

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS

ADDENDUM NO. 2

FOR

REPLACE ARFF STATION EMERGENCY GENERATOR

KAHULUI AIRPORT

KAHULUI, MAUI, HAWAII

STATE PROJECT NO. CM1222-53

JUNE 2, 2023

This Addendum shall make the following amendment to the Bid Documents.

A. SPECIFICATIONS

1. SECTION 16230 STANDBY GENERATOR

- a. Delete page 10 of SECTION 16230 in its entirety and replace with the attached SECTION 16230, page 10 dated R06/02/2023.

The following is provided for information.

B. RESPONSES TO REQUESTS FOR INFORMATION (RFIS / QUESTIONS)

The attached Responses to Request for Information (RFI'S/Questions) is provided for information.

Please acknowledge receipt of this Addendum No. 2 by recording the date of its receipt in the space therefore provided on Page P-4 of the Proposal.

Ford Fuchigami

FORD N. FUCHIGAMI
Airports Deputy Director

2.11 FUEL SYSTEM

- A. The fuel system shall be integral with the engine. In addition to the standard fuel filters provided by the engine manufacturer, there shall also be installed a primary fuel filter/water separator in the fuel inlet line to the engine. All fuel piping shall be black iron or flexible fuel hose rated for this service. No galvanized piping will be permitted. Flexible fuel lines shall be minimally rated for 300 degrees F and 100 psi.
- B. Provide a UL-142 listed double walled sub-base day tank with a 70 gallon usage tank capacity. Fuel tank base shall be provided with spare 4-inch NPT connection for remote pump floats and supply and return drop tube for remote pumps. Footprint shall not exceed those shown on drawings.”



2.12 STARTING SYSTEM

- A. Starting Motor: A DC electric starting system with positive engagement shall be furnished. The motor voltage shall be as recommended by the engine manufacturer.
- B. Jacket Water Heater: Jacket water heater shall be provided and shall be sized to ensure that genset will start within the specified time period and ambient conditions.
- C. Batteries: A lead-acid storage battery set of the heavy-duty starting type shall be provided. Battery voltage shall be compatible with the starting system.

PART 3 - EXECUTION

3.01 INSTALLATION

Install equipment in accordance with manufacturer's recommendations, the project drawings and specifications, and all applicable codes.

3.02 START-UP AND TESTING

- A. Coordinate all start-up and testing activities with the Engineer and Owner. Provide all required fuel for start-up and testing. After installation is complete and normal power is available, the manufacturer's local dealer shall perform the following:
- B. With reactive Load bank: Perform a 4-hour load bank test at a 0.8 PF at full nameplate rating. Load bank, cables and other equipment required for this test to be supplied by the genset supplier.
- C. NFPA 110 Load Test Requirements:
1. Verify that the equipment is installed properly.
 2. Check all auxiliary devices for proper operation, including battery charger, jacket water heater(s), generator space heater, remote annunciator, etc.

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RESPONSES TO REQUESTS FOR INFORMATION (RFIS / QUESTIONS)

1. Bidder Question: Drawings M-101 Generator Room Mechanical Demo Plan How big is day tank? How many gallons of fuel does the day tank hold? How much residual fuel do we expect to pump out?

State Response: The existing day tank is 50 gallons. Worst case assume 50 gallons to pump out.

2. Bidder Question: Drawings M-502 Mechanical Details 1 and 5 Will motorized valve be located on top of the tank or should this be an anti-siphon valve? The pump package will have a solenoid valve integral with the unit?

State Response: Provide a normally closed motorized valve on the top of the tank.

3. Bidder Question: Drawings M-601 Mechanical Schedule

- a. Why is both transition sumps different dimensions? Drawings of the transition sumps looks the same M-502.
- b. Fuel Pump schedule. Can we go with same manufacturer as duplex supply pumps Simplex instead of Oberdorfer?
- c. Fuel pump schedule has the two 2 GPM supply pumps. Will pumps be able to push fuel from AST to the sub-base tanks. Estimate looks like 240 LF?
- d. Can we provide a Hoffman enclosure for the Veeder Root 450 to comply with NEMA 4 enclosure requirements?

State Response:

- a. Fuel piping starts at 24" depth at TS-1 slopes down at 1% to a depth of 52" at TS-2. TS-2 is larger to accommodate the required depth of the fuel piping.
- b. No exception taken to Simplex fuel pump as long meets all the pump requirements and is compatible with the Controller CP-1.
- c. A positive displacement fuel pump rated at 100 psi is adequate to produce the 2 GPM flow through the 1" fuel piping.
- d. Ensure the "Hoffman" enclosure meets the NEMA 4 requirements.

4. Bidder Question: E402 Enlarged Generator Room Plans

- a. Enlarged Diesel Tank Plan: What is level transmitter for and what will it connect to?

- b. Enlarged Generator Room: Will generator have a spare 4" opening for simplex pump level transmitter?

State Response:

- a. The level transmitter will connect to the TM-1 leak detection and inventory control panel.
 - b. Generator fuel base tank will be supplied with spare 4" NPT connection for remote pump floats and supply and return drop tube for remote pumps.
5. Bidder Question: 15400 Plumbing 3.01D Tank Fill Test: Can we move sensors in positions to simulate alarms ? For example, moving sensor to the to the top to simulate the high or moving sensors to the bottom to simulate the low level. Instead of filling tank and emptying tank for the low?

State Response: Fuel shall be used to activate the levels sensors. The level sensors may be tested in any order.

6. Bidder Question: 16203 Standby Generators 2.11B and 15400 Plumbing 2.03 • Which section should day tank be under, Generators or Plumbing? • Who is supplying the sub-base day tank? Supplier will need this information to determine how the controller provided with the sub-base day tank will operate with the duplex pump set.

State Response: We intended the generator supplier to provide the sub-base day tank. The sub-base tank shall be configured to operate as a day tank with all the necessary additional ports for the additional sensors, float switches, outlet and inlet ports.

7. Bidder Question: Other than the existing day tank, are there any other existing fuel tanks that will be removed? If so, what is their size and please provide drawings of related piping that will be removed

State Response: The existing day tank is the only fuel tank being demolished.