



ADDENDUM #1

**REQUEST FOR PROPOSAL (RFP)
NO. 2026-033**

Effective: May 13, 2026

Solicitation Title: Fuel Facility Replacement

Issued By: City of Gaithersburg
Procurement Division
31 S Summit Avenue
Gaithersburg, Maryland 20877

The purpose of this Addendum is to publish the questions received regarding this solicitation and the associated responses. This Addendum is incorporated into and made part of the above-named Request for Proposals ("Solicitation"). Except as amended herein, all terms and conditions of the Solicitation shall remain in full force and effect. The City is not responsible for the content of the questions and has provided the most comprehensive answers based on the interpretation of the questions.

The Solicitation is amended as follows:

1. ***New! Exhibit C- Third Floor As-Built Plan is added to the solicitation.***

Below are the questions received and the City's response:

**Q.1. RFI #1 – Overfill Protection/Alarm Requirements:
Please confirm whether an overfill alarm system is required for this project.**

- **If required, please provide where the location of the alarm will be and identify the power/source feed.**
- **If not required, please confirm the type of overfill protection system to be provided.**

A. Setty Response: overfill protection alarm is required for tanks. Alarms may be installed in the maintenance manager's office next to the Veeder Root panel. Contractor to propose an acceptable overfill protection device and alarm with project submittals. The source feed will come from panel E-2.

- Q.2. RFI #2 - Submersible Pump Controllers:**
Please confirm the location of the pump controllers for the submersible pumps.
- A. *Setty Response: pumps controllers may be installed in the STORAGE ROOM adjacent to the new panel E2. Contractor to evaluate the proposed location and let the engineer know of any issues with the proposed location.*
- Q.3. RFI #3 – Veeder-Root Conduit Routing:**
Please confirm whether all Veeder-Root system cables may be combined into a single 2” conduit upon entering the building.
- A. *Setty Response: Acceptable.*
- Q.4. RFI #4 – Convenience Receptacle Location:**
Please clarify whether the convenience receptacle is to be; Mounted inside the NEMA 4X enclosure or mounted externally below the enclosure on the column.
- A. *Setty Response: Mount the receptacle in a weatherproof enclosure on the 6x6 PT post, placed at more than 20’ distance from the closest edge of the dispensers.*
- Q.5. RFI #5 – NEMA 4X Enclosure Mounting Height:**
Please provide the required mounting height for the NEMA 4X enclosure at the canopy.
- A. *Setty/CoG I.T. Response: bottom of the enclosure at 48” above grade below.*
- Q.6. RFI #6 – Control Cable Requirements (Spec Section 26 05 23):**
- **Specification Section 26 05 23 requires control cables to be multi-pair, twisted, 18 AWG, shielded, PVC insulated/jacketed, Type CMG.**
 - **Please confirm whether a single-pair, 18 AWG, twisted, shielded, Type CMG cable is acceptable for sensors and probes in lieu of multi-pair cable.**
- A. *Setty Response: single pair 18 AWG shielded Type CGM is acceptable if allowed by applicable codes and meets the intent of the work.*
- Q.7. RFI #7 – Emergency Power Off (EPO) Configuration**
- **Drawing E202 shows the EPO button wiring being connected to the Veeder-Root console.**
 - **Typically, the EPO button is used to open the contactor feeding the fuel panel, shutting down dispensing equipment, while the monitoring systems remains powered.**
 - **Please confirm the intended EPO wiring configuration and sequence of operation.**
- A. *Setty Response: EPO Switch needs to connect to the panel 60A Frame Disconnect shunt trip contactor in NEMA 4x enclosure, as shown on detail 1 of drawing E501.*

- Q.8. RFI #8 – Dispenser-to-Pump Control Conduits (Drawing M801)**
Drawing M801 shows (3) 3/4" signal/control conduits routed from each dispenser to its corresponding pump. Please confirm the type and quantity of cables to be installed in these conduits.
- A. *Setty Response: under delegated design task 1, Contractor shall provide drawings with diagrammatic diagrams, indicating all necessary design requirements.*
- Q.9. RFI #9 – FuelMaster-to-Dispenser Control Conduits (Drawing M801)**
- Drawing M801 shows (3) 3/4" signal/control conduits routed between the FuelMaster system and each dispenser.
 - Please confirm the type and quantity of cables to be installed in these conduits.
- A. *Setty Response: under delegated design task 1, contractor shall provide drawings with diagrammatic diagrams, indicating all necessary design requirements.*
- Q.10. RFI #10 – Veeder-Root / Monitoring Well Conduit Configuration (Drawing M801)**
Please clarify the following: Drawing M801 shows an empty 3/4" conduit daisy-chained between monitoring wells.
- Is this conduit intended for sump sensors located in the underground storage tank sumps?
 - Are monitoring/sensor conduits intended to be daisy-chained between sensor/probe locations, or
 - Should individual conduits (home runs) be provided to each sensor/probe location at the tanks?
- A. *Setty Response: individual 3/4" empty conduits (home runs) to be provided to each pair of sensor/probe locations at the tanks and routed and terminated back adjacent to the Veeder Root panel. Contractor to evaluate the design and if found contrary to the applicable codes, to propose a solution. As part of the Delegated Design, contractor is required to provide installation drawings that depict all systems and all necessary details.*
- Q.11. Please confirm that the labor warranty for all work completed in the contract documents is 1 year? If not, please indicate the length of the labor warranty and what sections of work has an extended warranty.**
- A. *Per Amendment #1 issued on May 6, 2026, the labor warranty for all work completed in the contract documents is 2 years (Amendment #1, Section 2.A.1.c.).*
- Q.12. The current contract documents indicate a Notice to Proceed date of 6/30/26 with a substantial completion date of 210 days after the Notice to Proceed. During the pre-bid meeting it was indicated that this was not a feasible date and it would be adjusted to early August. Please verify the actual Notice to proceed date. Additionally, the 10,000 steel tanks are ~16 weeks from approved submittals at this point. This would put tank arrival to the site in December which is NOT an ideal time to do site work with winter. The DEF tank which is called out to be Fiberglass has a lead time of 52 weeks. This will easily exceed the 210 substantial completion date from the NTP.**

A. *There are no current contract documents. The Request for Proposals (RFP) states that the anticipated Notice to Proceed Date is 6/30/2026. The actual Notice to Proceed date has not been determined yet. The resultant contract shall start when Notice to Proceed (NTP) is provided. It is important to remember that this project is phased. Phase 1 will be all of the interior work. That work is **not** included in the 210 day duration. Phase 2 will be the exterior work that will carry that 210 daytime limit. The overall length of the project is estimated to be 485 days. Due notice has been offered and considered as to long-lead time equipment. Those times will be factored in and will not be included in the to the construction delivery schedule.*

Q.13. Can the certifications of the site safety officer be reduced down to an OSHA 30 certification and HAZWOPER certification rather than what's called out for in section 2.4.E in the RFP? For a project of this size, it seems extremely overkill and will require hiring an individual specifically or hiring a 3rd party which will significantly drive up the cost. If this is accepted, then can the site superintendent fulfill both the superintendent role and the site safety officer role?

A. *Yes, the proposed change is acceptable. The site safety officer education requirements can be limited to an OSHA 30 Certification for Construction and HAZWOPER certification. Verification of those certifications is still required.*

Q.14. Please confirm there is no temporary fuel facility on-site required?

A. *Confirmed. There will be not be a temporary fueling facility on-site.*

Q.15. Please provide details on how the conduits for the panel "E2" will get through the exterior concrete building wall and a detail on how to go through the two CMU walls into the carwash bays.

A. *Setty Response: Detail 4 on drawing E701 calls for a 10" core drill at the concrete wall to allow the conduits to pass through from outside to inside. Detail calls for pull boxes on both sides of the wall to allow the branch circuits to be pulled through. Branch circuit conduits will attach to the pull boxes on top and bottom. Three sets of pull boxes are included in the design for the following uses: emergency circuits, non-emergency circuits, and controls circuits.*

Q.16. In Section 0126000-4 1.6.A.5 It states, "Owner shall, in its sole and reasonable discretion, determine the allowed markup." This is on CO over \$50,000 dollars and if the owner and contractor cannot come to an agreement on the OH&P. Can this section be eliminated and it follow the proceeding sections regarding the language of OH&P on COs. This is a very unfavorable term for a contractor.

A. *This Section can be eliminated.*

Q.17. Where present in the specifications, are coordination drawings required and if so can the contract drawings be used as coordination drawings?

A. *In Section 013100-1.3.A., the Coordination Drawings are defined as drawings prepared by the Contractor and various subcontractors that show the relationship*

and integration of different construction elements that require careful coordination during fabrication or installation to fit in the space provided or to function as intended. Coordination drawings may include components previously shown in detail on Shop Drawings or Product Data.

So, these would be specialized drawings that will show the Owner how the Contractor and different subcontractors will integrate their individual different project elements using the construction documents as a basis of design. By definition, the construction documents cannot be used for that purpose other than as a basis of design because they will not show the sequencing of the installation of the various elements.

Q.18. In Section 017419 Construction Waste Management can the 50/75% by weight salvage/recycling be waived? The asphalt and concrete can be recycled but tracking everything is an extra burden on a small project of this nature and will increase the cost.

A. Yes. However, the Contractor must still agree to properly recycled the asphalt and concrete waste that is generated by from the project according to state and local laws and regulations.

Q.19. In Section 017419 Construction Waste Management can the LEED requirements be waived? Additionally, it calls for a LEED accredited individual to manage and track all waste disposal is extremely cumbersome and costly for a project of this size and nature. I don't see any benefit to the City and will raise your costs significantly as a 3rd party will need to be hired.

A. Yes. However, the Contractor must still agree to properly recycled the asphalt and concrete waste that is generated by from the project according to state and local laws and regulations.

Q.20. What is the intention of the instruction program management in section 017900-2 Demonstration and Training? What sections, if any, are applicable to this scope of work? Can this whole section be bypassed or significantly altered? Requiring videos with narration and other effects seems very cumbersome.

A. The intent of the Section 017900-2 is to ensure that the City's staff who will be responsible for the maintenance and operation of the completed fuel facility will be fully trained in the operations and procedures required. That responsibility falls to the Contractor, who may choose to assign the duties to any or all of its sub-contractors or to the manufacturer's representative for the specific component or systems that a particular manufacturer provided or the sub-contractor(s) installed. The training videos were seen as a way of satisfying this requirement without the Contractor having to perform several in-person trainings with City staff. If the process is properly completed, it can take less than one day to plan and less than one day to complete.

Q.21. Can the shop drawings for the fuel oil piping be waived? I don't see a reason for this. Additionally, can the coordination drawings be the contract drawings?

A. *Please see the response to Q.17. Coordination drawings and contract drawings are two separate things.*

Q.22. Please confirm whether the Owner or the Contractor will provide 3rd party geotechnical engineers on this project to inspect all phases of the project applicable.

A. **SECTION 312000 - EARTH MOVING; PART 3 - EXECUTION;**
3.16 FIELD QUALITY CONTROL states that the Owner will engage a qualified geotechnical engineering testing agency to perform tests and inspections.

Q.23. In Section 335216 Gasoline Distribution can the shop drawings of the fuel piping be waived?

A. *These shop drawings are to be used as the basis the for the As-built drawings of the fuel facility. Those drawings are requirements of the project. Therefore, the City sees the shop drawings as requirements that must stay in the specifications.*

Q.24. Is it possible to change the new location of the DEF tank to be within the same excavation as the new 10,000-gal tanks? The DEF tank can run perpendicular to the new tanks if approved.

A. *Yes, the drawings and specifications can be modified to move the DEF tank to the same exaction as the fuel tanks.*

Q.25. The DEF tank listed is a Xerxes – Fiberglass Tank. The lead time on Fiberglass USTs can be up to 50+ weeks. Is this the style of tank you want on this project?

A. *We are aware of the long-lead time for the DEF tank. The City will review viable alternatives with similar operational specifications. Please see the response to Question 12.*

Q.26. Can a delayed project start time be put into effect while still allowing for electrical work to be prepped for tie-ins while tanks are arriving?

A. *Yes, given the long-lead time of the tanks the City is amenable to this arrangement.*

Q.27. It was stated during the pre-bid meeting that the labor warranty for this project will be the standard, which is 1-2 years. Is this accurate?

A. *Per Amendment #1 issued on May 6, 2026, the labor warranty for all work completed in the contract documents is 2 years (Amendment #1, Section 2.A.1.c.).*

Q.28. Section 1.10 WARRANTY (Facility Fuel Oil-Piping); Can you provide clarifications on the verbiage of the section below?

- **Special Warranty: Manufacturer agrees to repair or replace components of flexible, double containment piping and related equipment that fail in materials or workmanship within specified warranty period. Failures due to defective**

materials or workmanship for materials including piping, dispenser sumps, water-tight sump entry boots, terminations, and other end fittings.

Warranty Period: 10 years from date of Substantial Completion.

The previous response that was previously given was:

“A. The question is related to both the parts and labor used during the project. It requires the Contractor to warrant both the labor and the parts used. All of the other components and labor should come with the required The manufacturers’ warranty on the tanks will exceed the requirement. All of the other components and labor should come with the required warranty coverage.”

A. Per Amendment #1 issued on May 6, 2026, the labor warranty for all work completed in the contract documents is 2 years (Amendment #1, Section 2.A.1.c.).

Q.29. Does the “workmanship” for the construction of this project need to be warranted for 10 years?

A. Per Amendment #1 issued on May 6, 2026, the labor warranty for all work completed in the contract documents is two (2) years (Amendment #1, Section 2.A.1.c.). While labor (the act of doing the work) and workmanship (the skill and quality of the work that is completed) are different things, for the sake of this contract we can consider them to be interchangeable. They will both be warranted for two (2) years.

Q.30. Is EMT conduit allowed inside of the building?

A. Yes. Please refer to page E001, Note 27.

Q.31. What is the model number of the DEF dispenser?

A. While no specific model number was provided for in the specifications, a model that meets the detailed specifications on page M001 of the specifications in the RFP can be found at the following location: <https://xerxes.com/def-tanks/>. Please click on the [DEF Tank Data Sheet](#).

Q.32. Drawing E 501 shows a panel schedule for the fuel panel E2 which does not have any switched neutral breakers for the dispensers or the Fuel Master. It also shows the estop breaker in the fuel panel. It will not work with the power to the estop contactor in the panel that is being shut off via the contactor. I assume that switched neutral breakers can be installed in the panel E2. Can a circuit protected by a fuse and holder be installed on one phase of the line input to the contactor to control the estop?

A. Yes, this modification can be made.

Q.33. Would it be better to install a network switch in the building near the electrical panel and run a Cat 6 cable to the Fuel Master? That would eliminate the need for a box, receptacle with wiring and additional conduits to the underside of the roof above the fueling equipment. It would also make it easier to install a low voltage

disconnect relay if the code 514.11 is enforced by the local inspector. That would also provide a stable temperature-controlled environment for the network switch. It may be better for the fiber installation as well.

A. Yes, this modification can be made.

Q.34. Drawing E 202 indicates that RMC can be used. Is PVC-coated rigid required at any location?

A. PVC-coated is not required. But it is allowed. See the paragraph below:

8. Permitted conduit type:

8.1. Threaded rigid metal conduit (type RMC) or threaded steel intermediate metal conduit (type IMC).

8.2. Type PVC conduit, type RTRC conduit and type HDPE conduit shall be permitted where encased in a concrete envelope a minimum of 50mm(2 in.) Thick and provided with not less than 600mm (24in.) of cover measured from the top of the conduit to grade.

Q.35. Where is the overflow alarm going to be located?

A. Currently, the overflow alarm for the Veeder-Root system is located in the Fleet Manager's office. While a final decision has not been made yet, the system may stay in that location.

Q.36. The drawing indicates an I/O module in the TLS 450. Is the TLS 450 going to control the Submersible Turbine Pumps (STPs)? If the TLS is not going to control the STPs, then what is the purpose of wiring from the dispenser to the TLS 450?

A. Yes, the TLS 450 will be controlling the STPs.

Q.37. There are no STP relays shown to turn on the STPs. Are they going to be located near the gas panel?

A. Section 335216 - Gasoline Distribution, 2.3.c.6. Leak Detection and Location System - Relays: SPDT and rated for 250 VAC, 10 amps.

Q.38. No PLLD's are shown. Are any PLLD's going to be used?

A. The PLLD's are specified on page M001 in the Fuel System Schedule.

Q.39. Are conduits required to the wells monitoring as there are usually no devices installed there?

A. Yes. Per Section 2.8H.: Monitoring wells - the excavation for the underground tanks will be equipped with four monitoring wells at each corner of the tank field. The wells will be constructed of 4" PVC slotted piping (slots between 0.020" and

0.025" wide, with the slotted sections from the level of the top of the tank to 24" below the bottom of the tank). Wells will be capped with marked monitoring well covers. Two of the wells shall each contain conduits pipes for sensors for the tank monitoring system. However, no sensors shall be installed.

Q.40. Are the questions and answers to RFIs from last year still valid?

A. Some of them are. The CDs were upgraded so some things were changed. They can be found at:

<https://www.gaithersburgmd.gov/Home/Components/RFP/RFP/433/2454?npage=3>.

Q.41. Are there any as-builts available for the existing maintenance shop that would show the construction of the building, for purposes of running conduits through concrete or CMU walls.

A. Please refer to new Exhibit C attached to this addendum.

Q.42. It would be wise to place the new DEF in the same excavation as the new Gas and Diesel USTs, from a standpoint of cost and efficiency. Among other factors such as the efficiency of working with one excavation instead of two, there would only need to be one shoring system, which would reduce costs significantly. Please consider placing the DEF tank in the same excavation as the gas and diesel USTs. There is adequate room in the parking lot to implement this.

A. Please see the answer to Question 24. Yes, the drawings and specifications can be modified to move the DEF tank to the same exaction as the fuel tanks.

Q.43. Can our subs, who have not seen the project, arrange another site visit on their own, for estimating purposes?

A. Yes, they should contact the Procurement Division at the email address or telephone number that is in the RFP. Procurement@gaitersburgmd.gov or by phone at 240-805-1165.

Q.44. When considering the duration of the project, it is important to take the tanks submittal approval time, as well as the tanks production lead time into account. Right now, steel tanks sit at about 8-10 weeks out, and they cannot be ordered until we have an approved submittal from Gaithersburg. At the pre-bid, it was talked about that perhaps the "time" could begin once the tanks are procured, and/or that perhaps some "in building" electrical preparatory work could occur during this lag time, so that once the tanks are procured, the inside of the building electric, could be completed, to the new outside panel, and ready to go for trenching from the outside panel, to the new fueling station. In other words, have a delayed start on the tanks and related equipment installations, and a head start on the electrical. It was further mentioned that we could potentially have the opportunity to invoice for the tanks once they are ordered. Please elaborate on all of this.

A. *Yes, given the long-lead time of the tanks the City is amenable to this arrangement. Please see the answer to Question 26.*

Q.45. Please reference Section 012200 – 3.1 – E. (pdf page 77 of the solicitation document): Unit Price No. 5 – Disposal of Contaminated Soil. This is fine and should be expressed in tons because we will be invoiced in tons for disposal. But there should be an additional Unit Price added; there should be a unit price for “Replacement Fill for Removed Contaminated Soil”. And this should also be expressed in tons.

A. *Understood. This change will be made.*

Q.46. Please reference Section 012200 – 3.1. There should be a unit price added for Soil Samples. MDE determines how many soil samples are required from the tank’s excavation, sumps, and dispenser pans. This number is not arbitrary but rather, it is dictated by MDE. Suggest a defined amount of soil samples for the base bid, then a unit price for each, above that defined base bid quantity. There will most likely be around 13 samples required made up of 3 for each tank, 1 for each dispenser, and 1 for the vent sump. But again, this is entirely up to MDE.

A. *The City wouldn’t know that costs. The City is not the entity charging the disposal fee. MDE would be setting that price. When it is charged, the Contractor will pay it and pass the costs back to the City with no mark-ups or OH&PE.*

Q.47. There should be a unit price for transportation and disposal (T&D) of petroleum contaminated wastewater, expressed in gallons, to cover this contingency, in case it becomes necessary.

A. *The City is not the entity charging the disposal fee. The County would be setting that price. When it is charged, the Contractor will pay it and pass the costs back to the City with no mark-ups or OH&P.*

Q.48. I don’t see a place to input any of the unit prices outlined in the unit prices section of the specifications, on the Proposal Price Sheet. How do we submit the unit prices?

A. *Please fill in the Price Proposal Sheet with the summary amounts. You can then add the unit prices on a separate sheet.*

Q.49. Who is responsible for obtaining any necessary building permits? Since this is a City of Gaithersburg procurement, and Gaithersburg procured the plans, will Gaithersburg be responsible for self-obtaining any necessary building permits?

A. *No, the Contractor will be responsible for obtaining the permit. There will just not be a fee for obtaining them.*

Q.50. Given the fact that this is an RFP, involving a lengthy Technical Proposal, it does not seem that a due date of 05/12 will be adequate to present RFI’s, have those RFI’s reviewed and answered, adjust, have our subs make adjustments, and provide all the required pricing and technical proposals. Suggest pushing the due

date a couple weeks so that we have adequate time to evaluate responses, and to provide a thorough and comprehensive proposal.

A. *An addendum has been issued to extend the due date for the proposal submissions to **May 21, 2026 at 3:00PM.***

Q.51. Does the project duration of 210 days include tank lead time, and the submittal process?

A. No, given the long lead time for steel tanks (currently approximately 16 weeks) the project duration has been deemed to be only for the actual construction of the new fueling facility.

Q.52. Can the Superintendent and Site Safety Officer be the same person?

A. Yes, provided that the Superintendent has received the safety training that is required in the RFP.

Q.53. Does the Quality Control Manager need to be onsite each day?

A. The Superintendent can also function as the Quality Control Manager. That person must be onsite daily.

Q.54. What are the groundwater levels at this site? Was a geotechnical report prepared?

A. Per the following Section of the RFP, this element is delegated to the Contractor with the guidelines provided below.

SECTION 315000 - EXCAVATION SUPPORT AND PROTECTION, 2.1 PERFORMANCE REQUIREMENTS:

Delegated Design: Engage a qualified professional engineer, as defined in Section 014000 "Quality Requirements," to design excavation support and protection systems to resist all lateral loading and surcharge, including but not limited to, retained soil, groundwater pressure, adjacent building loads, adjacent traffic loads, construction traffic loads, material stockpile loads, and seismic loads, based on the following:

- 1. Compliance with OSHA Standards and interpretations, 29 CFR 1926, Subpart P.*
- 2. Compliance with AASHTO Standard Specification for Highway Bridges or AASHTO LRFD Bridge Design Specification, Customary U.S. Units.*
- 3. Compliance with requirements of authorities having jurisdiction.*
- 4. Compliance with utility company requirements.*
- 5. Compliance with railroad requirements.*

Q.55. Are concrete cylinder tests and compaction tests required? If so, who is responsible for them?

A. Yes, they are a requirement of the Contractor. The Information can be found here:

SECTION 321313 - CONCRETE PAVING - 3.10 FIELD QUALITY CONTROL;
D. Test results shall be reported in writing to Architect, concrete manufacturer, and Contractor within 48 hours of testing. Reports of compressive-strength tests shall contain Project identification name and number, date of concrete placement, name of concrete testing and inspecting agency, location of concrete batch in Work, design compressive strength at 28 days, concrete mixture proportions and materials, compressive breaking strength, and type of break for both 7- and 28-day tests.

Q.56. Can we work five 10 hour days per week?

A. Yes, providing there is no interference with the normal DPW operations.

Q.57. Is this job subject to prevailing wages? If so, please provide the wage rates.

A. No, There is no prevailing wage requirement for this project.

Q.58. Drawing Detail 2/S101 shows the tank top slab with a turndown. This is never done for USTs. Only AST support pads and other weight bearing pads have turndowns (footings). This should just be a slab on grade for the tank top pad. A turndown would make it impossible to run our fuel lines.

A. Understood. This change will be made.

Q.59. Please confirm that the existing fuel island form is being removed and replaced.

A. Confirmed. Please see page S101, Detail #4. Also , please see SECTION 231213 - FACILITY FUEL-OIL PUMPS; Part 2 – Products, 2.2.C.

Q.60 The long concrete curb by the tank field will need to be partially demoed to facilitate shoring installation. The end of this grassy island is close to the tank field. The curb in this area is also, already damaged.



A. That area is actually beyond the limits of the work area per the diagram on page M201. The City will field confirm the need for any removal of the concrete curbs. Minor damage of concrete can actually be done in-house by City staff.

Q.61. Detail 5/M704 shows a Healey Mini jet. These only pertain to Stage II vapor Recovery, which your system will not have, and have not been used in years.

A. Understood. This requirement will be removed.

Q.62. Spec 2.3 D mentions drains in the tank sumps. These should not have drains and this is not a common practice. These tend to leak due to grit and grime being introduced into the sumps. Typically, sumps should be vacuumed out not drained back into the tank. This action would also introduce water into the tanks if present in the sumps and this is not uncommon.

A. Understood. This requirement will be removed.

Q.63. The location of the tank vents where shown will most likely not work. The transition sump will not fit in this island where shown. Suggest moving it to the grassy island near the closest Air/Vac unit, and using a transition sump with a rack, to mount the aboveground vents. This would also require the addition of bollards in front of the vent sump and rack at this location.

A. Understood. This requirement will be removed.

~END OF ADDENDUM~

