

REQUEST FOR PROPOSALS / INVITATION TO BID

RFP/BID # 2018-JCWJ-E0106

The Old Saybrook Fire Department hereby solicits proposals from qualified firms licensed to conduct business in the State of Connecticut to furnish, supply, and *possibly* maintain a Source Capture Vehicle Exhaust Fume Removal System.

Any and all firms, businesses, companies, etc that meet the minimum criteria detailed in this document, who are licensed to conduct business in the State of Connecticut are encouraged to provide proposals with fixed pricing.

Joseph Johnson, Chief of Department, Old Saybrook Fire Department shall serve as the point of contact for this project. Chief Johnson will not entertain any conversation with a perspective respondent except during the pre-bid conference. The Chief nor the Department is interested in presentations, demonstrations, and/or product promotional material unless it is in direct response to a mandate issued in this document.

The following conditions shall apply to all who choose to respond to this RFP / Invitation to Bid:

1. All responses must be sealed with the RFP/BID number visible on the exterior.
2. Four (4) original, sealed responses must be received by the Old Saybrook Fire Department by noon on Wednesday, April 4, 2018.
3. It is understood that the Town of Old Saybrook, Fire Department reserves the right to accept or reject any and/or all proposals and to waive any formalities or informalities.
4. All proposals must be signed and dated by authorized personnel.
5. A statement that all proposed pricing will be valid, with no exceptions, until June 30, 2019.
6. No pricing should include state or federal excise taxes.
7. Warrantee pricing (if any) must be separate and distinct from the project pricing.
8. Bids from respondents that do not meet the minimum qualifications and/or do NOT include or satisfy required language and/or items specified in this document will be eliminated from the list of eligible respondents to be considered.

Respondents MUST include:

1. A list of contractors and subcontractors that, if selected, will be assigned to this project.
2. A list, if any, of OSHA Violations and/or OSHA reportable incidents within the past three (3) years for any and all contractors and subcontractors that, if selected, will be assigned to this project.
3. A list, if any, of complaints to the Department of Consumer Protection and/or the Department of Labor, their status and/or resolutions within the past three (3) years for any and all contractors and subcontractors that, if selected, will be assigned to this project.
4. A copy of valid insurance with a statement that if selected, additional insurance that names the Town of Old Saybrook will be supplied prior to the commencement of work.

5. A proposed schedule of work.
6. A proposed material storage plan.
7. A financial statement verifying fiscal stability for the purchase and proper installation of the Source Capture Vehicle Exhaust Fume Removal System.
8. To scale drawings detailing an onsite survey of the facility that includes a detailed layout showing the location of apparatus, system track or rail, exhaust blower and ductwork.

Pre-bid Conference / Facility Tour

A mandatory a pre-bid conference will be held on Wednesday February 21, 2018 at 2 PM at the Old Saybrook Fire Department, 310 Main Street, Old Saybrook CT, 06475.

System Specifications

The intent of these specifications is to set a minimum standard for the design, supply and installation of a Source Capture Emergency Vehicle Exhaust Fume Removal System that is proven, dependable and operationally efficient.

Detailed specifications must be included in the response, listed in a manner consistent with this document.

All bidders taking exception to any specification must include a valid explanation.

Failure to meet system specifications may result a response being disqualified.

The source capture emergency vehicle exhaust fume removal system is designed for eleven (11) vehicles with under carriage exhaust that operate in a back-in mode.

Equipment:

For BAY DOORS #2, #4, #6, #7: Four (4) SBTA-21M Sliding Balancer Track source capture emergency vehicle exhaust system with an extruded aluminum track, 19' long.

For BAY DOORS #1, #3, #5 with vehicles in tandem arrangement: Three (3) SBTA-52M Sliding Balancer Track source capture emergency vehicle exhaust system designed for tandem arrangement of two (2) vehicles with two extruded aluminum tracks, 47' 6" long.

For BAY DOORS # 4 with vehicles in tandem arrangement: One (1) SBTA51 Sliding Balancer Track source capture emergency vehicle exhaust system designed for tandem arrangement for one (1) back vehicle with two extruded aluminum tracks, 47' 6" long.

One (1) OS3 Series Automatic Control Panel

One (1) TEV-745 Exhaust Blower, 10 HP 208 Volt, 3Ø, 3450 RPM TEFC direct drive motor, designed to deliver 4000 CFM at 10.5 inches E.S.P.

One (1) UniFilter air filtration system

Function of the Source Capture Emergency Vehicle Exhaust Removal System:

The exhaust blower will automatically start and evacuate the exhaust gases the moment any vehicle engine connected to the system is started.

As the vehicle leaves the apparatus floor, the flexible 4" diameter flexible exhaust ventilation hose equipped with a magnetic nozzle moves toward the exit door along a ceiling mounted aluminum track. A traveling trolley glides along the track with a spring coiled balancer which supports the flexible ventilation hose. Mounted to the aluminum track is a stop bracket that allows the spring coiled balancer to extend the stainless steel cable and provide tension to release and uncouple the magnetic nozzle from the vehicle's exhaust tailpipe near the threshold of the exit door.

Upon the vehicles return to the apparatus floor of the fire station, the flexible 4" diameter flexible exhaust ventilation hose equipped with a magnetic nozzle is attached to the vehicle's exhaust tailpipe by an operator standing in an upright vertical position at the entrance door. At such time that the vehicle's exhaust tailpipe is attached to the ventilation system, the exhaust blower will automatically and instantaneously energized to assure total collection of exhaust gases prior to the vehicle entering the building. The vehicle can then be positioned in its designated parking position.

Magnetic Sliding Balancer Track Type:

Source Capture Emergency Vehicle Exhaust Fume Removal system shall be delivered and installed equal to the following specifications:

The track must be extruded aluminum to resist corrosion with channel to accept ball bearing rollers of the traveling trolley. Rubber impact end stops are to be mounted on each end of the track.

The traveling trolley shall be galvanized steel assembly with upper ball bearing wheels to fit inside track extrusion and lower ball bearing wheels to fit on outside of track extrusion to prevent rocking or shifting of the trolley as it moves along full length of track.

Flexible hose shall not exceed 4 inches in diameter for ease of handling and to minimize space requirements on the apparatus floor. Flexible hose greater than 4 inches in diameter are not acceptable. Wire helix must be bound and protected in lamination to further protect hose. Hose with exposed wire helix is not acceptable because of possible burns or injury to personnel.

The magnetic nozzle to connect to the vehicle's tailpipe shall be constructed with encapsulated magnets and designed to mate with the conical tailpipe adaptor.

The magnetic nozzle must attach to any size vehicle's tailpipes by utilizing a conical tailpipe adaptor that makes a virtual airtight seal on the surface of the conical tailpipe adapter when connected. This will allow all of the vehicles to be parked in any bay or fire station.

The transition from the nozzle to the flexible hose shall be completely seam-welded construction to prevent leaks of exhaust fumes. Spot welded construction is not acceptable. The transition is to keep the hose from sagging and excessive fatigue. Transition shall have a metal debris screen to prevent foreign material from damaging the flexible hose or exhaust blower. The transition shall be chrome plated for durability.

The spring balancer that supports the hose assembly as it travels along the track must be enclosed type with stainless steel cable. Systems that incorporate a locking type balancer are not acceptable

Without replacement or alterations, the proposed system track must be expandable to accommodate future tandem arrangement or drive-thru arrangement of the vehicle. Systems that require the original installation to be removed and replaced to achieve tandem arrangement or drive-thru arrangement of the vehicle are not acceptable.

Automatic Start Control Panel:

The control panel shall contain the motor starter, overload; solid-state circuit card with timer adjustments from 30 to 360 seconds, fused low voltage transformer, in a NEMA 12 rated key lock electrical enclosure.

Soft touch AUTO START- STOP - MANUAL RUN membrane controls shall be on the face of the control panel.

Control panel must have system indicator LED lights on the soft touch membrane controls. They shall be marked and function as:

1. AUTO START: This LED shall show the system is in full automatic mode of operation and electrical power is supplied to the control panel.
2. FAN ON: This LED shall show that electrical power is supplied to the exhaust blower.
3. STOP: This LED shall show the exhaust blower is manually shut down. After three seconds this will return to AUTO START ready mode to prevent the exhaust blower from inadvertently being shut down.
4. MANUAL RUN: This LED shall show the exhaust blower is operating in a continuous mode until interrupted by the STOP mode being activated.
5. NO AIRFLOW ALARM: This shall monitor the exhaust blower and advise when the exhaust blower is not operating properly

The low voltage sensors shall signal the start of the exhaust blower.

Control panel must not utilize or produce electrical frequency transmission because it may interfere with communication equipment.

Controls that require electrical or pneumatic devices installed on the vehicle to activate the exhaust blower are not permitted. These additional after market devices may cause interference with original equipment and cause a delay in response time.

Exhaust Blower:

Exhaust Blower shall be TEV-745, 10 HP 208 Volt, 3Ø, 3450 RPM TEFC direct drive motor, designed to deliver 4000 CFM at 10.5 inches E.S.P. The inlet shall be 12 3/8" diameter and the outlet shall be 12" diameter. Construction shall be class B spark resistance with powder coated steel housing and aluminum wheel with shaft seals.

Air Filtration Device:

An air filtration system shall be designed to reduce the diesel exhaust particulate (soot) from the exhaust blower discharge. The cabinet shall be 20 gauge galvanized steel is 20" wide x 20" high x 49" long with 16"Ø collars on each end and easy access to the filter inside. It shall be supplied with a micro fiberglass bag filter, 20" x 20" x 36" deep.

Installation:

This installation is considered to be supplemental equipment and subordinate to and must be coordinated with any system, fixture and appurtenance that is in the existing fire station.

The means and methods of installation are the sole responsibility of the contractor and shall comply with applicable industry standards and local, state and federal regulations and codes and meet all requirements as set forth in the specifications.

All hangers, fasteners and appurtenances shall be used and/or installed in accordance of the manufacture specifications for the specific exhaust removal system(s) being bid that must meet the characteristics and performance set forth in the specification.

Installation of the source capture emergency vehicle exhaust system(s) to include mounting the track and rail assemblies with supports and bracing to ceiling.

All penetrations of the exterior wall must be core drilled to allow ductwork to exit the building. The discharge ductwork shall terminate a minimum of two (2) feet above the roofline with and EPA type backdraft damper. Ductwork is not permitted to exit the building through a window opening. All penetration edges shall be sealed to be weather tight.

Ductwork:

Duct work to connect the exhaust blower to the hose assembly or multiple hose assemblies must be round industrial spiral duct, defined in SMACNA Industrial Duct Construction to prevent deflection under use.

Duct work to be of the taper design to maintain constant velocities without the need for dampers to balance the system.

All joints must be double-lipped EPDM rubber seal type conforming to SMACNA's Class 3 leakage standards, sealed with a mechanical joint seal or welded to provide a positive leak proof seal. Ductwork joints that do not conform to the above are not acceptable.

The size and gauge of the ductwork shall be in strict accordance of the manufacture specifications to insure proper operation for the specific exhaust removal system(s) being bid that meets the above characteristics and comply with applicable industry standards and local, state and federal regulations and codes.

Warranty:

Contractor must warranty all parts and labor of system for a minimum of two (2) years from final date of acceptance. This shall include preventative maintenance; inspection and adjustments on all parts of the system performed every year by the manufacture's factory authorized personnel for the duration of the warranty period.

Contractor's Qualifications

The Contractor must have installed in Fire Departments at least three (3) Source Capture Emergency Vehicle Exhaust Fume Removal System of the same manufacture and model as bid that have installed and operating for a minimum of two (2) years in Rhode Island, Connecticut, Maine, Massachusetts or New Hampshire. This requirement is to allow the Town's representatives to physically visit Fire Stations were systems are installed and see how the system perform after the system warranties have expired.

A list of all installations made by the contractor in Fire Departments must be included with bid.

Contractor must stock parts in New England for the Source Capture Vehicle Exhaust Fume Removal System and be able to provide immediate service and periodic maintenance beyond the warranty period. The respondent must also detail where these "stocked parts" are currently located.

Manufacture's Qualifications

Bids will only be considered using manufactures that have established a reputation of permanency and reliability in the field of Vehicle Exhaust Ventilation Systems manufacture for minimum of five (5) years. Letter from the manufacturer must be attached.

The manufacture must be ISO 9001 Certified. A copy of the certificate must be attached.

Old Saybrook Fire Department
310 Main Street
Old Saybrook CT 06475

Training

The Responded must provide two (2) separate training courses on the operation, maintenance, and emergency repair/shut down of the system. These training session may be held during the daytime or evening hours and shall be scheduled by the Town of Old Saybrook Fire Department.

References

Persons and/or firms who elect to provide proposals / bid documents must include:

At least three references from governmental customers who you have performed work for in the past five years

OR

Provide evidence that you have worked as a vendor for the Town of Old Saybrook, providing similar work as detailed in this documents in the past five years.

Proposal / Bid Opening

All responses will be publically opened on Wednesday, April 4, 2018, 2 PM, at the Old Saybrook Fire Department, 310 Main Street, Old Saybrook, Connecticut.

Responses will be reviewed by qualified staff and respondents will be notified of the Town's response to their proposals within thirty (30) days. Respondents should be available to questions concerning their proposals during that time period.

Old Saybrook Fire Department
310 Main Street
Old Saybrook CT 06475

Bid Form
(Must be included in response)

The Undersigned proposes to furnish all labor and materials required for Source Capture Vehicle Exhaust Fume Removal System for the **Old Saybrook Fire Department** in accordance with the accompanying specifications, for the contact price specified below.

This bid includes Addenda numbered _____

The proposed contract price is:

_____ \$ _____
(Written Words) (Figures)

The undersigned certifies under penalties of perjury that this bid has been made and submitted in good faith and without collusion or fraud with any other person. As used in this certification, the word "person" shall mean any natural person, business, partnership, corporation, union, committee, club or other organization, entity or group of individuals.

Date _____

(Signed name of bidder)

Corporate Seal _____

(Printed name of bidder)

(Title)

(Company name)

(Address)

(City, State, Zip Code)

(Phone)