

PRE-BID ADDENDUM NO. 1

July 3, 2017

SURRY COUNTY MARINA FUELING FACILITY

FOR:

IFB Project No. BC 2017-04

PREPARED BY

ALPHA CORPORATION

295 BENDIX ROAD, STE 340

VIRGINIA BEACH, VA 23452

BID CLOSE DATE: THURSDAY, JULY 6, 2017 @ 2:00PM

GENERAL INFORMATION

1. Bidders are requested to attach this Addendum to the inside front cover of the Project Manual.
2. Please inform all concerned that the Contract Documents are modified by this Addendum.
3. All contractors must acknowledge receipt of this Addendum on the submitted Bid Form.
4. The following revisions, additions, and clarifications are hereby made part of the Contract Documents and supersede or otherwise modify the provisions of the Contract Documents, dated 15 December 2016.

ADDENDUM No. 1PRE-BID QUESTIONS + ANSWERSGENERAL QUESTIONS/COMMENTS:

1. The bid due date on the IFB is July, 6. but under “instructions to bidders” under time of completion it says “Owner anticipates award / NTP by July, How long after the bid opening does the County anticipate award / NTP? **Award expected July 30, 2017**
2. In the specification there is a section 26 for electrical but nothing for fueling, only a brief mention of wanting (1) 4,000 gal. tank and (1) 1,000 gal. tank. Is there any more information available other than the “Fueling Notes” on sheet CS 101? **No.**
3. What type of piping system is proposed for under the pier? The plans show 2” double wall fiberglass but FRP piping isn’t rated for aboveground applications nor is it flexible. The piping under the pier needs to be both approved for aboveground applications and flexible as the pier floats and is subject to rise and fall from tides. Please advise. **Fiberglass piping (FRP) is to be used with flexible connections at the Floating Dock. FRP used for petroleum will discolor but it should not affect the integrity of the pipe.**
4. There is only one mention of the piping which is found on Sheet CS 101 which says it’s 2” double walled pipe. There are multiple types of double wall fiberglass piping systems, what is the intended type. **That is up to the contractor to supply a type which meets the specs “Complete and Functioning Fueling Facility” and is UL approved.**
5. There are is no design provided for the framing and or plank system of the pier. Both are necessary in order to better understand how the piping system will be installed under the planking. **The Marina drawings show a raceway which is where you will install your pipe.**

There is no design / spec for a concrete base slab under the tanks. There is nothing indicating the slab dimensions, thickness, psi of concrete, air entrainment, concrete reinforcement, concrete testing requirements, footer design, sub-base material, sub-base material compaction testing. Note: Sheet CS101 shows what appears to be a pad under the tanks but also shows both tanks as the same size when one is a 4K, the other a 1K. Please confirm **Concrete pad will be approximately 24’X24’, 8” thick with #4 rebar 16” on center each way, 4’ compacted sand base where subgrade must be compacted to 98% of Standard Proctor Maximum Dry Density.**

6. The fuel tanks referenced in the FUEL NOTES Sheet CS 101 don’t indicate whether the tanks are rectangular or cylindrical, if there are ladders, platform, stairs, catwalks, servicing manways on the tops. Additionally, there is no paint spec, interior or exterior coating or color requirement. **2 AST’s which are based on the type listed in the Fuel Notes, “Flameshield”**
7. Referenced tanks are UL 142 “Flameshield” as opposed to UL 2085 Fireguard. They are often confused as the same tank. Though they both have a 2 hr fire rating, the standards are different as the UL 2085 tank test are more stringent. Another difference, the UL 142 tank is not a “Protected” tank under UL standards and does not offer ballistic and impact resistance as the UL

ADDENDUM No. 1

2085 does and is recognized by UL as a Protected tank. Is the Flameshield tank what is really desired? **UL 142 Flameshield is specified. Substitutions must be in accordance with the specs**

8. There are no drawings, design or specs for protective bollards around the tanks. Per NFPA 30-22.15 AST's are required to have a minimum of 4" dia. steel bollards, 4' on center with no less than 3' protruding from grade, no less than 3' in the ground encased in a footing no less than 15" in dia. Please advise. **Furnish and install 12 bollards in accordance with NFPA 30-22.15.**
9. In the FUEL NOTES on Sheet CS101 2.1 calls for (1) Bennett dual hose, dual product dispenser but the drawing with pier shows (2) dispensers. Please confirm. **One Bennett Dual Hose Dual Product Dispenser.**
10. Based on the graphic scale on the drawing, from the tanks to the dispensers scales out to be approximately 600' of fuel piping with 15 changes in direction. Team that with 100' of hose on a hose reel restricted to ¾" and 1" the flow rate could be compromised, not providing the 23GPM the dispensers are rated for. You may want to consider checking the dynamic curve of the pumps given the lineal feet of piping, changes in direction of the piping and restriction of the hose reel restriction. **The final piping run will be on the east side of the restaurant and discussed at the Precon.**
11. The electrical requirements for the fueling portion are unclear as to what is to be provided. I understand there is a contract for the dock / pier construction and that contractor is responsible for some of the electric. The sheet E600 there are multiple details for luminaries, panelboard and exterior fixtures. Is the fueling contractor responsible for providing and installing these pieces and parts along with the conduit and wire that feeds them? There are multiple references to the "electrical contractor" but no defining of "who's is what". **You are responsible for what's shown on the drawings Sheet 002 Note 4 and to coordinate with not only the Marina contractor but the Bathhouse contractor as well to make this work.**
12. A Spill Prevention, Control and Countermeasures (SPCC) plan should be completed and filed with the state prior to the fueling facility being operational. Is providing and filing the plan the responsibility of the fueling contractor or others? Please advise. **Completed by Kimley-Horn.**
13. For cost saving to the county you may want to consider deleting the individual tanks and have (1) 5,000 gallon compartmentalized AST, 4K and 1K with a double bulkhead between the two. This would cut down on cost for (2) tank. Savings would also be realized by having a smaller concrete anchor / base slab and the reduction of necessary protective bollards. **County may negotiate this change low bidder. Any substitution shall be considered if submitted in accordance with the specifications.**

END OF ADDENDUM