ADDENDUM NO. 2 TO BID DOCUMENTS

ADDENDUM NO. 2 DATE: August 28, 2020

PORT PROJECT NO.: ENG.20.005

PROJECT: WINCHES FOR GENERAL CARGO DOCK

LOCATED IN: CADDO AND BOSSIER PARISHES

NOTICE TO ALL BIDDERS: This Addendum modifies or interprets the Bidding Documents for the above Project and becomes part of the Contract Documents when the Contract is executed. Although the Port will endeavor to provide copies of this Addendum to all Prospective Bidders, it shall be the responsibility of the interested Prospective Bidders to advise all Parties (including Subcontractors) affected by the modifications or interpretations included in this Addendum.

1.0 General Questions and Answers:

Section I of Specifications:

- Question: Do you want a single panel that houses the main electrical equipment (VFD's, etc.) and the controls or do you want a panel for the main electrical equipment and a separate panel that houses the controls?
    - Answer: This should be a single skid mounted unit in a single location with all necessary equipment/panels on the skid.
- Question: Wherever they control from (see question above), I understand you want a blank face where they have to open the panel to get to the inner panel that houses the controls. A thought on that is that you might want at least an E-Stop accessible on the outside of the panel.
    - Answer: Yes, please provide an emergency stop button on the outside, all other buttons/controls should be housed inside the panel itself.
- Question: On the controls needed:
    - Ammeter – You are wanting to read amps and have an indictor of amps to show how loaded the winch is? Do you want to show amps or do you want it to be converted to a 0-100% display of winch rating?
        - Answer: Percentage of amperage being drawn by the winch is preferred.
    - Position Indicator Lights – You are wanting to have indicator lights to show how in or out the barge is? This requires feedback from the motor or an additional encoder on the winch drum. We would also need to have a reset button to home the min and max. If you are showing that to make sure you can't pull in too far or pay out too much, then I suggest using a rotary limit switch on the drum. It a physically settable switch that you can run your pull in and pay out signal through to limit the travel.
        - Answer: Please revise the indicator requirement on the panel to now be eliminated and the rotary limit switch for the desirable lengths shall be set onsite by the Contractor with the lowest bid upon delivery.

- Winch Selection – Are you selecting between the two systems, where this console could control the other system in the bid?
    - Answer: The winch selection control switch was initially intended for pay out or pull in – therefore, the "both" text is incorrectly shown. Each system is a single winch system and should be independently programmed with a remote and local option.
- Span Control Switch – I am reading this as the pull in and pay out switch for the winch, is that correct?
    - Answer: Yes. The above switch and the span control switch can be combined into one "pay out or pull in" switch.
- Local/Remote Switch – Understood. When in local only the physical console works, in remote only the remote works.
    - Answer: Correct, the remote should be the only thing that moves the winch when in "remote" mode on the panel – additionally when in local, the only way to move the winch would be to work the controls on the "local" control panel.

Section J:

- Question: Do you need one remote to operate both winch system or one remote per winch system?
    - Answer: One remote per winch system was intended, however the Q&A below will now change it to two (2) remotes (one primary and one spare that is already preprogrammed) per winch.
- Question: We generally use a RF remote that will not have any issues at 300 ft. The transmitter (handheld portions) can be field programmable to any receiver in the series we use. I recommend having at least one spare transmitter or one spare transmitter each per system.
    - Answer: The bid shall be amended to now include a spare pre-programmed remote for each winch system – in other words, two remotes per system. Additionally, each remote shall be programmed on a different RF than our existing crane remote. Winch supplier to verify existing frequency and confirm with Port prior to implementation.

Section K:

- Question: Some of the specific parameters do not finalize until actual testing/motor tuning. When sending parameters prior to bid, is it okay to leave notes that these parameters will be determined at testing at our facility?
    - Answer: Yes, parameters and design can be turned in through submittals following the bid.
- Question: Do you want to have the PLC program prior to bid as well?
    - Answer: Your design shall encompass the "programming mentioned". Delivery of the product will be where all PLC and controls testing will take place – no need to include this design information in the bidding documents.

Section N:

- Question: Are you saying in this section that the VFD panel (or both the VFD panel and the control panel if separate) should be affixed to the winch so one complete unit?
    - Answer: Yes, as stated above in this addendum – all electrical controls, VFD units, etc. shall be affixed on the skid for the winch system (i.e. – one complete unit that can be removed by simply disconnecting the power input).

Section P:

- Question: On the synthetic rope, I think only having the amount you need on the winch is important as well as having a spare rope available at the site. Generally you put more cable one winch so if damage occurs you can just cut and redo an eye. With synthetic is possible to resplice an eye, however I am not sure if anyone in the immediate area is capable/certified to splice synthetic rope. We have contacts in Houston that can splice but that's the closest I know of. My suggestion would be to assume that no splicing can occur so I would put the very minimum rope amount I could on each winch and if any damaged occurred then just change out spool and not be at the mercy of someone coming out to splice.
    - Answer: After talking to industry representatives, the Port is requiring that the Contractor provide a spare spool of the specified synthetic rope (with appropriate distance) that will be accompanying the winch upon delivery.

2 **Sign In Sheet from Pre-Bid Meeting attached to Addendum:**

END OF ADDENDUM NO. 2.

This Addendum consists of four (4) pages.

BY: Tyler Comeaux, P.E.
Port of Caddo-Bossier

THE PORT WORKS
CADDO-BOSSIER

SIGN IN SHEET

ENG.20.005 – Winches for General Cargo Dock
Mandatory Pre-Bid Meeting
Location: Regional Commerce Center, Steering Room
Date: Wednesday, August 26, 2020 Time: 10:00 AM to 11:00 AM

Representative Name	Company Name	Address/City/State	Telephone No.	Email Address
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