



ADDENDUM 1

THIS ADDENDUM MUST BE SIGNED, DATED AND RETURNED WITH YOUR RESPONSE

May 12, 2020

To all bidders for the solicitation titled: FM72002 – Fuel Equipment

Please notify everyone concerned (subcontractors and suppliers) as to the issuance and contents of this Addendum prior to the date of bid opening. The following changes, deletions and/or additions have been made to the above mentioned solicitation. All other information will remain the same. This Addendum is a part of the contract documents and modifies them as follows:

- 1) **CLARIFICATION 1:**
Addendum: Chinden Site Only

A recent inspection of the Chinden site has given us more information specific to that site.

The Chinden location currently has 2 unleaded and 2 diesel single hose high flow dispensers. The Idaho Transportation Department seeks to purchase and install a total of 4 single product high flow fuel tank suction pumps, 2 unleaded and 2 diesel, each with one electronic suction pump with 100:1 pulse output capability and electro mechanical totalizers compatible with both AST and UST systems (we hope to convert from UST to AST in 7-10 years). Suction pump capacity needs to be preferably 22 GPM but 36 GPM is an option.

In addition to wiring upgrades specified in Attachments A1-A4 and Section 2.1, Scope, both the unleaded and the diesel tank electrical junction boxes need to be replaced due to deterioration over time. The existing manhole cover will need to be cut out and replaced with an 18" manhole.

- 1) **QUESTION 1:**
Will the DOT be replacing any of the Fuelmasters at the various locations?

RESPONSE:

There is no plan to replace FuelMaster units at this time.

A software and firmware update of the FuelMaster system/units is scheduled for June

- 2) **QUESTION 2:**
Is the DOT looking for pumps (suction) or dispensers (working with existing submersible turbine pumps) as both are mentioned?

RESPONSE:

St Maries – Fuel Tank Suction Pumps

Lewiston – Fuel Tank Suction Pumps

Chinden – Fuel Tank Suction Pumps

Pocatello – Fuel Tank Suction Pumps

QUESTIONS 3-11 is for Chinden location only

3) QUESTION 3:

The scope calls out both fuel dispensers and fuel pumps. Do you want the bids to be bid with dispensers or pumps?

RESPONSE:

We are bidding for Fuel Tank Suction Pumps

4) QUESTION 4:

How many gallons per minute (GPM) do you want for the gas dispensers/pumps and diesel dispensers/pumps? For example one model of pump is rated at "UP TO 22 GPM" and another one is "UP TO 36 GPM". Of course the pump will not produce this much volume once a fuel filter, hose, breakaway, swivel and nozzle is installed. I suspect you will lose about 1/3 of the GPM.

RESPONSE:

Suction pump capacity needs to be preferably 22 GPM but 36 GPM is an option. We do not need high flow for the unleaded.

5) QUESTION 5:

The scope of work calls out for single product gas or diesel two (2) hose electronic pumps but the site currently only has one (1) hose per pump. The site "Chinden" would not benefit for having two (2) hoses per dispenser/pump. The site currently only has one (1) hose per dispenser.

RESPONSE:

Correction: Single Product gas or diesel single hose electronic pumps

6) QUESTION 6:

Do you want to re-use the existing fuel hose, swivels, breakaway and fuel nozzles or install new hardware?

RESPONSE:

We wish to have all new hardware

7) QUESTION 7:

The site has high hose retractors. The diesel hose retractors are broken and not working. The current hose retractors are about 20 years old. Do you want new hose retractors installed on all four (4) dispensers/pumps?

RESPONSE:

Yes, we want high hose retractors on all 4 dispenser/pumps

8) QUESTION 8:

Both the unleaded and diesel tanks Veeder Root interstitial sensor junction boxes are completely corroded and nonexistent. These junction boxes must be replaced before the new shielded Veeder Root wiring can be replaced. How do you want to handle the replacement of the junction box replacements? This will require some concrete to be cut, removed, conduit junction box replaced and a new H20 manhole installed and concrete replaced.

RESPONSE:

In addition to wiring upgrades specified in Attachments A1-A4 and Section 2.1, Scope, both the unleaded and the diesel tank electrical junction boxes need to be replaced due to deterioration over time. The existing manhole cover will need to be cut out and replaced with an 18" manhole.

9) QUESTION 9:

While on site, onsite personal told that the new Veeder Root TLS450PLUS is to be relocated in a storage room on the backside of the wall. We do not see this in the bid requirements.

RESPONSE:

The Chinden location currently has two Veeder Root TLS 350 tank monitors. The plan is to monitor both fuel storage tanks with a Veeder Root TLS 450. Due to a recent building remodel, the new unit will need to be installed in a different location and wire run to this location. The new location is the reverse side of the wall the current tank monitor is mounted to.

10) QUESTION 10:

The wiring for the existing Veeder Root consoles do not meet Veeder Root's specifications. Is the replacement of the incorrect wiring to be priced out per foot or lump sum in the bid?

RESPONSE:

Per foot, unknown footage

11) QUESTION 11:

If we cannot remove and replaced wiring out of the underground conduits due to the conduits being corroded or crushed will that be considered a "change Order"?

RESPONSE:

That would be considered a change order to the contract. A RFI would need to be completed to see what the change is, timeline and cost estimate.

QUESTION 12 is for all locations

12) QUESTION 12:

The Chinden location is currently utilizing the Veeder Root Overfill alarm. The bid specification does not call out for the necessary Veeder Root 0332813-001 Universal Input/Output Interface Module (UIOM) for Relay Control and Input Signal Monitoring (TLS-450PLUS). If you want to continue to utilize the overfill alarm and acknowledgement switch the additional module will need to be added to the bid

Currently the Fuel Master site controller is communicating to the existing Veeder Root through RS232. Do you want to continue to communicate to the Veeder Root through the Fuel Master to get fuel readings? If so, the bid will need a 0332866-001 Single RS-232 Interface Module added.

RESPONSE:

ITD Fuel Sites currently utilize the Veeder Root Overfill alarm and use the FuelMaster site controller to communicate to the Veeder Root. Your bid needs to include Veeder Root 0332813-001 Universal Input/Output Interface Module (UIOM) for Relay Control and Input and the Veeder Root 0332866-001 Single RS-232 Interface Module communication with the Fuelmaster card reader.

13) QUESTION 13:

1-Noticed that 2 hose dispensers are spec'd. Upon inspection of St Maries, both units are single hoses and are in a pump house that would require removal of it to install dual hose.

2-At Lewiston location, the existing diesel dispenser is a high speed suction pump which has significant more flow rate over standard units that are spec'd in this ITB?? This will create longer refueling times on the large diesel truck tanks.

3-Are existing hose packages (nozzle, swivel, hose, breakaway, and retractor) to be reused?

RESPONSE:

1- The new dispensers for St Marie's should be single hose.

2- Suction pump capacity needs to be preferably 22 GPM but 36 GPM is an option.

We do not need high flow for the unleaded.

3- All new hardware.

14) QUESTION 14:

Noticed that it mentioned "shielded wiring" on the fuel dispenser section on the A1/A2 attachments. Is that for the pulsar wiring?

RESPONSE:

No. The wiring in the bid is to bring the newly to be installed Veeder Root tank monitor up to manufacturers specifications - A wiring update for the pulsars might be needed when installing new dispensers. We might need to extend wires to the electronics from the old junction boxes. It does not need to be shielded wiring.

These questions and answers do not change the due date of this ITB.

This solicitation is due before: May 18th, 2020 2:29:59 PM MT

Thank you.

Ruth Munoz
Facilities Management Contracting Officer
Idaho Transportation Department

I acknowledge that I have received and read this addendum, and that failure to return a signed copy of this addendum with my response may result in my bid being found non-responsive.

Bidder (company name): _____

Authorized Signature: _____

Printed Name: _____

Date: _____

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End of Addendum #1