



ADDENDUM NO.: 2

DATE OF ADDENDUM: October 2, 2012

**Oil Tank Installation  
Connecticut Valley Hospital, Middletown, CT  
BI – MH – 923**

Original Proposal Due Date / Time:	October 3, 2012	1:00 pm
Revised Proposal Due Date / Time:	October 17, 2012	1:00 pm

PREVIOUS ADDENDUMS: 1

**TO: Prospective Bid Proposers:**

This Addendum forms part of the "Contract Documents" and modifies or clarifies the original "Contract Documents" for this Project dated September 28, 2011. Prospective Bid Proposers shall acknowledge receipt of the total number the Addenda issued for this Project on the space provided on Section 00 41 00 Bid Proposal Form. Failure to do may subject Bid Proposers to disqualification.

The following clarifications are applicable to drawings and specifications for the project referenced above.

**Item 1**

Delete Specification Section 23 07 00 HVAC Insulation, in its entirety. No piping insulation is required.

**Item 2**

In Specification Section 23 11 13, revise Paragraph 2.3.C.1. to read:  
"Pipe: Black Steel, schedule 40, ASTM A53 seamless."

**Item 3**

In Specification Section 23 13 00, delete Paragraph 2.2.D.5. Continuous statistical leak detection (CSLD) is not required.

**Item 4**

In Specification Section 32 31 13:

1. Delete Paragraphs 2.1.B.5. and 3.1.I., referring to wood slats.
2. Revise Paragraph 2.1.B.9. to read, "Provide manufacturer's standard horizontal fiberglass and/or vinyl inserts for a 75% screening effect. Color shall be selected by the Owner from manufacturer's standard colors."

**Item 5**

On Drawing Sheet M1.0, make the following revisions:

1. In the Plan View, revise the note reading, "Connect 3" #2 fuel oil supply & fuel oil return piping to existing #2 fuel oil system for boilers." New note shall be: "Connect 3" #2 fuel oil supply piping to existing #2 fuel oil supply system for boilers. Leave a single capped 3" connection point for connection of new #2 fuel oil return piping under the separate boiler replacement project."
2. In the Interior North Elevation View, show piping entering the building at the first floor level, not the basement level.
3. In the Interior North Elevation View, delete all three motorized (solenoid) valves and reduce the number of Safety Shutoff Solenoid Valves (SSOV's) to one (1). The SSOV's at the boilers are being provided under the separate boiler replacement project. Delete reference to locating fusible link at the front of each boiler burner.

**Item 6**

On Drawing Sheet E2.0, delete circuit OT-5 for three (3) solenoid valves.



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**Item 7**

**QUESTION:** The interior piping that needs to be removed:

- a. Is there still product in the lines and is it #6 fuel oil?
- b. Is there any asbestos insulation on any of the piping that will need to be abated?

**ANSWER:** Yes, there is fuel oil in the lines. The #6 fuel oil and/or #4 fuel oil must remain in the lines and available for use by the existing boilers until the new boilers being installed under a separate project are operational and on line. There is no known asbestos on the piping to be removed. Should asbestos impacting the work be discovered during construction, the Owner shall be alerted.

**Item 8**

**QUESTION:** The backfill is specified as structural fill. Can you please define what type of fill is required?

**ANSWER:** Refer to Specification Section 31 23 24 (Structural Fill) for the type of structural fill required.

**Item 9**

**QUESTION:** What is the existing ground elevation at the bottom of the existing hole in order for the contractor to calculate on the fill or cut of existing soil materials to get to the proposed concrete footing sub grade elevation?

**ANSWER:** Refer to Specification Section 31 23 24 (Structural Fill) for the bid minimum fill amount.

**Item 10**

**QUESTION:** Refer to plan sheet A1.0, Plan View (1/A1.0). It appears that the asphalt repair is limited to a few feet of restoration? However, the existing conditions appear that the asphalt repair is the full width of the existing driveway. Is the contractor restoring the existing driveway the full width of the driveway?

**ANSWER:** Plan View 1/A1.0 refers to the tank concrete slab. The contractor is responsible to repair the full width of the driveway. Additionally, any other portions of the driveway that may be damaged by his operations while performing the Work.

**Item 11**

**QUESTION:** Is the contractor supplying temporary construction fence or can the contractor use the existing fence that is presently there?

**ANSWER:** The Contractor can use the existing temporary fence.

**Item 12**

**QUESTION:** What is the anticipated start date on this project? (i.e. The fall of 2012 or the spring of 2013.)

**ANSWER:** The anticipated start date is Spring 2013. While the bid may be received in the Fall of 2012, due to State processes, the actual award will most likely occur in Spring 2013.

**Item 13**

**QUESTION:** Please confirm that the NAFTA agreement is required on this project.

**ANSWER:** Yes, The NAFTA Agreement is required on this project. Please note this is NOT an ARRA project.

**Item 14**

**QUESTION:** Is the new leak detection panel being installed in the basement or on the first floor?

**ANSWER:** The new leak detection panel is being installed on the first floor (operating level).



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**QUESTION:** Where is the fuel oil pipe tie-in penetration point into building? (i.e. First floor or basement level?)

**ANSWER:** The new fuel oil piping will penetrate the building wall at the first floor level (operating level).

**Item 16**

**QUESTION:** Refer to plan sheet M.1, plan view. The note states that the fuel oil pipe should be stacked vertically above concrete pad in structural steel frame. Can a detail be provided on the proposed structural frame for the fuel oil pipe?

**ANSWER:** Refer to Specification Section 23 05 29, Section 23 05 48, and Section 23 11 13. Per Specification Section 23 05 29, Paragraph 2.1.C. the pipe support design shall be designed and stamped by a structural Professional Engineer registered in good standing in the State of Connecticut.

**Item 17**

**QUESTION:** How many lightning protection arrestors are missing on the existing flue stack presently and how many arrestors should be on the system? How many lightning protection arrestors are on the flue stack that need to be repaired?

**ANSWER:** The existing air terminal design at the top of the flue stack uses approximately ten air terminals. For bidding purposes there are ten (10) air terminals that shall be repaired/replaced, as deemed necessary by the specified testing and inspection.

**Item 18**

**QUESTION:** Please confirm that the Owner is responsible for any asbestos, lead and PCB abatement if any is encountered while performing the proposed work.

**ANSWER:** Yes, confirmed.

**Item 19**

**QUESTION:** Is the contractor responsible for removing the existing fuel oil pipe on the exterior side of the building connecting to the outside temporary equipment on the basement level?

**ANSWER:** No.

**Item 20**

**QUESTION:** Is PVC or HDPE piping acceptable for the proposed 6" diameter land tile system? If not, please supply acceptable material specification on the material.

**ANSWER:** Yes, PVC or HDPE piping is acceptable.

**Item 21**

**QUESTION:** Refer to specification 31 23 24, section 2.3A. Will the contractor be reimbursed by the owner if the contractor supplies and installs more than 2,044 cubic yards of backfill?

**ANSWER:** The Contractor has the responsibility not to unreasonably increase the amount of fill required, but yes, 2,044 cubic yards is the quantity of structural fill included in the bid. All Delivery Slips will have to be provided to CT DCS to substantiate quantities.

**Item 22**

**QUESTION:** Is x-ray testing being performed on pipe welds? If so, who is responsible for providing and paying for services?



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**ANSWER:** The specifications themselves do not explicitly call for x-ray testing on pipe welds. However, quality standards and piping system's manufacturer instructions must be adhered to. The Owner is not responsible to pay for any x-ray testing performed on pipe welds. Refer to Section 23 11 13 Paragraph 2.3.A.4 for welders' minimum qualifications.

**Item 23**

**QUESTION:** Refer to Specification section 23 11 13, section 2.3.B.1. This section is specifying that fuel oil supply and return pipe shall be schedule 40 steel pipe with threaded or welded fittings. The next section C.1 is specifying Schedule 80, A53 seamless pipe. Please clarify if the contractor is supplying schedule 40 or schedule 80 pipe and if seamless pipe is required.

**ANSWER:** The reference to Schedule 80 in paragraph C.1. should say Schedule 40, as listed in revisions above. Yes, A53 seamless pipe is required. (Item 2)

**Item 24**

**QUESTION:** Should the contractor anticipate any weekend or night work for the tie-in of the new fuel oil pipe?

**ANSWER:** No, there should be no need for weekend or night work for tie-in of the new fuel oil pipe.

**Item 25**

**QUESTION:** How can you utilize a corrosion control system to protect aboveground storage tanks? I have discussed this issue with a NACE Certified Engineer, and the fact that the tanks are not buried in soil or submerged under water disallows the use of any corrosion control system. The only way to protect the tanks is through the coating systems and routine maintenance.

**ANSWER:** Cathodic protection is specified because it is recommended for protection of tank bottoms that may come in contact with moisture. Refer to industry publications. One example available online is at:  
<http://www.epa.gov/oem/docs/oil/fss/fss02/larypresent.pdf>

**Item 26**

**QUESTION:** Please confirm that the proposed fuel oil pipe lines are being connected to the existing pump sets and that the Boiler Replacement Project (different contract) isn't relocating the existing pump set equipment.

**ANSWER:** Refer to Drawing Sheet M1.0 revisions above. The Boiler Replacement Project is not relocating the existing pump set equipment.

**Item 27**

**QUESTION:** Several of the Oil Tank Leak Detection and Monitoring consoles you have specified under section 2.2.A. will not provide the features of section 2.2.D. Is it your intent to have two separate consoles, one for in-tank level monitoring (section 2.2 B & C) and one for monitoring the fuel piping (section 2.2D)? Will your department accept the pipe monitoring systems from the other manufacturers (2.2.A.) in lieu of the specifications under 2.2.D?

**ANSWER:** Functionality equivalent to the specified features is required, but details of materials and capacity do not have to be identical to those specified. All features may be combined in one console or the system may have multiple consoles.

**Item 28**

**QUESTION:** Oil Tank Leak Detection and Monitoring section 2.2.D.5. calls for continuous statistical leak detection, which will take readings on the fuel levels in the tanks continuously. This is usually not used on heating oil tanks, given the fact that the circulating pumps are usually running. This application will produce false leak detection reports, and thus not provide the use it is intended.

**ANSWER:** Continuous statistical leak detection not required. Refer to specification revisions above. (Item 3)



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Item 29

Question: Detail 3/A1.0 indicates a galvanized sleeve at each fence post location. Can the fence post locations be core bored after concrete is placed to facilitate fence installation?

Answer: Yes, the sleeves can be core bored after the concrete pad is poured.

Item 30

Detail 3/A1.0: Delete sentence which reads "New Fence Post For Dumpster Enclosure."  
Insert sentence which reads "New Fence Post For Tanks Enclosure."

All questions must be received by October 5, 2012 and must be in writing, forwarded to the consulting Architect/Engineer: Julia Weatherby, Lindgren & Sharples, P.C. at Fax Number 413 731 0786 with copies sent to the CT DCS Project Manager Wayne E. Thorpe @ 860 713 7261.

End of Addendum 2

A handwritten signature in cursive script that reads "Gail Blythe".

Gail Blythe, Associate Fiscal Administrative Officer  
Department of Administrative Services  
On Behalf of the Department of Construction Services