube or the spinner chute spray orifice.

The auger trough shall include a 1” diameter x 72” long stainless-steel slurry injection tube installed under the inverted vee to direct inject liquid onto the granular material at the augers. The augers will mix the liquid and granular material to create a slurry mixture prior to being discharged by the unit.

Liquid output shall be controlled by the Hydraulic Control System.

There shall be a granular pre-wet line plumbed from the manual 3-way valve to the spinner chute to allow pre-wetting granular material as it passes through the spinner chute assembly when slurry generation is not desired.

**SPINNER CHUTE ASSEMBLY**

The unit shall be equipped with a hydraulic adjustable directional spread spinner system.

The spinner direction shall be electronically controlled by the driver to spreader 1 lane left, center, 1 lane right; or 2 lanes left/right; or 3 lanes at one time.

The material will then enter the focus chute which is constructed of 304 grade stainless steel. The rear side of the focusing chute shall have (2) nozzles which provide capability to apply liquid to the granular product prior to entering the spinner assembly for discharge.

The focusing chute shall mount to the spinner disc assembly via a pivoting collar. The collar shall allow the spinner assembly to rotate left and right.

Pivoting of the 304ss spinner assembly shall be achieved through a single 1.5-6.5,1.0 Double acting cylinder.

The pivoting cylinder shall have the capability to accept a linear transducer which will provide position feedback to the in-cab controller.

The pivoting cylinder and transducer shall be designed so the transducer can be replaced without the need to the cylinder being replaced as well.

The Direct Cast spinner disc shall be driven by a 4-bolt 2.8 CIR hydraulic motor.

Spinner motor shall have an integral sensor capable of providing spinner disc feedback to the in-cab console.

The spinner disc shall be constructed of poly urethane with integral formed fins. Fins shall be in a counterclockwise rotation. Diameter of disc shall be 24”. The spinner disc shall be of a minimum of 90 durometer urethane.

The spinner system shall be designed for use with the Force America operating system.

**Paint:**

All metal surfaces are to be high-pressure cleaned, and SS etched to remove slag, splatter, oxide, and oil residue.

Non-stainless-steel parts to be painted black.

304 stainless steel components shall remain a natural stainless-steel finish.

**Reflective**

**Panels:** Reflective Chevron panels, red and fluorescent lime yellow, covering the rear doors.

2” conspicuity tape horizontally along the box from front to back per DOT spec

**Hydraulics:** Quick couplers for spreader conveyor and spinner. The coupler placement is to be determined by a La Crosse County representative before final installation begins.

Hoses with dust caps and plugs as needed.

**Lighting:** Federal Signal LED S/T/T lights and LED Warning lights – Rubber grommet mounted

in 2-hole stainless steel light boxes, welded to the rear of the spreader. Placement of the light boxes to be determined by a La Crosse County representative before final installation begins.

A single, recessed, amber LED mounted mid-dump body bolster facing outward, on each side with protection. (Federal Signal 416300-A series or equal.)

Two (2) LED work lights to be used as back up lights & sander work lights with weatherproof connectors. Placement of the light boxes to be determined by a La Crosse County representative before final installation begins. Wire the work/back-up lights to factory back-up lights & a dedicated switch.

LED 3-light cluster mounted on rear of spreader.

Two (2) std. LED marker lights installed on rear of spreader just above each rear tire facing rearward.

Two (2) std. LED marker lights installed on rear of spreader just above each rear tire facing outward.

One (1) LED wing work light for each wing, wired factory truck switch with weatherproof connectors.

Weather-Pack waterproof connector for rear warning lights, S/T/T lights, and work lights.

Spreader electrical wiring will be run using 7/14 trailer wire to a 7 pole, RV type, round plug located on the passenger’s side back of the cab. The trailer wire will be secured along the frame with the use of properly sized tubing clamps, with a maximum of 12” spacing.

**Hydraulic Closed Loop Pre-Wet System:**

1.21 CIR geroler type hydraulic drive motor with flow meter.

7 GPM @ 1600 RPM, minimum, gear pump drive, preferred.

Drive system is in a stainless-steel enclosure.

This pre-wet system is to be controlled in the SSC6100 control center.

Bulk tank fill quick couplings are supplied.

Replaceable in-line screen strainer.

PVC shut off valves.

Set-up to have nozzles spray liquid directly on to the material as it comes off the

conveyor (Confirm nozzle location).

Hardware, hoses, fittings.

**Hydraulic**

**System:** Mounted & fully operational.

One-year warranty

Force America FASD45L (6.0 cu. in.), engine dampener driven, load sense pump with 12-volt pump shut off w/ override switch.

Force America AAF-10 function Add-A-Fold valve body to run sander conveyer & spinner, plow lift & plow reversing, the RH wing toe & RH heel, the LH wing toe & LH heel, pre-wet, & the dump box w/ relief on downside.

Stainless steel valve enclosure to be cradle mounted on the driver’s side between the front of the box & back of the cab.

30-gallon Stainless Steel hydraulic oil reservoir within tank filter assembly, sight & temperature gauges.

Oil tank to be cradle mounted on passenger side between the front of the box and back of the cab.

Low oil and temperature sending unit wired to Ultra Controller / hydraulic oil / 2” ball valve for suction shut off tank.

MPJC6100-4-Ultra Proportional Controller, 4-stick controller with integrated SSC6100 spreader control.

7” diagonal color TFT LCD low profile widescreen display (get location details).

Proximity switch (hoist limiter).

Install feedback sensors for the sander & pre-wet.

Filter by-pass.

All hydraulic lines will have swivel ends and will be wrapped.

Main pressure hose will have sleeved nylon covering from pump to valve body.

Include dust caps & plugs for all couplers (use JIC fittings where couplers are not being used).

Ultra-Controller joystick order: 1) Plow, 2) LH Wing 3) RH wing 4) Hoist

Ultra-Controller switch order:

1) HID Lights, 2) Roto Chains, 3) Pump Override, 4) Vibrator 5) Spreader Power (on/off)

VCMS switches:

1)Front strobe 2) Rear Strobe 3) AUX 4) RH Wing Strobe 5) spreader lights 6) LH Wing lights 7) RH wing lights 8) LH wing strobe

Controller to have back-up camera with stainless steel cover integrated with unit.

**Precise GPS**

**Data Collection:** Precise GEN5 AVL system - collection box and cables.

Precise permanent mount antenna, P/N 1095475.

Fully integrated with the SSC6100.

Install front Plow Sensor.

Mounted and fully operational.

One-year warranty

**Road Watch:** Road Watch – Road Surface & Air temp sensor- installed on driver’s side mirror – viewed on 6100 display screen.

**Front Plow:** 12-foot, power reversible snowplow.

48in. plow height.

10ga. Moldboard.

Loop hitch, plow portion.

Heavy Duty Push-frame constructed with ½” thick steel and 112” long minimum, eight ½” ribs, fully welded, six main hinge points with the furthest hinge point extending about 15” from the end of the plow.

Four (4) moldboard “extension type” trip springs made of 9/16” wire and are adjustable with hand tools.

One (1) heavy duty 4” x 13” power reversing cylinder w/ 2” Nitrided rod, brass bushing, and grease zerk at live end of cylinder for extended wear.

Live end of cylinder is equipped with a brass bushing and grease zerk for extended wear.

DXV cushion valve to protect swing cylinder- mounted on front bumper.

A-Frame pivot pin to be minimum of 2” in diameter and run thru a total of 8¾” of bushing length.

A-frame to support push frame pivot on 2-sides and must be greaseable.

Bottom angle (frog) is ¾” x 4” x 4” with reinforcing gussets (¼” x 4” x 7” every 12” on center).

Plow is 100% welded.

Rubber snow flap, 3 ply, ½” thick x 12” wide x 12’ long.

Plow end markers, 36” orange.

Crank adjustable parking stand.

Rubber plow blade with carbide curb burners on each end, standard AASHO punch.

¾” round stock welded to each end of the moldboard, full height.

Shoe brackets for future use.

Standard HD hydraulic couplers

Primed and painted Omaha Orange.

One-year warranty.

**Truck Hitch:** Universal Pin & Loop style.

3” x 10” single acting lift cylinder with Nitrated rod.

Heavy duty bumper ½” x 4” x 8” x 90”.

Custom hood stops installed on the front bumper.

Hitch is bolted to front of truck not welded.

Mounted & fully operational.

One-year warranty.

**Dual Front**

**Mount Wings:** Front mount - left & right-hand wings.

All hydraulic lift, **“No cables or slide posts”.**

9ft. moldboard length.

30in. to 38in. tapered moldboard height.

3/16in. moldboard thickness.

1½” main pivot bolt.

Eight ½” ribs, fully welded.

Heavy duty adjustable spring-loaded push beams with shear pins.

Floating link arm at the heel.

Double acting toe cylinder with 3½” bore, 2” Nitrited rod and must have a minimum of

12¾” of float.

Double acting 4” x 13” D-cell type heel cylinder with 2” Nitrided rod.

¾” x 4” x 4” lower angle, fully gusseted (top and bottom).

¾” x 8” carbide cutting edge with cover blade and curb burners. Standard

AASHO punch

Safety chain at the toe/safety chain with rear stop.

Two (2) ¾” thick vertical connecting links.

Two (2) ¾” thick top horizontal floating links.

Two (2) 1” thick bottom horizontal floating links.

Four (4) 1½” link bolts with 10½” total bushing length and grease zerks.

½” thick mounting for the slab.

Extra grease zerk option. All six (6) ears connecting the vertical link assembly and the wing slab are to have bushings and grease zerks. Bushings are to have a minimum of ¼” thick walls.

½” x 4” x 6” rectangular front tube assembly that MUST run through both front cheek plates.

Cross tube is to be split and pinned for ease of separating the left & right post assemblies for service & summer storage.

Sight markers on discharge end of the moldboards and post assemblies.

Adjustable air bag kit with in-cab controls (each wing).

Hoses & quick couplers with dust caps as needed.

Mounted & fully operational.

Primed and painted standard Omaha orange.

One-year warranty.

**Wing Lights:** Whelen wing warning lights- model WPLOW1A, each front wing, installed with a proximity switch to turn on the warning light, with disconnect.

**Truck**

**Lighting:** Two (2) Federal Signal 15” LED Highlighter warning lights (#HL15PC-AG), mounted

on heavy duty adjustable aluminum light bar with custom 2” risers

One set of LED front mounted snow plowing lights with turn signals (heated LED plow lights as an option), high & low beams, off cowling of truck hood w/ custom-made stainless-steel mounting brackets. One 8” convex mirror to attach to passenger’s side plow light bracket.

Ecco (#406C71) HID lights mounted on the aluminum light bar assembly.

**Warranty:** The warranty period is to begin on the date of completed equipment delivery to the County of La Crosse.

**Filters:** Two (2) ***complete sets*** of replacement hydraulic filters, per vehicle, will be provided at

time of delivery.

**Manuals:** 1(one) complete set of Operations, Maintenance, and Repair manuals, CD’s, or Flash

drives will be provided for this equipment, and all added sub-systems at the time the

vehicles are delivered.

**Optional**

**Equipment:** Installed back-up camera for the winter maintenance equipment with stainless steel camera guard per county specs:

$\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Rear snow spoiler

$\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Stainless steel cover between front of FRS unit and dump box to keep salt out

$\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Rubber flaps to cover the side gaps between the FRS unit and the dump box

$\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Automatic chain grip system for snow and ice use

Capable of forward and reverse operation

6 strands of chain

Mounted and fully operational.

One-year warranty

$\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

LED auxiliary plow lights with heated cover lenses.

$\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Optional stainless-steel storage stands for unit.

$\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

*Do not add options to final cost asked for below*.

SPECIFICATION EXCEPTION PAGE

Write any exceptions to the above specifications, note if the exception exceeds the specification, or does not meet the specification.

**Section 4 How to respond to this RFP**

**4.1** For each proposed scale, provide the information requested in Section 3  
   
**4.2** Complete the Cost Schedule page in Section 6 below

**Section 5 Evaluation of Proposals**

### 5.1 Evaluation Criteria

La Crosse County will evaluate the proposals using the criteria described below.

|  |  |
| --- | --- |
| Category | Points |
| Equipmentspecifications and features | 30 |
| Cost | 50 |
| Warranty | 20 |
| Total | 100 |
| Vendor History | 0 to -15 |
|  |  |

**5.2 Vendor History with La Crosse County**

The equipment in this RFP is crucial to an important public service performed by the

La Crosse County Highway Department. As part of this evaluation, a vendor may have up   
 to15 points subtracted based on the vendor’s past historical integrity in regards to providing   
 required equipment specifications and supporting the performance of equipment.

**Vendors with no previous history will be scored a zero**

**Section 6 Cost Schedule**

**Dump Body Manufacturer: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Dump Body Model \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Cost for Dump Body $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Material Spreader Manufacturer \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Material Spreader Model \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Cost for Material Spreader $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Front Plow Manufacturer \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Front Plow Model \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Cost for Front Plow $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Wing Plow Manufacturer \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Wing Plow Model-Left \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Wing Plow Model-Right \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Cost Per Wing Plow $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Cost for Installation Labor $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Cost for the purchase and installation of one complete and functional Interstate Winter Patrol truck equipment as specified above, F.O.B.:**

**La Crosse County Highway Department**

**301 Carlson Road**

**West Salem, WI 54669**

**Total cost: $\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Section 7 - Terms and Conditions**

**7.1** The County reserves the right to accept or reject any or all proposals or portions thereof without stated cause.

**7.2.** The County reserves the right to re-issue any requests for proposals.

**7.3.** Upon the selection of a finalist vendor, the County by its proper officials, employees, or agents shall attempt to negotiate and reach a final agreement with this vendor. If the County, for any reason, is unable to reach a final agreement with this vendor; the County reserves the right to reject such vendor and negotiate a final agreement with the vendor who has the next most viable proposal. The County may also elect to reject all proposals and re-issue a request for proposal.

**7.4** Clarification of proposals: The County reserves the right to obtain clarification of any point in a vendor’s proposal or obtain additional information.

**3.5** The County is not bound to accept the proposal with the lowest cost, but may accept the proposal that demonstrates the best ability to meet the needs of the County.

**7.5.1** The County will award the purchase to the vendor whose proposal is most advantageous to the County. In determining the most beneficial offer, the County will consider such criteria as, but not limited to, cost, quality/workmanship, capability, standardization, major and minor exceptions to our specifications, superior design features, warranty, delivery, past experience, installation, equality, discount, customer satisfaction, bidder’s past performance and/or service reputation, and servicing capabilities. The County may opt to establish alternate selection criteria to protect its best interest, or to meet performance and operational standards.

**7.6** The County reserves the right to waive any formalities, defects, or irregularities in any proposal, response, and/or submittal where the acceptance, rejection, or waiving of such is in the best interests of the County.

**7.7** The County reserves the right to disqualify any proposal, before or after opening, upon evidence of collusion, intent to defraud, or any other illegal practice on the part of the vendor.

**7.8** The Vendor agrees to the fullest extent permitted by law, to indemnify, defend and hold harmless, the Purchaser, and its agents, officers and employees, from and against all loss or expense including costs and attorney fees by reason of liability for damages including suits at law or in equity, caused by any wrongful, intentional, or negligent act or omission of the Vendor, or its (their) agents and / or sub-contractors which may arise out of or connected with activities covered by this contract.

**7.9** The selected vendor shall not subcontract or assign any interest in the contract and shall not transfer any interest in the same without prior written consent of the County.

**7.10** No reports, information, or data given to or prepared by the firm under contract shall   
be made available to any individual or organization by the firm without the prior written approval of the County.

**7.11** Should the selected vendor merge or be purchased by another individual or firm contract continuation would be at the County's option.

**7.12** Brand names and brand specific specifications are used to establish general characteristics and standards of quality and performance. They are not used to limit competition. Vendors are encouraged to propose substitutes they consider equal to or better than what is specified and to state such substitutions on the exceptions page. Failure to list substitutions on the exceptions page may cause rejection of the bid, even at the time of delivery.

**End of RFP**