



INCORPORATED COUNTY OF LOS ALAMOS

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Los Alamos, New Mexico 87544 (505) 663-3507
Procurement Division

November 1, 2023

TO ALL HOLDERS OF SOLICITATION DOCUMENTS FOR:

**Invitation for Bids No. IFB24-22
IFB Name: Airport Fuel Farm Project**

Addendum No. 3

This Addendum No. 3 forms a part of the Solicitation Documents and modifies, as noted below, the original Solicitation Documents identified above.

This Addendum provides questions received and the County's response to all potential Bidders:

1. Do we need to only use Cla-Val for the over prevention valve or can we use other manufacturers?

Response: As described in the IFB, substantially equivalent products to those designated will be considered for award; the County reserves the right to obtain additional information from the bidder or other sources regarding technical and performance specifications of suggested alternates, and final right to determine equivalency.

2. Drawings show a centrifugal Pump. We only recommend Positive Displacement (PD) pumps for this sort of application. This would eliminate the check valve on the floating suction inside of the tank. The reverse horse configuration tends to make the centrifugal pumps need constant priming and sometimes causes cavitation issues on the pump.

Response: This substitution to utilize either a positive displacement pump or centrifugal pump would be acceptable however, this will not eliminate the requirement for the check valve and floating suction in the tank. Additionally, it would be the responsibility of the Bidding contractor who is making the substitution to ensure the system will perform as specified and provide the anticipated flow rates, the contractor is responsible to provide all equipment information submittals or cut sheets to the County for review and approval by the Engineer, County reserves the right to obtain additional information from the bidder or other sources regarding technical and performance specifications of suggested alternates, and final right to determine equivalency.

3. We see that there is a static chamber on the Jet side and not the Avgas side.
NFPA 407 4.1.2.6* The design of airport fueling systems shall incorporate the provision of a 30-second relaxation period between the filter separator, monitors, or other filtration devices discharging into tanks. It does not specify on what fuel product.
Response: The statement that NFPA 407 does not differentiate between fuel products where static relaxation is concerned, is correct. As such, static relaxation should be included in both the Jet-A and Avgas Systems in compliance with code.
4. The design doesn't appear to include spill containment boxes on jet or avgas skids for transport offloading.
Response: Spill containment for the hose connection to the pump skid is provided in the skid and rain shield attached to the tanks. Spill protection for the bottom loading connection at the truck is provided in the reinforced concrete fuel transfer containment area.
5. Are sump heaters required in New Mexico as its considered a hot dry state? Sump Heaters are usually required in the northern states for the cold weather.
Response: Weather in Los Alamos regularly drops below freezing at night. As such, Sump Heaters have been included in the design.
6. Scully System is required for truck filling to act as a overfill prevention mechanism.
Response: This is correct. Plan sheet M-400 includes specification for a Scully ST-15 single point overfill prevention controller. A Scully overfill prevention system is also required for truck loading.
7. Could we go with a mechanical overfill prevention valve to help save cost?
Response: Mechanical Overfill prevention valve is acceptable. However, it would be the responsibility of the Bidding contractor who is making the substitution to ensure the system will perform as specified, the contractor is responsible to provide all equipment information submittals or cut sheets to the County for review and approval by the Engineer. County reserves the right to obtain additional information from the bidder or other sources regarding technical and performance specifications of suggested alternates, and final right to determine equivalency.
8. The Hand sump pumps show to have only a ball valve but not an anti-siphon valve.
Response: The proposed Ball valve on the water draw off hand sump is intended to be a "spring-loaded" ball valve which acts as an anti -siphon valve.
9. On the Jet skid schematic (M-100), it shows 2 hose reels with one being for the truck fill, but the one line (M-130) it only shows one hose reel. The Avgas drawings show only a hose reel for aircraft.

Response: The Avgas System Schematic on plan sheet M-100 only provides for a single hose reel for “Overwing” fueling. It is assumed the reference to two hose reels is related to the Jet-A system schematic provided on plan sheet M-110 which does in fact include two hose reels – One for “Overwing” fueling and the other for “Underwing” fueling which can also be used for truck filling. The Schematic on plan sheet M-130 should have included a note indicating that there are 2 hose reels required for the Jet-A System.

10. Will the tanks be required to have the rain shield that is shown hanging over the pump and filtration skids at the front end of each tank? It appears in some drawings but not others.

Response: Yes, the rain shield is required.

11. At \$2,000.00 a day (liquidated damages) can you give a clear definition of "Substantial Completion"?

Response: This information was updated in Addendum 2, the date for Substantial Completion is September 1, 2023.

12. Is all grant money accessible and available for progress payments to be made on time with no delays?

Response: The Grant award(s) have been made, the County makes payments and submits for reimbursement by the Grant so status of the Grant is not directly tied to timeliness of County payments. County will pay all undisputed amounts billed against pay applications timely.

13. To be clear we are including the "Secondary Containment Area" in the base bid even though it is broken down in the base bid. Then in section 1.5.2 is the same "Secondary Containment Area" that we are to List again the costs as a possible deduction in case you guys decide you do not want to go through with the "Secondary Containment Area?"... seems redundant so just checking. So, the numbers that get plugged in on page 24 of the IFB are the exact numbers that get plugged into page 25 of the IFB. Correct?

Response: Yes, the Secondary Containment Area is included in the base bid, and is listed as a Bid Deductive, the amounts listed in the bid deductive for Secondary Containment items should match those listed in the base bid. The bid deductive allows the County to remove this portion of the scope, should the County determine this work is not required or in the County's best interest.

14. What construction classifications are required to perform the work required for this bid?

Response: Due to the fact that the work is occurring at an Airport the County expects that the following classifications will be required: GF-1, GF-4, GF-7, GF-9 or GF-98, as well as EE-98, MM-4 or MM-98 will be required. It is the responsibility

of the bidder to know, understand and possess the license(s) which are required to perform the work, and to submit proper evidence with its bid.

All other provisions of the Solicitation Documents shall remain unchanged. This Addendum No. 3 is hereby made a part of the Solicitation Documents to the same extent as those provisions contained in the original documents and all itemized listings thereof.

Each Respondent is requested to acknowledge receipt of this Addendum No. 3 with the Bid Forms.

I hereby acknowledge receipt of this Addendum No. 3.

Signed _____ Print Name _____ Date _____

Title _____ Company _____