



690-2013 ADDENDUM 1

REMEDIATION OF THE FORMER DOMINION BRIDGE OPERATIONS YARD, 1460 DUBLIN AVENUE

URGENT

**PLEASE FORWARD THIS DOCUMENT TO
WHOEVER IS IN POSSESSION OF THE BID
OPPORTUNITY**

ISSUED: October 3, 2013
BY: Ryan Wizbicki, P.Eng
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**THIS ADDENDUM SHALL BE INCORPORATED
INTO THE BID OPPORTUNITY AND SHALL
FORM A PART OF THE CONTRACT
DOCUMENTS**

Template Version: A20130301

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid Opportunity, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 8 of Form A: Bid may render your Bid non-responsive.

PART A – BID SUBMISSION

Replace: 690-2013 Bid Submission with 690-2013 Addendum 1 - Bid Submission. The following is a summary of changes incorporated in the replacement Bid Submission:

- Form B(R1): Revised basis of payment and quantity for Transportation of Impacted Material for items A.2, B.2, C.2, D.2 and E.11.
- Form B(R1): Deleted Provisional Items F.1 Through F.5.
- Form B(R1): Added Provisional Item F.7 for payment for overhaul of Transportation of Impacted Material.

PART D – SUPPLEMENTAL CONDITIONS

- Revise: D15.4 to read: The City intends to award this Contract by October 28, 2013.
- Delete: D16.1 (a) The Critical Stage for Site 1 has been deleted and asphalt paving is not expected until the Spring of 2014.
- Revise: D16.1 (c) to read: Completion of creek bank rough grading and placement of rip-rap structures in Omand's Creek by February 28, 2014.
- Revise: D16.1 (d) to read: Completion of fine grading, soil amendment and hydroseeding of Omand's Creek banks by the Date of Total Performance.
- Add: D16.1(e) Completion of asphalt paving replacement at Site 1 by May 31, 2014.
- Add: D19.1(e) Completion of asphalt paving replacement at Site 1 by May 31, 2014, five hundred dollars (\$500.00);

PART E – SPECIFICATIONS

- Revise: E6.9 to read: One section of railway track in Site 1 has been identified for removal. This track including rails, ties, plates and spikes shall be removed and stockpiles at an on-site location identified by the Contract Administrator. Rails shall be cut at a location near the limit of excavation. The section of track planned for removal may be disassembled or removed

intact, and the track section or disassembled materials stockpiled at a location to be identified on site. The work for track removal are incidental to the Works.

- Revise: E7 to read: Revise title to **"SURVEY"**
- Revise: E7.2 to read: Further to CW 1130, the Contract Administrator will provide initial layout of work and provision of control points and benchmarks. The Contractor shall be responsible for the daily layout of all excavation areas, drainage and surface reinstatement and replacement of damaged stakes
- Revise: E13.1.1 to read: The Contractor will be responsible for Loading, Transportation and Disposal of impacted material at an approved waste disposal facility depending upon on concentrations of contaminants in soil.
- Revise: E13.3.7 to read: Transportation of PHC, metals and PAH impacted soil from the former Dominion Bridge Operations yard using a licensed waste hauler to an approved waste disposal facility. The planned destination for the impacted material is the BFI Canada Inc. 'Prairie Green' Landfill south of Stony Mountain, MB however the licencing of this facility requires pre-approval of disposal material before hauling. This will require sampling and testing which is currently underway but not yet completed. If this material is not approved by Manitoba Conservation for disposal at the BFI facility, then it must be routed to another facility such as the Midcanada Waste Management Ltd. Landfill near Iles des Chenes, MB.
- Add: E13.3.9 Confirmation whether the impacted material can be disposed of at the BFI facility may not be in place by the time the Contract is awarded. If this occurs, material must be hauled to the Midcanada facility until such approval is in place.
- Revise: E13.4.2 to read: Transportation of Impacted Material will be measured on a Tonne-kilometre basis based on the one way travel distance from the site to the disposal facility. The distance to be travelled shall be a standard distance based on a route to be agreed upon at the beginning of construction or provided by Truckers travel logs, multiplied by the weight of transported material measured at the disposal facility and printed on weight scale tickets. The assumed route to the BFI facility is via Route 90 / PTH 7 and is approximately 15 km from the Site. The assumed route to the Midcanada facility is North on Route 90 to PTH 101, east and south on PTH 101 to PTH 59, then south on PTH 59 to Ile des Chenes, approximately 66 km from the Site. Payment for Transportation of Impacted Material to the BFI site will be at the Contract Unit Price per tonne-kilometre for "Transportation of Impacted Material to Disposal Site" in accordance with this specification, accepted and measured by the Contract Administrator. Payment for the additional overhaul distance to the Midcanada site or other waste disposal facilities will be at the Contract Unit Price per tonne-kilometre for "Overhaul Transportation of Impacted Material to Disposal Site" in accordance with this specification, accepted and measured by the Contract Administrator. For overhaul transportation, the first 15 km will be measured and paid at the "Transportation of Impacted Material to Disposal Site" unit price, and the remaining one way distance to the facility will be measured and paid at the "Overhaul Transportation of Impacted Material to Disposal Site" unit price.
- Add: E13.4.5 Overhaul transportation of impacted material will be treated as a provisional work item subject to Clause E8.

END OF ADDENDUM 1