

LEWIS AND CLARK COUNTY FUELING AND MG/CL SYSTEMS

QUESTIONS FROM INTERESTED PARTIES

Date of Responses: November 26, 2024
Date Bids are Due: December 11, 2024
Time Bids are Due: 4:00 pm
Location of Bid Submittal: Lewis and Clark County Commissioner's Office
316 N. Park Ave., Room 345
Helena, MT 59623

TO ALL INTERESTED PARTIES:

This document summarizes the questions from interested parties and the responses to each question.

PROJECT QUESTIONS:

Q1: Are as-builts or manufacturers info available for the existing fuel tanks? Are there as-builts of the existing tanks that are to be moved? Who is the manufacturer? What are the manufacturer's picking requirements? Please provide as-builts of the existing tanks.

There are existing cracks in the concrete encasement of the tanks, relocation will most likely create additional cracking. Will any additional cracking be at the contractor's risk?

A1: If as-built information is found, it will be provided to all bidders. The manufacturer was "Cretex Midwest Fuel Vault". The contractor shall use caution to minimize any additional cracking to the concrete exterior of the tanks and shall protect the structural integrity of the tanks. However, it is acknowledged that some minor cracking could occur.

Q2: There are not manways in the existing fuel tanks so access is not possible. It appears that all piping had been installed after tanks were set, and were grouted to seal. The specs call for cleaning/sludge removal from the existing tanks. How will the cleaning/sludge removal extents be determined? Is it intended the tanks are to be removed intact?

A2: Addendum No. 1 has addressed this question. Sludge removal from the existing tanks will not be required. The tanks will need to be relocated intact.

- Q3:** What are the grading requirements once the MG/CI tanks and pad are removed? The pads and tanks are on an elevated mound, is this to be removed and grading to surrounding parking/drive grade?
- A3:** See Demolition Note No. 6 on Sheet C3 of the construction plans. The intent is to have the contractor excavate and remove the elevated mound material and grade the area to be level with the surrounding terrain.
- Q4:** Are the existing fuel tanks to be relocated to the existing county site or another site? Given the assumed weight, we need to be able to estimate time for the load/offload equipment.
- A4:** See Demolition Note No. 1 on Sheet C3 of the construction plans. The tanks will be relocated somewhere at the Public Works facility where the tanks are currently located.
- Q5:** Is water for construction available from the project site?
- A5:** There is an existing well and filling hydrant located in the southwest corner of the site. This well is active after April 15th and will be available to provide water for construction.
- Q6:** Does the county have waste area for excess excavation material or will it need to be hauled off site? Concrete demo?
- A6:** Waste excavation will need to be hauled offsite by the contractor. It can be hauled to the County owned pit on Applegate Drive. The County pit will not accept concrete debris.
- Q7:** What is the volume of fuel the contractor will need to assume to move to the new tanks? What is the current tank refueling schedule for gasoline and diesel?
- A7:** No more than 1,000 gallons will be left in each of the existing fuel tanks for transfer by the contractor. The current tanks are filled roughly every 2 weeks.
- Q8:** The fireguard tanks specified do not have secondary containment due to the filling of annular space between the tanks. Is the secondary containment volume going to be required?
- A8:** The insulation layer described in Section 17000.2.1.A.3 will be required to meet the UL 2085 rating. The outer steel layer is intended to provide secondary containment in the event that the inner steel layer is compromised.

Questions From:

Vern Karnath
Karnath Contracting, Inc.
406-581-2539