ADDENDUM NO. 3

DATE:	November 26, 2018
TO:	All Proposers
FROM:	Julie Smith Maxwell, Procurement Specialist
SUBJECT:	Addendum No. 3 – Browser Based Transit Bus Fuel and Fluids Management System
PROPOSALS DUE:	November 29, 2018, at 11:00:00 a.m. Eastern Time

This addendum is being published to respond to questions asked by potential proposers regarding the above-referenced Request for Proposals. This addendum becomes a part of the Contract Document and modifies the original specifications as noted.

Question 1: Pulsars: Are there pulsars on any dispensers or reels? For every product of lube, oil or fluid our system must monitor / control, if there are pulsars or relays, will these be operational, working at the time of our installation? a) Please confirm from the reels that at will be connected to the fuel management, please indicate which ones are already equipped with a functional flow pulsar and control solenoid valve? b) Please confirm from the fuel dispensers (Diesel and Gas) that will be connected to the fuel management system, which ones have a functional flow pulsar? c) Please confirm which reels are currently connected to the existing Gasboy fuel management system? d) Please confirm which fuel dispensers are currently connected to the existing Gasboy fuel management system?

Response: a. There is one pulsar for each of the products to be monitored/controlled in the maintenance shop at 1135 E. Magnolia Avenue, but they are old and do not currently work. This same situation exists in the service building at 1221 E. 5th Avenue. b. Each of the new fuel pumps (unleaded and diesel) have a 10:1 volume pulsar installed new as a component of the pumps. Both these pumps were installed within the past year. c. The Gasboy infrastructure for the reels in both buildings is old and no longer works. d. The new diesel pump and the new unleaded pump.

Question 2: Current Maintenance System: What is the current fleet maintenance system being used?

Response: TransitFleet by StarTran software

Question 3: Network Cards: Please confirm that KAT is supplying and configuring one network card to each of the two in place Veeder-Root TLS-350R units?

Response: Each of the Veeder-Root TLS-350R units have had new TCP/IP interface modules installed as of the first week of November 2018.

Question 4: Pit Power: It was explained that power can be connected to each maintenance building vehicle service pit via the yellow conduits. Are these conduits empty? If not, is there space for either low voltage wiring or high voltage wiring to be pulled to each pit for our reel sensor/controls? Can we assume that KAT will provide electrical circuits from the breaker panels?

Response: There are ten maintenance bays in KAT's maintenance shop, one of which has a pit with hose reels. No power is available in the pit. The City suggests proposers consider installing the solenoid and pulsar on the building column center to the shop and closest to the pit. This column has the three product supply lines running from overhead down the column and into the concrete floor which reappears in the pit at the hose reels. Also, there are four overhead groupings of reels spread throughout the shop, each of which contain the three fluids that will be monitored and controlled with this fuel management system. Proposers may want to consider installing the solenoids and pulsars on the overhead supply lines that feed each individual reel. Additionally, proposers should plan to install required overhead electrical supply from a breaker panel to their solenoids and pulsars. The Public Building Authority will provide electrical circuits at the breaker panel. The awarded proposer must connect to that circuit.

The same situation exists for the overhead reels inside the service building with exception of the DEF reel dispenser which feeds from a tote. The supply line from the DEF tote runs through an adjacent wall to a reel mounted at knee level. No solenoid nor pulsar exists on the DEF system. Proposers should plan on installing solenoids and pulsars and running any required electrical conduit for the overhead reels (two motor oil reels and one ATF reel) and DEF reel. Electrical conduit should run to a breaker box in the service building electrical room.

Question 5: Total Reel Count: How many total reels will need to be controlled at each building?

a) How many pits in the maintenance building, including the under construction new pit area(s)?
b) Total count of reels overhead and in pits for the Maintenance building?
c) Total count of reels in the Bus Wash Bay Fuel building?

Response: a. Only one pit contains hose reels. The construction area involves replacement of an in-ground vehicle lift. b. 34 reels total, 15 of which contain fluids requiring monitoring and controlling by the proposed fuel management system. c. 6 total reels, 5 of which contain fluids requiring monitoring and controlling by the proposed fuel management system.

Question 6: Conduit under E. 5th Ave, if blocked or unusable: The 2" conduit under 5th street, if needed, has been open, unused. Who bears the cost to make it useful if the conduit is needed for use and found to be blocked or unusable?

Response: One unused 2 ½ inch (OD) underground conduit exists between the maintenance shop and service building. Length of this conduit from daylight end to daylight end is approximately 146 feet.

Question 7: Site building addresses: For clarification, in our RFP response, of the two site addresses, what are the common names for the buildings for use in our proposal known as 1135 E Magnolia Ave (Maintenance Facility) and 1221 E. 5th Ave (Bus Wash Fuel Building) both in Knoxville, TN? There seems to be two number addresses being used for the Bus Wash Fuel Building on E 5th Ave; 1221 and 1222.

a) Which street number is correct on 5th Ave?

b) Will 1135 E Magnolia Ave (Maintenance Facility) and 1221 E. 5th Ave (Bus Wash Fuel Building) be acceptable descriptions?

Response: a. According to KGIS, 1221 East Fifth Avenue is the correct address for the service building. b. Yes. Those are acceptable descriptions.

Question 8: Acceptance Period: What is the average acceptance testing period for a successful installation?

Response: The City does not have an "average" acceptance testing period to provide. Proposers shall include a proposed acceptance testing period and plan with proposal.

Question 9: Acceptance Confirmation: The base warranty parts and labor is referenced as two years after acceptance testing. Warranty start date to be decided after acceptance testing. What is required from KAT management to confirm the warranty start date, a signed and dated KAT letter of acceptance or email of acceptance?

Response: A signed and dated letter of acceptance.

END OF ADDENDUM NO. 3