

January 31, 2013/February 7, 2013

Response to RFIs from the Temple, TX VA Diesel Tank Relocation Project

1. **Should the trench located within the Steam Plant receive new floor grating?**

A. The existing trench will not be modified per this addendum. No changes to the trench or trench covers will be in the contract.

2. **Are there any fuel pipe (welding or otherwise) testing requirements? What kind of testing will be required on the fuel piping welds?**

A. Fuel pipe inside Building 58 shall be hydrostatically tested at 10 percent above the expected operating pressure, not to exceed 150 psi, before any hydrocarbons are placed in the line. All pipe, joints, and other fittings shall be completely inspected for the presence of water once the pressure is raised. The pressure shall be left on the line for a minimum of 30 minutes to verify that no pressure decay occurs and no joints are found to be wet. Filters and all other fittings that can be damaged by water shall be isolated from this test to prevent their contamination from water. Once all pipe, joints, and fittings have been inspected for the presence of water, the pressure shall be relieved. If any leaks are detected, the leak shall be repaired, and the pressure test repeated. Once all testing is completed, the water shall be thoroughly removed from the system, and a nitrogen flush shall be used to dry the internal components. Records of this test shall be prepared and submitted to the Owner for their records.

No X-ray or other non-destructive testing other than the aforementioned hydrostatic testing is required for the pipe, joints, or fittings.

Standard industry practice for hydrocarbon piping installation requires the welder(s) to be qualified (tested) and documented as to their successfully completing quality welds on the materials and in the positions anticipated while performing their work. Acceptable qualification procedures and documentation procedures can be found in API Standard 1104, as well as ANSI Standard B31.3.

3. **Is paint required on the new Stainless Steel fuel tank lines?**

A. No paint is required to be placed on stainless steel piping.

4. **What is the size (in gallons) requirement of the new fuel tank(s)? 50,000 totals or 60,000 totals?**

A. The tanks sizes are 30,000 gallons each as noted on sheet F-6, detail 12.

5. **Drawing D2, please explain the conflicting notes 3 vs. 15?**

A. Disregard Note 15 on Sheet D-2. The Owner will determine what if any materials other than those indicated for reuse will be salvaged.

6. **Drawing C2, what is the rectangle with a circle within it? Is this a monitoring well?**

A. The marking is an existing monitoring well. The top of the Monitoring Well shall be raised such that it is approximately 3 inches higher than the low point of the containment structure curbing. This is to prevent the loss of contained liquids into the well casing.

7. The existing trench has a 4" blow off drain pipe in it (and a lot of water draining to interior drains that then go to the storm sewer). Your plans call for the fuel lines to be installed in that open trench.
 - A. The piping to be placed between the supply pumps and the boilers tanks shall be run up from the pumps, approximately 8 to 9 feet overhead, then down to the connection for each boiler. This piping shall be placed in a manner similar to the existing piping placement, therefore the trenches specified between the pumps and the boilers are not necessary. Detail 16 on revised sheet F-1 has been omitted. All piping joints shall be welded, and fittings and valves shall be minimized. All valves or other necessary fittings shall be flanged for future maintenance as necessary.

8. There are no specific notes about existing fuel pipe demolition.
 - A. All unused piping in Building 58 and associated with the existing fuel system shall be removed and properly disposed of unless directed by others.

9. There are areas in the fittings and piping that do not appear to meet the VA "Standard Piping Diagram."
 - A. Sheet F-1 has been revised to reflect additional fittings as included in the VA "Standard Piping Diagram." See attached sheet for additional information.

The safe handling/transfer of fuel oil via means of linked/interlocked supply and return piping/ valves to each tank is required. Drawing F-2, Area C-8 and E-8 details this feature, and is per the VA "Standard Piping Diagram."

10. No ladders or stairways are shown to the top of the tanks.
 - A. Drawing F-6, Area C-6, has a note that the AST Manufacturer is to furnish standard steps and tank top platform with each tank. These components are typically bolted in place after the tank is set, to avoid in-transit and construction damage.

11. What provisions are required for the downtime for fuel pumping operations?
 - A. The construction sequence is outlined on Drawing D-1, notes 7 and 8. This will require one complete new set of pump, meters, strainer, piping, etc. be purchased/fabricated/installed and ready for service, whereupon this unit can be put in service. Then the existing pump skid can be "cannibalized" for the second set of equipment and piped up per the plans. The remaining unused items on the existing skid (one pump, meters, pressure regulators, etc.) then may be disassembled, and the salvaged equipment warehoused by the VA for spares.

12. Is it the contractor's responsibility to remove the storage tank that is currently in use?
 - A. In accordance with the note on sheet D-1, the existing AST day tank is to be removed by the contractor once the new system is operable.

13. Is the waste water holding tank to be a centrifugally cast fiberglass reinforced isophthalic polyester resin as called in the specs, or as shown on Sheet F-6 Det 15, as a single wall internally painted steel.
 - A. The wastewater holding tank specified shall be cast fiberglass rather than the painted steel tank

14. We propose a GPR (Ground Penetration Radar) to be included in the front end section.
 - A. If a particular contractor feels that the use of GPR to locate underground utilities is necessary to locate and protect the work, they should include this as a part of their lump sum bid proposal. The plans were developed using all existing data available from the VA, however there is no guarantee that every utility is indicated, or that their locations are exact.

15. Please provide clarification of the required level if filling the tanks all the way up is not part of the scope.
 - A. The system shall be tested for proper operation once fuel has been placed in the ASTs. The ASTs must be filled to a high enough level to observe the proper operation of the overfill valves. The cost of the fuel and transfer of existing fuel into the new ASTs shall be paid for by the Owner. Notes 9 and 11 on sheet D-1 specify this condition.

16. The drawing notes that the existing day tanks have been previously removed. There is still currently a day tank onsite. Does this need to be removed?
 - A. The existing day tank is to remain as-is. The plans for that tank changed since the drawings were produced.

17. Due to the age of existing building, there will be a greater chance of finding hazardous materials like asbestos. Will there be any abatement work to be included in the RFP.
 - A. An abatement study has been done of the entire station. No ACMs are reported in the areas where this project is being constructed.

18. Are any other materials to be delivered to the VA for storage and not salvaged?
 - A. The antenna on the roof, the existing fuel pumps and fuel strainer that isn't reused in the phased hook-up of the new system, are not to be salvaged but to be delivered to the VA.

19. Drawing F-6 detail 12 shows Veeder Root tank monitoring equipment – the specifications 23 10 00 2.10 TANK FLUID LEVEL MONITOR AND ALARM SYSTEMS call out for MODBUS communication with the boiler plant computer workstation. Veeder Root tank monitor systems do not have this type of technology at this point – please advise on direction for this component.
 - A. The VA wishes to match their existing monitoring system. Contractor to install Veeder Root to integrate into existing system.

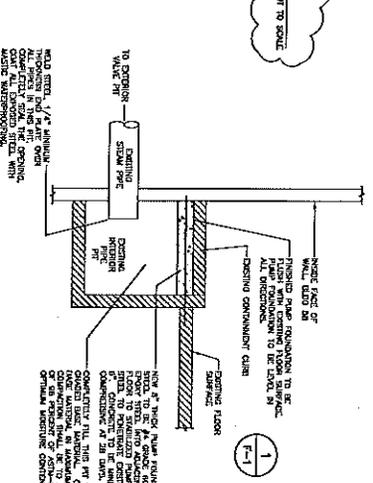
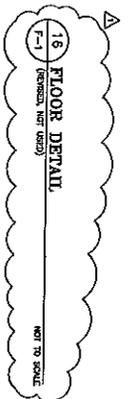
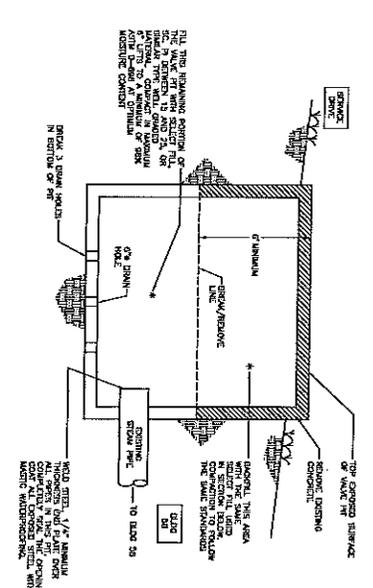
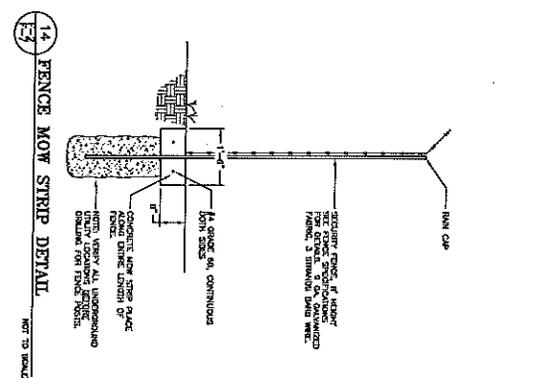
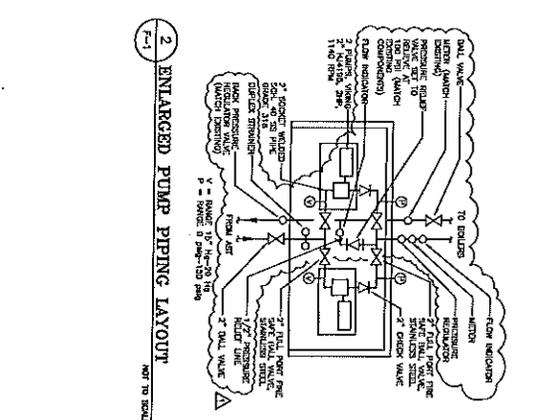
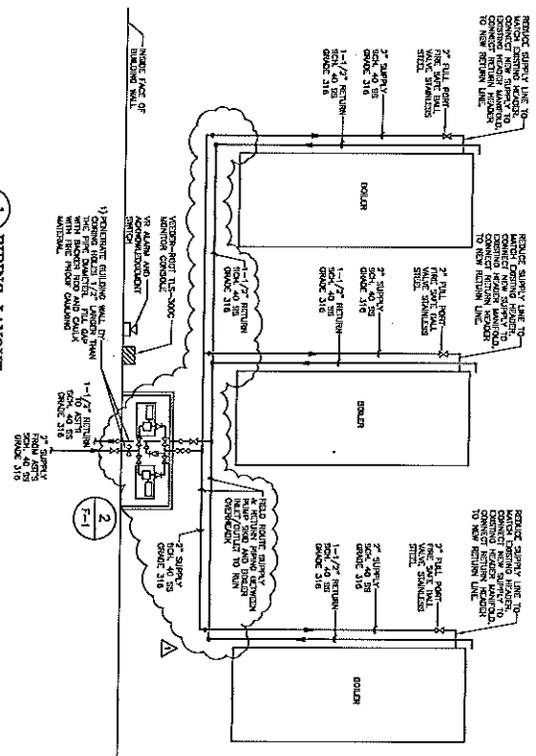
20. We would like to confirm if the Bid Bind/guarantee is 20% of the bid amount i.e. \$1,000,000.00?
 - A. Cost range is confirmed from \$500k - \$1M, a bid guarantee is required in an amount no less than 20 percent of the bid price but shall not exceed \$3,000,000.00.

21. Section: 32 31 13 Chain Link Fences and Gates
 1. General notes 2.1 and 2.2 show the fence to be vinyl coated fence. Is the coating to be extruded method, thermally bonded or fuse method?
 - A. There is no method required for coating the vinyl. Contractor shall bid most cost effective method.
 2. Does the fence receive a top and bottom rail in its entirety? Plans and specifications conflict one call for top rail one calls for wire, request clarification.

- A. In case of discrepancy, specifications take precedent over plans. A top rail is to be used.
- 3. Will there be temporary construction fence required, and if so where and to what specifications?
 - A. See 01 00 00 General Requirements 1.5.H
- 4. Will the gate locks have electric strikes? If they are to have this requirement where will the power source come from?
 - A. The gates will not have electric latches of video feed. Delete that portion of the specification. Gate(s) will include standard manual latch with padlock.
- 5. Do the pedestrian gates require magnetic locks? Can more details be provided on wire and electric source for these locks?
 - A. No electricity will be required for the fences.

End of Responses

Scale: 1" = 3'-0"



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PROJECTED		DRAWING TITLE	
PIPING DETAILS		DIESEL TANK RELOCATION	
DAN BEATY ARCHITECT CHIEF		DATE: 11/01/11	
ACTION GAW		SHEET NO: 674-TI-052	
TEMPLE VARD - TEMPLE TX		DRAWING NO: F-1R	
VETERANS AFFAIRS		DATE: 11/01/11	