

ADDENDUM # 2

CITY OF TORRANCE
3031 Torrance Blvd.
Torrance, CA 90503

RFP NO. B2020-26

RFP for Design Build Fuel System at Torrance Municipal Airport

REVISED ADDENDUM # 2- Issued 10/15/20

THE FOLLOWING CHANGES ARE HEREBY INCORPORATED INTO AND MADE A MANDATORY PART OF SUBJECT RFP:

CLARIFY: The Proposal Due Date remains on **Monday, November 16, 2020 by 3:00 PM** in the Office of the City Clerk, 3031 Torrance Blvd., Torrance, CA 90503. **NO FAXED PROPOSALS EXCEPTED**

CLARIFY: It has been determined that the existing generator can handle the load of the EOC and no new generator will be needed. Disregard PHASE XIV NEW GENERATOR FUEL SYSTEM PIPING in the RFP page 20-21. Also disregard the 14th bullet point on page 15 under Scope of Work Summary.

Below are questions raised during the RFP preparation period with answers in bold:

1. Is the QC Materials Testing and Special Inspection part of the scope? Will the D/B team require a geotechnical/materials testing consultant, or will you have a separate contract for that work?

All testing and inspections will be the responsibility of awarded contractor under one contract. Unless specified by code that testing or inspections must be performed by a third party.

2. Can we please receive a copy of the Sign-In Sheet for the Job Walk?

The Sign-In Sheet has been emailed to all emails listed, on 9/16/20. Please notify Nina Schroeder at (310) 781-7151 if you did not receive it.

3. Does the City expect or desire to have a conceptual drawing of the proposed facility included as part of the Proposal submitted?

The City desires to have a conceptual drawing of the proposed facility included in the proposal.

4. Do you have a copy of the existing Site Plan or As-Built of the existing facility for our use?

Please visit the website for plans.

<https://www.torranceca.gov/government/city-departments/general-services/construction-maintenance-bids-proposals/rfp-b2020-26-for-design-build-fuel-system-at-torrance-municipal-airport>

5. It appears, per page 16 of the RFP, that while this is a design/build project, the City is specifying the use of **only** the Modern Welding Fuel Tank system. Since this is a design/build contract and the Contractor must certify and warranty the system installed, can the Contractor propose an alternate - equal to/ better than - Fuel Storage and Dispensing System from another California approved and certified Above Ground Tank Manufacturer as part of the design package?

The City will accept any alternative must meet UL2085 requirements and be approved by the City Fire Department for this application.

6. Does the City expect the contractor to remove and dispose of the three Trees just outside the wall as part of this Scope of Work?

If trees would need to be removed, City approval is required. Once approval is received trees are to be removed and disposed by the contractor.

7. Does the City expect the two light standards and lights located just outside the wall to be removed and re-located or replaced with a new style/type of LED lighting system?

Light poles to be relocated with pull boxes installed where necessary.

8. How large and what type of USTs are currently installed? (I.E. Steel, Fiberglass, double walled, etc.?)

Both Fiberglass, double-walled 10,000 gal Diesel and 10,000 gal Gasoline.

9. Is there a concrete base slab below the tanks?

Unknown, no plans to verify.

10. Who has ownership of and responsibility for ALL of the currently installed equipment and piping that needs to be removed?

City of Torrance / Airport.

11. What does the City want done with the Heath Tank (above ground vapor recovery tank)? Does it need to be incorporated into the new system and re-used?

It was determined that the City meets 100% ORVR compatibility which will allow the City to be exempt from phase 1 vapor recovery requirements on this system.

12. Does the City expect the Contractor to be responsible for facility painting and signage and traffic striping?

The contractor is expected to include the facility painting, signage and traffic striping.

13. Is there an additional staging area available in addition to the current yard, if needed?

Additional staging area is remote, and access will be limited due to airport operations.

14. The RFP mentions an “attached drawing” (Phase IV - Wall Construction, pg. 16). None provided – Could the City please post the drawing on the website or as an addendum?

Please visit the website for drawing.

<https://www.torranceca.gov/government/city-departments/general-services/construction-maintenance-bids-proposals/rfp-b2020-26-for-design-build-fuel-system-at-torrance-municipal-airport>

15. Based upon the most recent Hirt Phase II Executive Order (VR-501-D) the facility will have to install a Hirt burner or apply for the ORVR Exemption. Depending upon what the City does, it will determine the hanging hardware and configuration. Will the City ask for an ORVR Exemption? Check with Fire Prevention?

The City team is confirming that at this point all the vehicles that will be fueling at the airport are 100% ORVR compliant.

16. Does the City have room for placing the Hirt burner 20” from the Unleaded vent? Will the City require an enclosure for the burner?

N/A see item #15 for 100% ORVR compatibility.

17. Will the dispenser have a canopy?

There will be no Canopy unless required by regulation.

18. I am assuming that the airport has an SPCC Plan--Who will be responsible for updating the plan? If they have over 10,000 gallons on the facility, it will require an engineer’s signature for the update.

The Airport does not have an SPCC Plan, this plan must be provided by the awarded contractor, designed and signed by an engineer. Per page 21 of the project manual.

19. Per job walk there was conversation of no work taking place in the grass planter area and at south east corner of project. Will any bulletins be issued stating this? Please advise.

If no work is to take place in this area, area to be removed from scope of work.

20. Are there any as built drawings of the construction area? Such as wall footings, existing concrete thickness, size of existing tanks, depths of existing, how much fuel is in existing tanks? Please advise.

Please see attached plans for the remodeled portion of the wall. City does not have original plans of the wall.

21. Will the existing propane tank be removed or relocated? Please advise.

There is no propane tank in the area.

22. Is there any information on the existing control system and card reader? Such as an existing technical representative or company. Please advise.

The attached information on pages 10-17 of this addendum should answer most of the questions. The contact information for our vendor is also included.

23. During construction & demo of existing blockwall what type of fence and size will be acceptable? Such as chain link, orange snow flake or K rails. Please advise.

Minimum 8 ft. chain link fencing with privacy screen. Area must be secured from public entrance.

24. Can an extension of the RFP submittal date be granted?

The proposal due date has been extended to Monday, November 16, 2020 by 3:00 p.m. in the Office of the City Clerk, 3031 Torrance Blvd., Torrance, CA 90503.

25. Any information on the underground tank, ie: size, depth, age...?

**10,000 gallon Diesel Tank
10,000 gallon Gasoline Tank
Installed on August 20, 1991.**

26. Is an "abandonment in place" an option for the underground tank?

"Abandonment in place" is Not an option, tanks must be removed.

27. Is there a preferred traffic plan for the equipment that will be using the fuel island?

Traffic must enter the Maintenance gate. Vehicle types to fuel include: Motorcycles, sedans, SUVs, Fire Engines / Ladder Trucks, Street maintenance trucks.

28. It was mentioned of the city wanting to keep the existing card reader, but also mentioned a replacement..?

The existing card reader electronics will be updated at some point during or at the end of the project.

29. What fuel management software is currently being used?

AssetWorks, Fuel Focus FMS System. Documents included in this addendum.

30. What are the lighting needs for the new equipment?

Relocate and reutilize the existing light pole.

31. On page 12 of the RFP under “typical timeframe outline,” it calls for a schedule of 120 days for “Planning and Design”. What is expected to be included for this time frame?

Planning and Design to include site visits, analysis, evaluation, drawings to meet applicable local, state, federal regulations, fire codes, plumbing and electrical codes and other applicable codes, as well as obtaining permits through City of Torrance as applicable.

32. Is it the intent of the specifications for the new facility to include a concrete housekeeping pad or walkway from the parking lot to the new swing door to be installed and to eliminate the current landscape area between the existing wall and the curb?

Keep landscape but add walkway.

33. Is the 36-inch swing door to open into the containment area and when open for a person to step over the 6” x 6” containment wall?

Door needs to be positioned to avoid trip hazards.

34. Is there an existing electrical circuit that feeds the current fueling system that the new system can tie-into at/near the new tank location or are we expected to create a completely new electrical conduit line and circuit at the power panel in the maintenance garage?

Yes, existing electrical circuit to be used/repositioned.

35. In the phasing of the RFP, it appears that the City wants the new Fueling Facility to be constructed BEFORE the existing USTs are removed and that fuel will need to be transferred from these existing USTs to the new Fueling facility by the Contractor instead of starting off the new system with new fuel from the supplier. Is that correct?

No fuel transfer from USTs., Diesel tank is empty. Gasoline tank minimal amount since already transferred out.

36. Is it expected that the vehicle gate access and driveway continue to be utilized by City vehicles and staff during this project and that the Contractor is expected to provide access or keep the driveway open while working in this area or does the Contractor have full control and use of this area during the project?

Main driveway to remain open allowing access to the Tower gate and tower parking area. Maintenance gate may be used by contractor during the project and closed while removing tanks and removal of USTs.

37. Operationally and for ease of constructability, it is more efficient and cost effective if the UST's and surface concrete be demolished and removed at the same time as the other demolition activities are being conducted leaving a clean/clear footprint to install the new fueling facility and related concrete repair/replacement. Has this been considered or is the Contractor required to strictly follow the Phased sequencing provided in the RFP?

Contractor can remove USTs at the beginning of the project.

38. Will the City Fire Marshall need to inspect and sign off on the completed fueling facility?

City Inspectors, Fire Prevention, and LA County Fire will need to sign-off on the completed fueling facility.

39. It will be very helpful to have a copy of the "as-built" Site Plan as soon as possible, can this be sent out ahead of the Amendment?

Please visit the website for plans.

<https://www.torranceca.gov/government/city-departments/general-services/construction-maintenance-bids-proposals/rfp-b2020-26-for-design-build-fuel-system-at-torrance-municipal-airport>

40. Who is responsible to empty the USTs of any residual and usable fuel?

Awarded contractor is responsible.

41. Who is responsible for moving or relocating the Generator Tank and the fuel in it?

Awarded contractor is responsible.

42. Can it be moved and the Generator taken out of service while the work is going on?

Generator will need to stay online for duration of project.

43. Can the UST removal be done as part of the Demolition phase?

Yes.

44. With the card reader being temporarily removed during construction are we to reinstall with the same wiring circuitry or are we to provide a new or use an existing junction box where it can be re-wired and connected to?

If no existing junction box present, a new junction box will need to be provided by installing contractor.

45. Does the City expect to see and review the new design at the Conceptual (35%), 65% and 100% Design Levels before submittal to the Building Department? If so, to whom is it submitted and will it require a face-to-face meeting and presentation to the City from the Contractor at those three design levels?

The City expects to see and review the 100% plans prior to submitting the plans to plan check. An electronic copy of the plans is acceptable. No requirement for face-to-face meeting and presentation.

46. Who at the City will review and approve the final design package prior to it being submitted to the Torrance Fire, Planning and Building Departments?

Steve Minor, Sr. Building Inspector, Jim Fuentes Acting Facility Services Manager and Nina Schroeder Sr. Business Manager will review and approve the final design package prior to it being submitted to Torrance Fire, Planning and Building Departments.

47. What is the expected Approval Time from the City Departments and the SCAQMD?

Design to be approved by General Services prior to submitting for permits.

48. Is the design approval time to be included in the 120 day project schedule or does the 120 days begin AFTER the design approvals have been obtained? Since the Contractor has no control over this Agency approval time, especially the SCAQMD, the Construction schedule cannot really be started until the design phase and approvals are received.

The 120 days includes planning, design and plan check approval.

49. Does the city plan on keeping the existing Veeder Root equipment in use?

The City plans to keep the existing Veeder Root equipment in use.

50. Is the existing equipment that will no longer be in use, contractor salvageable?

Contractor to remove all old components from site.

51. When the UST's were installed?

The UST's were installed on August 20, 1991.

52. Are the UST's anchored?

Unknown.

53. Are there any "As Builds" for the UST's?

No "As Builds" available.

54. Are the UST's steel or fiberglass?

The UST's are manufactured by JOOR, they are double wall with interior wall steel.

55. If the UST's are carbon steel, were they ever fiber glassed lined?

The UST's are not fiber glassed lined.

56. On pg.18 under "Dispenser System Piping" it calls out "Painting for corrosion protection". Is there a specification or a specific product that the city requires?

A good quality corrosion inhibitor approved by manufacture is preferred.

57. Are there any past Geotechnical reports for the site or water table information?

No, the city does not have past Geotechnical reports for the site or water table information to provide.

58. Can we get the CAD Files for the drawings used for City Project "Bid for Installation of a Generator at Torrance Airport-B2013-55"?

Please visit the website for plans.

<https://www.torranceca.gov/government/city-departments/general-services/construction-maintenance-bids-proposals/rfp-b2020-26-for-design-build-fuel-system-at-torrance-municipal-airport>

59. If the UST's are fiberglass, are they to be crushed on site, put into a container, and disposed of at the landfill once they are cleaned and certified inert?

UST to be removed from site as required with minimal airborne dust particulates.

60. If steel, and once they have been cleaned and certified inert, can they be hauled to a local steel recycler and scrapped?

Debris to be disposed of according to City recycling requirements.

61. Is there a high-water table at the site? If so, will we be required to obtain water samples instead of soil samples?

Unknown.

62. If the UST's are anchored, were they secured to a concrete slab or concrete dead men in the bottom of the tank hole?

Unknown.

63. If anchored can the slab or dead men remain in the bottom of the tank hole and backfilled?

No contaminated material to remain on site.

64. Can the original backfill material be re-used as backfill once the tanks are removed?

May be reused as long as material is not contaminated.

65. Can the tank hole be backfilled once the samples have been taken, or do we have to wait until we receive the sample analysis?

The City recommends backfilling immediately for safety concerns.

66. Is a 12,000 Diesel and 3,000 unleaded acceptable? (The tank top space on 2,000 Gallons is insufficient to include required components such as vents, manway, overfill valve In Accordance With (IAW) Underwriter Laboratories (UL)

A 12,000 diesel and 3,000 unleaded is acceptable and is preferred by the City of Torrance.

Please return this addendum with your bid proposal. Failure to acknowledge addenda and submit it with your proposal may render the proposal non-responsive and cause it to be rejected. I hereby acknowledge receipt of this addendum.

Name of Company

Address

City State Zip Code

4. FuelFocus™ System Hardware Configurations

4.1. Main components of the FuelFocus™ System:

- FuelFocus™ Controller Enclosure
- Front Panel Board - controls the graphic display, keypad, and ID readers
- CPU Board - heart of the system powered by a powerful GENE-BT05, 3.5" sub Compact Board Intel N2807 processor.
- 16GB CFast™ Disk
- Pump Board – pump operation logic interface to Junction Board and CPU board
- Junction Board - low voltage interface to Electric Board and pulsers
- Electric Board - high voltage relay board for pump control
- Dispenser Bypass Card
- Power Supply - fused, surge protected, and filtered
- ISB metallic conduit kit
- Wedge anchor for heavy duty concrete applications – 3/8" [diameter] x 3" [length]

Available options include:

- Wireless Nozzle Reader (WNR)
- WAF – Wireless Automated Fueling (2.4Ghz)
- Vehicle Recorder – Fleet Journal
- Small Vehicle Identification Device (SVID)

Each of these components can be easily removed and replaced. All field wiring to system boards use connector plugs that are insulated for easy removal and reinsertion in the event board replacement is necessary. All remaining components, including the display, keypad, magnetic card reader, and the entire front panel, can be easily removed and replaced. The metallic conduit kit is equipped with fittings by the manufacturer.

5. FuelFocus™ System Hardware

5.1. FuelFocus™ Controller Enclosure

The sturdy ICU (Island Controller Unit) enclosure features a completely welded and sealed stainless steel inner box and matching stainless steel front panel for durability and long lasting aesthetics.

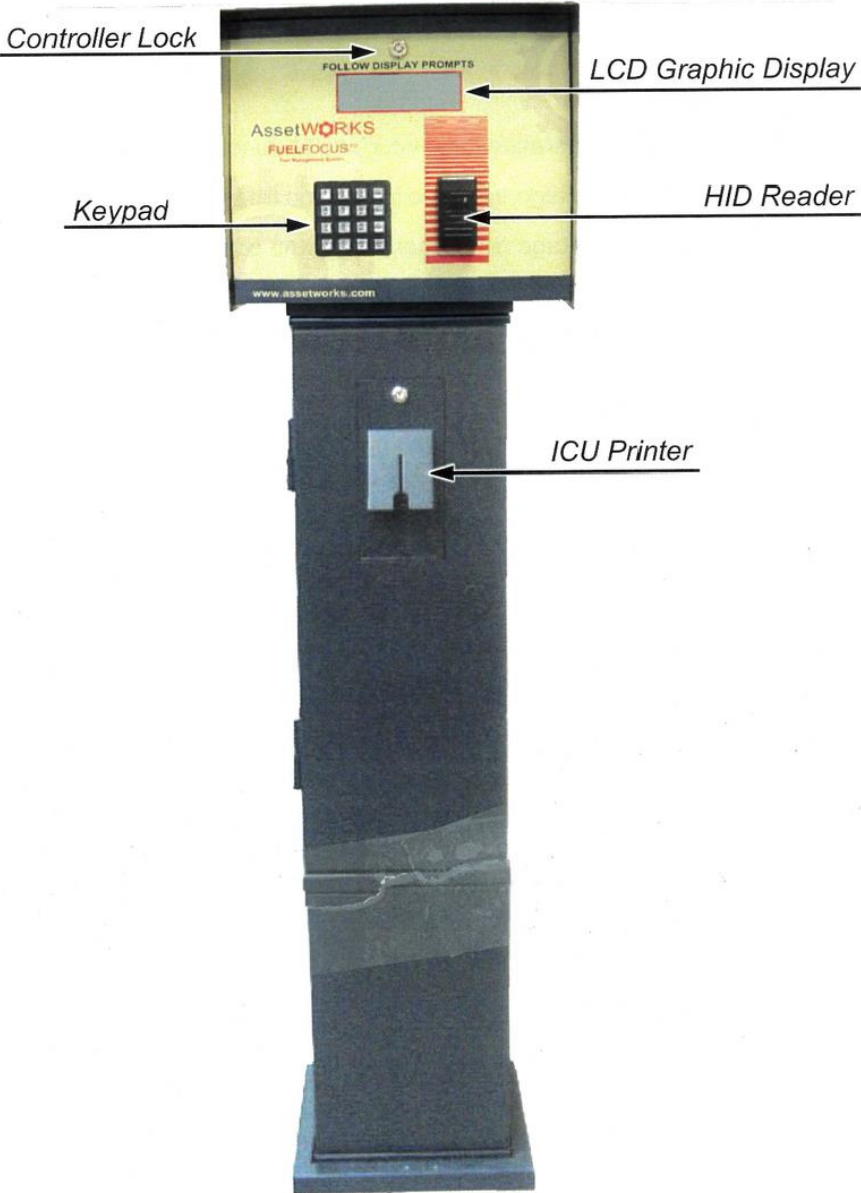


Figure 2: ICU Main Components

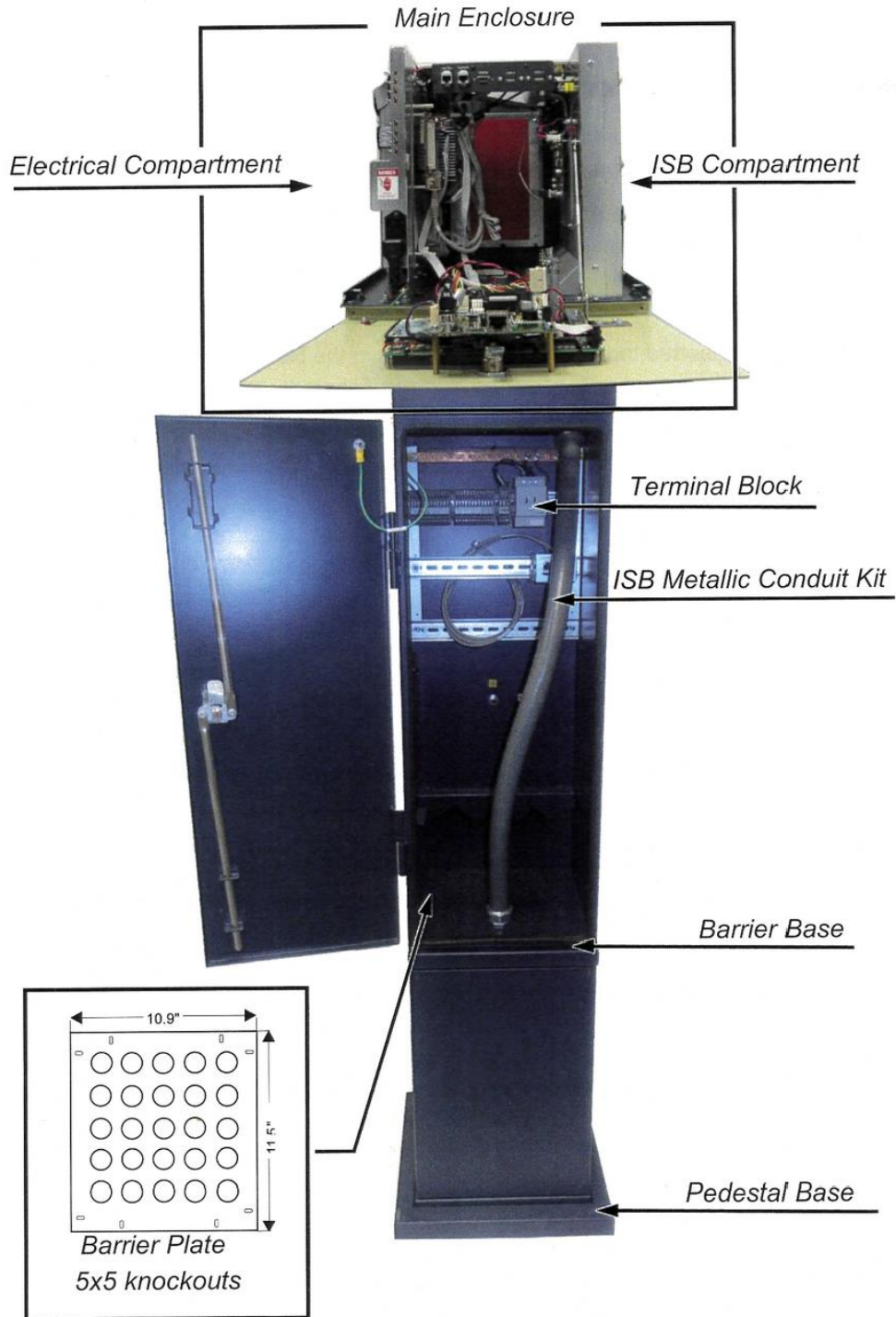


Figure 3: ICU Terminal Components

5.2. Site Selection Guideline

The location of FuelFocus™ Controller system components should be accessible and convenient for both the electrician and service personnel.

The FuelFocus™ Controller should be mounted on the fuel island (see Figure 4). A minimum clearance of 18" must be maintained between the FuelFocus™ Controller and any of the pumps or dispensers. This clearance meets the NFPA 30A and NFPA 70 requirements and allows room for wiring and maintenance of the system.

All conduits must be inserted through the proper holes in the Barrier Plate; the unused holes should be blocked by bolts and nuts provided with the Terminal.

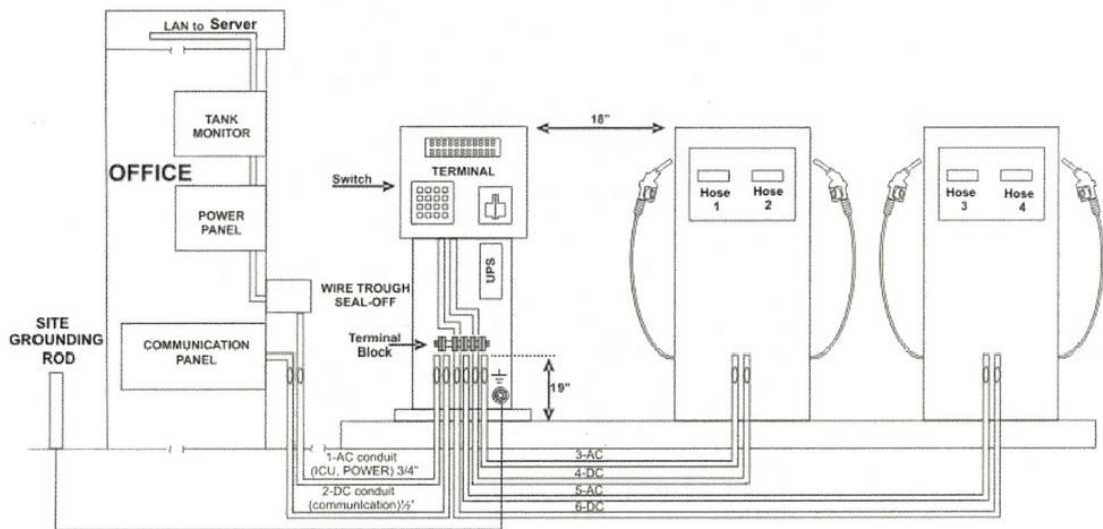


Figure 4 Site Layout

NOTE 1: Arrange the conduits under the pedestal to fit within the 10.5" x 11.5" inside pedestal dimensions.


NOTE 2: This is only a recommendation for typical installation of the FuelFocus™ Controller connected to mechanical dispensers. Your site needs may vary. Communication cabling requirements can be combined if needed. Use of shielded cable and separate AC and DC conduits provides the FuelFocus™ Controller insurance against noise and interference problems.

5.3. Site Pre-Installation Requirements

1. Prepare and mount the following conduits according to Figure 4 as a guide:


AC-Power:

- A 3/4" metal conduit for running cables from the electrical circuit breaker panel to the barrier plate inside the FuelFocus™ Controller pedestal.
- A 3/4" metal conduit for running cables from the dispenser's junction box to the barrier plate inside the FuelFocus™ Controller pedestal.

	WARNING
All conduits between the electric panel enclosure and the barrier plate inside the pedestal, and between the dispenser's junction box and the barrier plate inside the pedestal, must be grounded.	

DC-Communication:

- A 3/4" metal conduit for running cables from the client's network connection room to the barrier plate inside the FuelFocus™ Controller pedestal.
 - A 3/4" metal conduit for running cables from the dispenser's pulser junction box to the barrier plate inside the FuelFocus™ Controller pedestal and then flexible metallic conduit from the barrier plate up to the base of the controller head. (See Figure 4 metallic ISB conduit).
2. All the conduits must meet current national and local electrical codes and be terminated at the barrier plate inside the FuelFocus™ Controller.
 3. All FuelFocus™ Controller conduits must be concentrated in a 10.5" x 11.5" square pattern to fit the inside dimensions of the pedestal base (see Figure 4).

	WARNING
All AC-Power between and DC-Communication running cables must be threaded through the barrier plate. The open knockouts with the running cables in the barrier plate must be sealed with an appropriate sealing material.	

5.4. Rules for Proper Installation

1. Please read this entire manual before starting installation.
2. All wiring should be installed and used in accordance with local building/fire codes, all Federal, State, and Local codes, the National Electrical Code (NFPA 70), NFPA 30, and the Automotive and Marine Service Station Code (NFPA 30A) codes and regulations. Canadian users must also comply with the Canadian Electrical Code.
3. All wiring must be in threaded, rigid, metal conduit to provide the necessary shielding.
4. DO NOT combine high-voltage (AC) and low-voltage (DC) in a common conduit, junction box, or wire trough. AC and DC must be in separate metal conduits.
5. The FuelFocus™ Controller must be properly grounded.
6. Use terminal connectors on stranded wire.
7. Test pumps in the manual override position prior to system start-up.



WARNING

DO NOT turn on the system power switch located in the head assembly. Power will be applied to the system by the person performing the system start-up. Turning on this switch prematurely may result in damage to the system and may void your warranty!



WARNING

DO NOT Use PVC Conduit. An appropriate ISB conduit is supplied by the manufacturer!

FUELFOCUS™ FMS SYSTEM

Copyright © 2016 AssetWorks LLC its subsidiaries. All rights reserved.

Information contained in this document is proprietary to AssetWorks LLC, and may be used or disclosed only with written permission from AssetWorks LLC. This guide, or any part thereof, may not be reproduced without the prior written permission of AssetWorks LLC. This document refers to numerous products by their trade names. In most, if not all, cases these designations are claimed as Trademarks or Registered Trademarks by their respective companies. This document and the related software described in this manual are supplied under license or nondisclosure agreement and may be used or copied only in accordance with the terms of the agreement. The information in this document is subject to change without notice and does not represent a commitment on the part of AssetWorks LLC. The names of companies and individuals used in the sample database and in examples in the manuals are fictitious and are intended to illustrate the use of the software. Any resemblance to actual companies or individuals, whether past or present, is purely coincidental.

Technical Support

AssetWorks provides several ways to connect with the Customer Support team. Be prepared to provide detailed information to the representative. If you are reporting an issue by e-mail, include screen shots of your problem. This will provide the Customer Support representative with the information needed to respond quickly and effectively.

Telephone: 1-800-900-8152

E-mail: HardwareSupport@AssetWorks.com

Web Site: Community.AssetWorks.com

The support web site can be used to open issues, subscribe to user groups and download documentation, as well as to access the latest AssetWorks news. For secure access to the website, contact Customer Support by calling the number above.

Product Compatibility

Refer to the [Product Compatibility, Certification and Notices](#) information on the AssetWorks website for requirements including operating system information, databases, Crystal reports, network protocol, HTTP servers and browsers that are supported.



FuelFocus™ FMS System

Installation Guide RFC2500 for FJ3

Rev. 14 | 06 October 2019

FuelFocus™ FMS System - Installation Guide RFC2500 for FJ3
P/N: MNU-FJ3-01-AW Rev. 14