

**CLAYTON COUNTY WATER AUTHORITY**

**Request for Bid**

**FUELING STATIONS UPGRADE**

**Bid Number: 2017-GS-03**

**Bid Opening:**

**Tuesday, May 2, 2017 at 2:00 p.m. (local time)  
1600 Battle Creek Road, Morrow, Georgia 30260**

**Non-mandatory site visits:**

**Contact Mr. Marshall Maddox at 770-960-5213, or email at [marshall.maddox@ccwa.us](mailto:marshall.maddox@ccwa.us). Vendors must give 24 hours' notice to schedule a site visit.**

**A D D E N D U M # 3**

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Dated: April 26, 2017

***Acknowledgment of receipt of this addendum **MUST BE SIGNED AND INCLUDED IN YOUR RESPONSE TO THE RFB.*****

**QUESTIONS:**

1. **After reviewing addendum #1, there may be some new questions raised now that a new Veeder-Root system has been added at each site. Will CCWA allow another round of questions and answers?**

**Answer:** No more questions will be answered beyond this Addendum No. 3.

2. **Will bidders be allowed to schedule another site visit with Mr. Maddox? Due to the complexity of Veeder-Root systems, available options, etc.; it will be necessary to re-visit each site to provide a cost effective bid to replace the existing ATG and to install a new ATG at Dixon Blvd. Please advise.**

**Answer:** Yes. Last day for a site visit will be Friday, April 28th, which should be arranged for no later than Wednesday April 26<sup>th</sup>.

3. **In replacing the existing Veeder-Root system at 7340 Southlake Pkwy, shall bidders include new probes, sensors, and appurtenances, replacing the ATG Console and all connected devices; or shall bidders re-use existing probes, sensors, and appurtenances, replacing only the ATG console itself?**

**Answer:** No other devices will be replaced but the ATG.

4. **In replacing the existing Veeder-Root system at 7340 Southlake Pkwy, shall bidders assume existing probe and sensor cables, conduits, and wiring may be**

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**re-used with reasonable effort and assuming the existing cables, conduits, and wiring are in good condition?**

Answer: Yes, existing probes, cables, conduits and wiring should be assumed as good.

- 5. Tank Monitor Interface requires a hard-wired cable connection between the Fuel Management Pedestal (Ex: Fuelmaster FMU) and the Automatic Tank Gauging System (Ex: Veeder-Root). This wired connection must be in a low voltage conduit, and cannot be run with high voltage power wiring. It is not known if such a low voltage conduit between the FMU and Veeder-Root exists at Southlake Pkwy. For Item #13, you have added a provision for a conduit path with all associated wiring up to approx. 80' for the Tank Monitor Interface at Dixon Industrial. Will CCWA also add the same provision to Item #4 for the Tank Monitor Interface at Southlake Pkwy?**

Answer: The Dixon site did not have a conduit in place, so provisions were made to have it installed. Southlake location already had the conduit and cabling in place.

- 6. For Item's 17 and 18, Annual Maintenance Options; most equipment furnished under this contract will carry a one year parts, labor, and travel warranty. Are bidders to assume this option is for an extended warranty to cover all equipment/software for the year immediately following the expiration of the factory warranties?**

Answer: Yes, this is for after the factory warranties expire. Mainly to provide CCWA services for any problems that occur in the future.

- 7. Division 3, Section 1, #4 and #5 – Warranties on Goods and Services – the agreement stipulates a 2 year warranty on workmanship and goods provided under this agreement. Per statement above, most equipment furnished under**

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**this agreement will carry a one year parts, labor, and travel warranty that is administered by the respective manufacturer. Will CCWA accept whatever factory warranty is offered in lieu of the 2 year requirement in this agreement? If not, will CCWA allow optional items #17 and 18 to be counted as a 2<sup>nd</sup> year extended warranty for the purposes of meeting the 2 year requirements of Section #4 and #5 of this agreement?**

**Answer:** We will accept the one year factory warranty but the intent is to use the optional items as service for the repairs as they arise.

- 8. You are using the employee HID cards for non-fully automated vehicles, for back up and equipment. This only records the personnel number, you have provided nothing to track the vehicle number for the vehicle they are using or equipment number for what they are using. Using personnel cards will not authorize vehicles. You need 2 forms of authorization...vehicle and personnel.**

**Answer:** The HID card will authorize the pump for the employee to manually enter the equipment number.

- 9. I have a question in regards to Addendum #1. You are stating that Location #1 – Master Site will get a new Tank Monitoring system (Veeder-Root). Please clarify if we are to only replace the TLS-300C console with a new Veeder-Root console and reuse the existing (2) tank probes; (2) piping sump sensors; and (2) interstitial sensors or are we to quote a complete new Veeder-Root system that would include the Veeder-Root console with new probes; piping sump sensors and interstitial sensors?**

**Answer:** Only replace the TLS-300C console with a new Veeder-Root console and reuse the existing (2) tank probes; (2) piping sump sensors; and (2) interstitial sensors.

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- 10. The other question is that with the new Veeder-Root tank monitor console with network capability at each of these locations can be monitored by assigning a static IP address and connecting them to the network. The consoles can then be pulled up and information gathered through a network browser. Do you want us to figure monitoring these devices in this manner or do we need to figure them being interfaced with the Fuel Master system? Networking them through the Fuel Master system will be a more costly method.**

**Answer: Network them through the fuel master system.**

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**SIGNATURE**

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**COMPANY NAME**

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**DATE**