



Purchasing Division

ADDENDUM NO. 4

DATE: August 24, 2020
FROM: City of Grand Junction Purchasing Division
TO: All Offerors
RE: Design/Build Grand Junction Bio Compressed Natural Gas (BioCNG) Storage and Fueling Station Optimization Project RFP-4813-20-DH

Offerors responding to the above referenced solicitation are hereby instructed that the requirements have been clarified, modified, superseded and supplemented as to this date as hereinafter described.

Please make note of the following clarifications:


1. Q. What is the flow rate of conditioned gas downstream of the biogas skid?
 - A. This is variable depending the demand at the fleet fueling stations. The daily flow rate of gas going into the pipeline is in column 3 on attachment 7 of the RFP. Depending on the demand at the fleet fueling stations the pipeline pressure will vary between 20 and 95 psi. Typically the demand for conditioned biogas at the fueling station is timed at the end of each days shift when the trucks all return and the vehicles connect to the slow fill stations overnight.
2. Q. What is the operating pressure of the inlet biogas riser at the CNG compound?
 - A. 20 - 95 psi
3. Q. Can you please provide the KVA size of the transformer that is providing power to the CNG compound?
 - A. This will need to be confirmed by selected firm.
4. Q. What is the existing communications network between the Persigo and the fueling center?
 - A. Currently, there is no communication between the Persigo WWTP and the fleet fueling stations. The BioCNG skid and CNG pipeline is operated independently of the CNG fueling operations. The CNG skid at Persigo puts CNG into the pipeline until the pipeline reaches 95 psi. When the pipeline reaches 95 psi, all additional raw biogas coming from the anaerobic digester is flared. When the CNG pipeline drops below 95 psi, flaring stops and the raw biogas is treated in the BioCNG skid and put into the BioCNG pipeline.

5. Q. What is the preferred communications means, manufacturer of equipment?
A. None at this time.
6. Q. Is there preferred valve and or PLC manufacturer?
A. Not at this time.
7. Q. Is there an existing Controls Network Architecture that could be shared?
A. Not at this time.
8. Q. Is there an existing Controls Narrative and Cause and Effect that could be shared?
A. Not at this time.
9. Q. The overall usage of CNG by the CNG fleet vehicles is about twice of the amount of the BioCNG that is produced at Persigo WWTP. Currently, the entire CNG fleet refuels at about the same time everyday. This rapidly draws down the pressure in the BioCNG pipeline coming from Persigo. When the pressure in the BioCNG pipeline hits 20 psi, the fleet fueling system switches to a Xcel Energy Natural gas source and tops off all the fleet vehicles connected to the system. Once the fleet is topped off, the pressure in the BioCNG pipeline gradually increases as BioCNG is being produced and cleaned. Once the BioCNG pipeline reached 95 psi, all additional raw digester gas is flared. We think that having the ability to fuel smaller portions of the fleet at a time and in a sequence will allow better management of the BioCNG gas and reduce peak demands that rapidly reduces the pipeline pressure and causes the system to switch to Xcel natural gas. One potential goal of additional metering and control valves may be to be able to fuel a smaller portion of the entire CNG fleet at any one time and ensure that the maximum amount of BioCNG gets into the vehicles before the system switches to Xcel gas. This approach would be most likely on the weekends, when there is a couple days that the fleet vehicles wouldn't be in service and have extended time windows when they could be refueled in sequence. The weekends are also when most of the available BioCNG is flared.

The original solicitation for the project noted above is amended as noted.

All other conditions of subject remain the same.

Respectfully,



Duane Hoff Jr., Senior Buyer
City of Grand Junction, Colorado