**ADDENDUM TWO**
**STORM STATION 1 REPLACEMENT OF MOTOR CONTROL CENTER (MCC)**
**ON-CALL DESIGN AND PLAN PRODUCTIONCONTRACT NO. W-20-004-201**
**CITY OF CHATTANOOGA, TENNESSEE**

The following changes shall be made to the Contract Documents, Specifications, and Drawings:

## I. Contract Documents

**Site Visit Sign In Sheet Attached.**

**Clarifications:**

1. Contractor is responsible for removing and storing any items located in the MCC room that will be in the way of work being performed.

**Questions:**

2. What size existing conductor is going to the 350 HP pump motors?

    A. Parallel 500 kcmil

3. Please verify the existing motor supply conductors can be spliced in the cable tray to extend the new MCC location.

    A. Yes, an inline splice kit may be utilized.

4. On sheet E4 under electrical notes #2. What type of wire splice would the city prefer.
   As important as this Storm station is, Is the City positive it would like to splice the motor wires?

    A. Yes, an inline splice kit within the cable tray is preferred.

5. What is the age of the wire?

    A. It was put in service in approximately 1978

6. Drawing E3: We would like to set up a time to open up the existing busway feed on the inside of the building and see how the transformer is connected to the switchgear/MCC. This needs to be done by all that's biding on this project at the same time. You will need to set up a time with EPB and have them turn the power off to the station. It is one line going back to a substation and will not affect anyone but the station. Weather permitting.

   This is an important piece of the puzzle.

A. Switchboard/Busway will be de-energized on Monday, March 16th at 10:00 am.

7. Section 7.20: We would strongly encourage that the lights and the door way be redone as well. There was water on the floor all around the existing switchgear. This is a safety issue.

    A. The work described is not in the scope of work being bid.

8. The chain of command written down on the City side before the start of the job. This will be helpful for whoever wins the bid.

    A. Aaron Wilburn with AEED is the engineer for this project. A project contact list and hierarchy for communication during construction will be established with the awarded contractor.

9. Section 26 24 14-16 3.06: Once completed, how would the City like a test the equipment do to the fact this is a storm station.

    A. Contractor will be required to demonstrate proper operation of motor controls, pump controls, SCADA integration, etc. As actual testing under a live condition is weather dependent, acceptable method for testing/demonstation will be determined during construction but prior to closeout.

10. Section 1730: Is the City interested in contracting out three year maintenance plan on the storm station to include breaker testing and gear cleaning, and testing the soft starts on a semiannual basis.

    A. No

11. Would the City like the SOPs written for the equipment as well?

    A. No

12. There will be VT SCADA changes that need to be made. Is this work being done in house?

    A. No, Contractor is responsible for changes to VT SCADA that will be required for monitoring, control, alarm signals, graphic screens etc. for new pump controls. Refer to spec section 46 09 25.

13. Will there be a PTZ Camera added to the site now or in the near future.

    A. No

14. What type of connection accommodation in the Switchboard will be made by the vendor to accept the Generator Connection Cabinet cables?

    A. Switchboard should be provided with factory installed lugs to accept the generator feeders.

15. Drawing E5 indicates 2” conduit (C-001 and C-002) from SWB to MCC. What cables are required? Is this an integrator question?

    A. This will need to be coordinated between the integrator and gear/breaker(s)/meter(s) manufacturer.

16. What size conduit is required between MCC 1 Low Voltage compartment and MCC 2 Low Voltage compartment? Cable?

    A. Provide (2) 2” Conduits, Cable between MCC and low voltage compartments will be dependent starter manufacturer’s communication requirements as well as results of field investigation of existing instrumentation/control wiring to be extended.

17. What is the existing routing for the gates above? If routed in concrete walls and slab through bottom of the existing switchboard section 2 would a stand and termination cabinet or cabinets mounted adjacent to the new switchboard be sufficient to re-route to MCC 2?

    A. Based upon initial investigation it appears that these are all routed from top of the switchboard/MCC and penetrate slab above to reach gates, but if during the field investigation it is determined any existing controls/instrumentation wiring is routed out of bottom of the gear, a termination cabinet may be explored.

18. How are the discharge gates controlled?

    A. Discharge gates are non-motorized/actuated and are manually opened/closed. Limit switches are present for position feedback.

March 12, 2020

/s/ Justin C. Holland, Administrator
City of Chattanooga
Department of Public Works

STORM STATION 1
MCC REPLACEMENT
SITE VISIT
3/3/20

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