

Amendment 002

**Fuel Storage System Upgrades
Terra Nova National Park (TNNP) NL**

EA003-211642/A

THE FOLLOWING AMENDMENT TO THE TENDER DOCUMENTS IS EFFECTIVE IMMEDIATELY.
THE AMENDMENT SHALL FORM A PART OF THE CONTRACT DOCUMENTS.

Addendum NO1

Questions and Answers:

Question #1: (Wharf) I wanted to ask about the source of power for the 12V pump is there a drop down transformer somewhere or what's the case can't tell from the drawings and couldn't see anything during the site visit.

Answer #1: The 12V equipment at the H.Q. Wharf are powered by a 12V battery, maintained by a battery charger, both located in the boat house adjacent to the fuel-dispensing system, as shown on 2/G2.

Question #2: (Compound) Are they not planning to put a emergency stop over closer to the fuel pumps I would think that would be a safety or fire code?

Answer #2: The existing emergency stop button on the Sand Shed is to remain. An emergency stop button has not been included near the system because the electrical infrastructure associated with the system is being re-used. New electrical wiring and/or conduit would be required to add an emergency stop at the system. The location of the emergency stop button was reviewed with the Fire Protection Officer of the Fire and Emergency Services division of the Newfoundland Department of Municipal Affairs and Environment, and deemed to be acceptable. If the card reader system was publicly accessible, an emergency stop at the fuel-dispensing area would be required. This is currently not applicable.

Question #3: (Wharf) What voltage is the existing solenoids that the new Switches are supposed to control?

Answer #3: The existing solenoids at the wharf are 12VDC.

Question #4: (Compound) I need to know who actually is responsible for the supply and installation of the low voltage and control wiring?

Answer #4: The coordination of work between the General Contractor and the Sub-Contractors is the responsibility of the General Contractor. All electrical installations must be installed in accordance with the requirements of the Canadian Electrical Code.

Question #5: (Compound) Also the wiring coming from the salt shed to the island will not be of sufficient length once we modify the conduits and extend them up the new explosion proof junction box. In these conduits there are power cables, control cables, and alarm cables. Who will be ultimately responsible for the wiring supply and install?

Answer #5: The drawings show the existing conduits from the salt shed to the island being brought above grade in the general area of the fuel-dispensing island, and being provided with an electrical box within which connections may be made to extend the existing wiring to the new equipment. The specific location where the existing conduits will be brought above grade and the electrical box will be installed shall be field-determined by the contractor, to ensure that sufficient existing wiring length is available to make connections within the new electrical box. The electrical box and conduit must be installed in a location where they are protected from physical damage from vehicle impacts, and in a location in accordance with the requirements of the Canadian Electrical Code.

Question #6: (Wharf) There is a new grounding plate shown on the plans for the two fuel tanks, do you have specification for this plate and to what depth do we bury it (below the low water level)?

Answer #6: The new grounding plate is to be minimum 0.4m² in area, and is to be installed minimum 600mm below finished grade, in accordance with the requirements of the Canadian Electrical Code. Please see attached tank grounding detail. **Shown at the bottom of this document

Question #7: (Wharf) Is the new electrical equipment on the new board to be explosion proof or just weather proof?

Answer #7: The new electrical equipment on the new board (as detailed on 1/M5) is to be weather proof, as it is installed outside the hazardous area created by the dispensing equipment. Note that all teck cables (or conduits) from the new electrical boxes are to be equipped with seal fittings or explosion proof teck connectors in accordance with the requirements of the Canadian Electrical Code, since they extend into the hazardous area.

Question #8: (Wharf) On drawing M-4 there seems to be some electrical connection points that do not exist at this time and I have attached a sketch of the points that I would like to have clarified.

Answer #8: The identified electrical connection points are existing, and are identified in the attached site photograph. **Shown at the bottom of this document

Question #9: Details on junction boxes as to whether they are to be explosion proof or just weather proof.

Answer #9: The new electrical equipment is to be weather proof where it is installed outside the hazardous area created by the storage tanks and dispensing equipment. Explosion proof junction boxes are required only when the junction box is installed within the hazardous area as defined by Section 20 of the Canadian Electrical Code. Note that all teck cables or conduits from the new electrical boxes are to be equipped with seal fittings or explosion proof teck connectors in accordance with the requirements of the Canadian Electrical Code, since they extend into the hazardous area.

Question #10: Need to know the details existing conduits and wiring that are going to be reused and reworked.

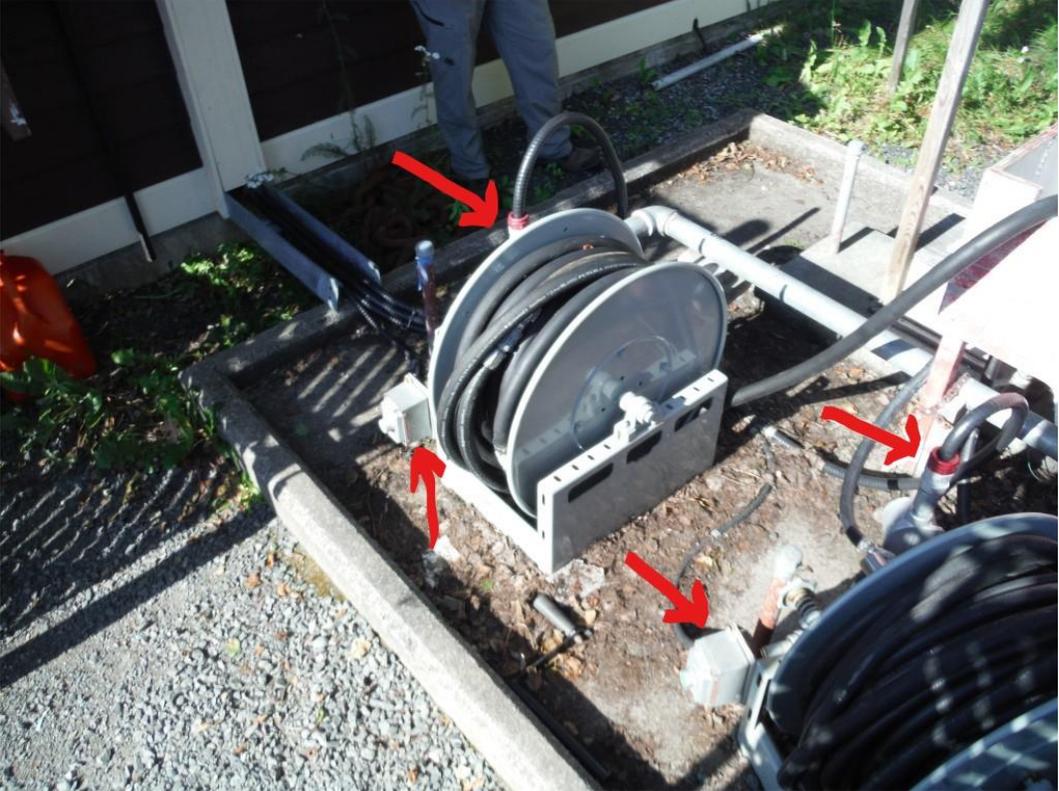
Answer #10: The drawings show the existing conduits from the salt shed to the island being brought above grade in the general area of the fuel-dispensing island, and being provided with an electrical box within which connections may be made to extend the existing wiring to the new equipment. The specific location where the existing conduits will be brought above grade and the electrical box will be installed shall be field-determined by the contractor, to ensure that sufficient existing wiring length is available to make connections within the new electrical box. The electrical box and conduit must be installed in a location where they are protected from physical damage from vehicle impacts, and in a location in accordance with the requirements of the Canadian Electrical Code.

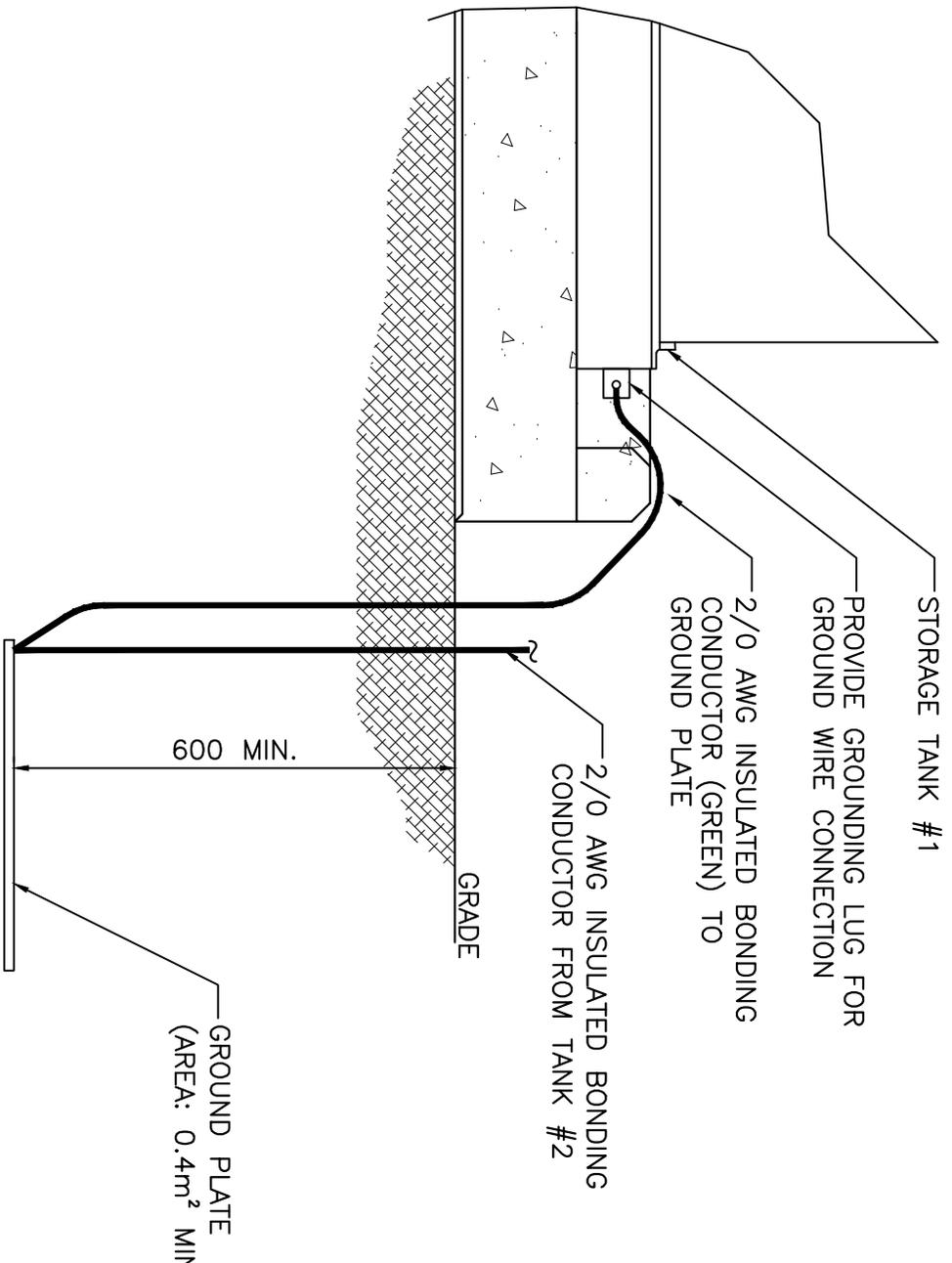
Question #11: Need to know what type of TECK cables etc. will be needed for new installations.

Answer #11: Teck cables specifications are provided in the specifications, Section 26 05 21, Part 2, 2.2. All Teck cables are to be installed in accordance with the requirements of the Canadian Electrical Code.

By submission of its tender, the Tenderer confirms that it has read and understands the requirements expressed in all addenda and has included all costs of these requirements in its Total Tender Amount.

All other terms & conditions remain unchanged.





 Public Works and Government Services Canada Travaux publics et Services gouvernementaux Canada	Soumission	project	Titre du dessin	designed J. BURRY	conçu J. BURRY	date 04 16 2021
		Drawing title TANK GROUNDING DETAIL	no. du projet R.105175.010	approved J. BURRY E. FINNAMORE	dessiné J. BURRY E. FINNAMORE	date 04 16 2021 04 16 2021
Tender J. WHITE PMGSC Project Manager	Administration de projets TP-SGC	project FUEL STORAGE SYSTEM UPGRADES TERRA NOVA NATIONAL PARK RT. 1, GLOVERTOWN, NL	project number R.105175.010	drawing no. SK-01	no. du dessin SK-01	no. du dessin SK-01