



Addendum #2

ITB # 08-22: Natural Gas Distribution Main & Service Line Locating Services 02/24/2022

NOTICE IS HEREBY GIVEN that the following addendum serves to provide clarification and to answer the questions received on ITB # 08-22, Natural Gas Distribution Main & Service Line Locating Services.

Question 1: In the past 3 years, how many at-fault damages did Olameter receive? (Broken down by year)

Answer to Question 1: Over the last two (2) years, the City has billed for 22 at-fault damages.

Question 2: In the past 3 years, what was the average cost of repair on Gas Service [lines]?

Answer to Question 2: The average cost of repair on gas service lines are \$800.00/Each.

Question 3: In the past 3 years, what was the average cost of repair on Gas Main [lines]?

Answer to Question 3: The average cost of repair on gas main lines can vary based on size and pressure of the line. For a two-inch (2") plastic line, the cost of repair would be \$25.00 per foot.

Question 4: Will the tickets be sent the direct to the locating vendor from FL811 or will they be pre-screened by Clearwater Gas? Please identify the flow of the utility request ticket?

Answer to Question 4: The Vendor will be listed in the Sunshine 811 system as a contractor for CGS. All tickets will be sent to the awarded Vendor's ticket management system and will be fully executed by the Vendor.

Question 5: In Clarification 1 - Approval is required for emergency locate services outside of non-business hours. Please identify how the locating vendor obtains this request from Clearwater Gas at 2:00 in the morning? Is this a verbal approval? Also please identify the procedure that is currently taking place and how it is logged that approval was granted.

Answer to Question 5: CGS performs all after hours emergency locates. For the very rare instance that the vendor is asked to perform an emergency locate during non-business hours, the request will be initiated as a phone call for expediting purposes during an emergency and will be followed up with an email.

Question 6: In reference to the after-hour emergency pre-approval, if approval is not granted, will Clearwater gas provide contractual language that the locating vendor is released of the liability?

Answer to Question 6: Reference Answer to Question 5 above.

Question 7: Do we receive notices directly and respond accordingly, or does CGS screen tickets and release to locator?

Answer to Question 7: Reference Answer to Question 4 above.



Question 8: [Solicitation] says we only work emergency tickets if approved in writing? Does CGS take responsibility of response times for emergency requests? How many emergencies are there during non-business hours?

Answer to Question 8: Reference Answer to Question 5 above.

Question 9: What is the approval process for work during non-business hours / emergency locate request?

Answer to Question 9: Reference Answer to Question 5 above.

Question 10: How will the vendor be compensated for shovel or vacuum excavation on pipelines on difficult locates then the repair broken tracer wire segments and also install locate stations?

Answer to Question 10: Compensation will be based on the hourly and quarter hourly rates submitted on BID PRICING form, page 28.

Question 11: What are compatible communication systems?

Answer to Question 11: Email and cellular phone communication are the preferred methods of communication.

Question 12: How often is a site visit requested post locate by CGS? Is it 10%, 50 % or potentially 100%?

Answer to Question 12: Reference Section B. SERVICE REQUIREMENTS (viii), page 18 of the solicitation.

Question 13: How many trouble locate tickets were reported in the past 2 years?

Answer to Question 13: There were 30 – 50 trouble locate tickets reported within the last two (2) years.

Question 14: Combines locating propane tank systems and tickets passed back for billing. Is CGS requiring or not requiring that propane systems be marked as a part of a ticket? Do the costs of the propane system go back to the locate company to collect from the owner of the propane system, or homeowner? Does your propane system have tracer wire?

Answer to Question 14: Propane systems are located from the tank to the second stage regulator. The locate Vendor is working for CGS and is responsible for locating only the CGS system. All customer owned piping downstream of the meter or second stage propane regulator is the responsibility of the property owner and not defined within the scope of 811 work.

Question 15: How is the charge back determined for a line that has been passed back? This section references minimal effort but what does this mean?

Answer to Question 15: Minimal effort can be explained as properly using the locate equipment and connections or light digging to find a buried wire connection or finding a test station to connect.

Question 16: Due to varying volumes of tickets, and a 2 working day requirement to complete notifications (1 day or 3 hours in some cases) all tickets may not be able to be completed within



the end of day window. What recourse will the locator have if all tickets can not be completed by the end of day target?

Answer to Question 16: *Vendor will be expected to continue the following business day. In rare instances, vendor may be asked by CGS to work beyond normal hours due to project deadlines at which point the vendor's non-business hour rates will apply. It is the contractor's obligation to have adequate staffing to complete all tickets within the scope of Florida Statute 556.*

Question 17: Does the daily safety briefing have to be in person or face to face, or would a electronic communication suffice?

Answer to Question 17: *This is dependent on the Vendor's established internal safety standards.*

Question 18: If a locate requires a MOT plan, and the approval for the MOT plan takes 48 hours, does CGS or the locator extend the response time to the request?

Answer to Question 18: *It is the responsibility of the Vendor to communicate with all parties for any delays.*

Question 19: What is the approval process for emergency tickets during normal hours and during after-hours? How are these tickets currently being screened?

Answer to Question 19: *Reference Answer to Question 4 and 5 above.*

Question 20: What is the average amount of times per year MOT has been called out for traffic control?

Answer to Question 20: *This will vary. This past year, MOT services were not needed. Reference Section H. TRAFFIC CONTROL AND PEDESRIAN SAFETY (iv), page 21 of the solicitation.*

Question 21: What is the marked to clear ratio with the ticket volume?

Answer to Question 21: *Usually, five percent (5%) to ten percent (10%) of all tickets are marked tickets.*

Please Note: *The ten (10) day deadline for submitting questions is now closed and no further questions will be responded to.*

End of Questions and Answers

End of Addenda