



6-2018 ADDENDUM 2

CITY OF WINNIPEG DOWNTOWN BIKE LANE SYSTEM AND STREET IMPROVEMENT, 2018-2019 PAVEMENT RENEWALS

URGENT

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

ISSUED: March 27, 2018
BY: T. Findlay, P.Eng.
TELEPHONE NO. 204 928-8438

THIS ADDENDUM SHALL BE INCORPORATED INTO THE BID OPPORTUNITY AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS

Template Version: A20160708

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 10 of Form A: Bid may render your Bid non-responsive.

PART A – BID SUBMISSION

- Replace: 6-2018 Bid Submission with 6-2018 Addendum 2 - Bid Submission. The following is a summary of changes incorporated in the replacement Bid Submission:
- Form B(R1): Add Items: No. A.70; A.72 i); A.72 ii); B.3i); B.20 i); B.23; B.25 i); B.25 ii); B.25 iii); B.25 iv); B.26 i); B.28; B.29 i); B.29 ii); B.30; B.31; B.41 i); B.41 ii); C.48 i); D.60 i); and D.60 ii).
- Revise Items: No. A.72; B.41; C.48; D.14 i); and D.60.
- Form G2(R1): Revised Standby Letter of Credit date to June 18, 2018

PART B – BIDDING PROCEDURES

- Revise: B2.1 to read: The Submission Deadline is 12:00 noon Winnipeg time, April 4, 2018.

PART D – SUPPLEMENTAL CONDITIONS

- Revise: D17.1 (e) to read: Manitoba Hydro Street Lighting – removal of existing overhead poles, installation of new street lights on Notre Dame Avenue from Princess Street to Portage Avenue and Garry Street from Ellice Avenue to Assiniboine Avenue, and installation of conduit and associated wiring; recabling of existing bases for Stittsville lights on Notre Dame Avenue from Princess Street to Portage Avenue and installation of bases for pedestrian level lighting on Garry Street from Ellice Avenue to Assiniboine Avenue;
- Revise: D17.1 (g) to read: Watermain Renewal Contract on Albert Street from Notre Dame Avenue to McDermot Avenue – Contact Ray Offman (KGS Group) at (204)896-1209. Work to commence once areaway abandonment detailed in 17.1 (n) has been completed;
- Revise: D17.1 (n) to read: 235 Notre Dame Areaway abandonment (anticipated to be completed in 2018) - Contact Zeb Medeiros (JC Paving Ltd.) at (204)798-1805;
- Revise: D17.1 (s) to read: Manitoba Hydro Underground Power – 3 Manhole roof rebuilds on Notre Dame Avenue between King Street and Portage Avenue, MH-97, MH-ND-14 and MH-100, work is anticipated to be completed prior to the commencement of 6-2018 construction.

- Revise: D18.2.1 (b) (iv) Stage 1C and Stage 2B may be delayed until end of Phase 1 or until the 2019 construction season during Phase 2 depending on the completion of the St. Charles Hotel areaway abandonment (235 Notre Dame Avenue) and the completion of the Notre Dame Avenue Watermain Renewal, see D17 for details. No work to commence on Stage 1C or Stage 2B until failed areaway at 235 Notre Dame Avenue is abandoned by owner and the Notre Dame Avenue Watermain Renewal is completed.
- Add: D27.2 Further to C12, the final payment releasing the holdback required by The Builders' Liens Act shall not be issued until the certificate of Total Performance has been issued, there will be no seasonal release of holdback for the completion of Phase I.

PART E – SPECIFICATIONS

- Revise: E5.1.4 to read: During Phase I (Stage 1A) – Notre Dame Avenue Reconstruction from Adelaide Street to Portage Avenue maintain a minimum of two lanes of traffic westbound on Notre Dame Avenue, extend closure across Portage intersection onto Fort Street as per “Manual of Temporary Traffic Control on City Streets – City of Winnipeg” requirements. Maintain the existing bike lane along the north curb from Portage Avenue to Arthur Street as per existing painted sharrows. Maintain 2 lanes of southbound traffic in the east half of the Princess Street and Notre Dame Avenue intersection. Stage construction of the Notre Dame Avenue and King Street intersection to maintain a minimum of 2 lanes of traffic on King Street northbound. Maintain a minimum of 1 lane for left turns off of Smith Street northbound onto Notre Dame Avenue westbound. Maintain left turns off of Notre Dame Avenue westbound onto Donald Street. Maintain truck traffic for right turns off of westbound Portage Avenue onto westbound Notre Dame Avenue. When no work is being performed on site, non-essential lane closures will not be permitted. Left turns off Notre Dame Avenue westbound to Garry Street southbound will not be permitted during Stage 1A, 1B or 1C. Phase I (Stage 1A) is required to be completed simultaneously with the Donald Street Reconstruction as discussed in D17. See drawing CT-03 for additional staging details.
- Revise: E5.1.5 to read: During Phase I (Stage 1B) – Notre Dame Avenue Reconstruction from Adelaide Street to Portage Avenue maintain a minimum of two lanes of traffic westbound on Notre Dame Avenue, extend closure across Portage intersection onto Fort Street as per “Manual of Temporary Traffic Control on City Streets – City of Winnipeg” requirements. Maintain the existing bike lane along the north curb from Portage Avenue to Arthur Street as per existing painted sharrows. Maintain 2 lanes of southbound traffic in the west half of the Princess Street and Notre Dame Avenue intersection. Maintain a minimum of 1 lane for left turns off of Smith Street northbound onto Notre Dame Avenue westbound. Maintain left turns off of Notre Dame Avenue westbound onto Donald Street. Maintain truck traffic for right turns off of westbound Portage Avenue onto westbound Notre Dame Avenue. When no work is being performed on site, non-essential lane closures will not be permitted. Left turns off Notre Dame Avenue westbound to Garry Street southbound will not be permitted during Stage 1A, 1B or 1C. Phase I (Stage 1B) cannot commence until the completion of the Donald Street Reconstruction as discussed in D17. See drawing CT-03 for additional staging details.
- Revise: E5.1.6 to read: During Phase I (Stage 1C) – Notre Dame Avenue Reconstruction from Adelaide Street to Portage Avenue maintain a minimum of two lanes of traffic westbound on Notre Dame Avenue, extend closure across Portage intersection onto Fort Street as per “Manual of Temporary Traffic Control on City Streets – City of Winnipeg” requirements. Maintain the existing bike lane along the north curb from Portage Avenue to Arthur Street as per existing painted sharrows. Maintain 2 lanes of southbound traffic in the Princess Street and Notre Dame Avenue intersection. Maintain a minimum of 2 lane for left turns off of Smith Street northbound onto Notre Dame Avenue. Maintain left turns off of Notre Dame Avenue westbound onto Donald Street. Re-route truck traffic turning right off of southbound Portage Avenue onto westbound Notre Dame Avenue to Smith Street. When no work is being performed on site, non-essential lane closures will not be permitted. Left turns off Notre Dame Avenue westbound to Garry Street southbound will not be

permitted during Stag1A, 1B or 1C. Phase I (Stage 1C) cannot commence until the completion of the areaway construction at 235 Notre Dame Avenue as discussed in D17. See drawing CT-03 for additional staging details.

- Revise: E5.1.7 to read: During Phase I (Stage 2A) – Notre Dame Avenue Reconstruction from Adelaide Street to Portage Avenue maintain a minimum of two lanes of traffic westbound on Notre Dame Avenue, extend closure across Portage intersection onto Fort Street as per “Manual of Temporary Traffic Control on City Streets – City of Winnipeg” requirements. Maintain temporary bike lane along sidewalk and south curb from Portage Avenue to Albert Street. Stage construction of the Princess Street and Notre Dame intersection to maintain right turns off of southbound Princess Street onto westbound Notre Dame Avenue and a minimum of 2 lanes of southbound vehicle traffic and 1 lane of bicycle traffic, across Notre Dame Avenue. Stage construction of the Notre Dame Avenue and King Street intersection to maintain a minimum of 2 lanes of traffic on King Street northbound. Stage construction of Arthur Street and Notre Dame Avenue intersection to maintain a minimum of 1 lane for left turns off of Arthur Street southbound onto Garry Street and 1 lane for right turns off of southbound Arthur Street onto westbound Notre Dame Avenue. Re-route truck traffic turning right off of westbound Portage Avenue onto westbound Notre Dame Avenue to Smith Street. When no work is being performed on site, non-essential lane closures will not be permitted. See drawing CT-04 for additional staging details.
- Revise: E20.2.1 to read: The Green Bike Lane Treatment shall be Cycle Grip MMAX by Ennis-Flint color to be EF Bike Lane Green, PumaTrack MMA Cold Applied Surface Treatment by HITEX International Group color to meet MUTCD requirements or equivalent, in accordance with B6 as approved by the Contract Administrator. A link to the manufacturer’s specifications is provided:
- Cycle Grip MMAX:
www.ennisflintamericas.com/downloads/dl/file/id/83/product/945/product_data_sheet_cyclegripmmax.pdf
- PumaTrack MMA Cold Applied Surface Treatment:
https://www.hitexinternational.com/wp-content/uploads/2017/03/Hitex_PumaTrack_Website.pdf
- Revise: E20.7.3 to read: Supply and Installation of Green Bike Lane Treatment shall be measured on an area basis and will be paid for at the contract Unit Price per square metre for “Supply and Installation of Green Bike Lane Treatment” supplied and installed in accordance with this specification and accepted and measured by the Contract Administrator. The payment item will vary based on the surface type that the “Supply and Installation of Green Bike Lane Treatment” is installed on including “New Asphalt”, “Existing Asphalt”, “New Concrete” and “Existing Concrete”.
- Revise: E24.1.1 to read: This Specification covers all operations relating to the removal, refurbishment and reinstallation of the existing Stittsville decorative light standards on Notre Dame Avenue, existing bases/adaptor plates for Stittsville lights to remain.
- Delete: E24.6
- Delete: E24.6.1
- Delete: E24.6.2
- Delete: E24.6.3
- Revise: E24.7.1 to read: The Contractor shall supply all new galvanized assembly hardware (including but not limited to nuts, bolts and washers), for re-assembly of the refurbished Stittsville lights and mounting of the refurbished light to the existing bases.

Delete: E24.8

Delete: E24.8.1

Revise: E24.9.2 to read: The Contractor shall be responsible for complete removal of the all existing Stittsville bases not being re-used.

Add: E24.9.4 The Contractor shall exercise caution during removal of the Stittsville Lights from the existing bases/adaptor plates and during removal of exiting sidewalk within the vicinity of the bases. Any damage occurring to the bases or to the threads of the bases during the removal of the Stittsville Lights and surrounding sidewalk shall be repaired at the contractor's expense to the satisfaction of the Contract Administrator.

Delete: E24.12

Delete: E24.12.1

Revise: E24.13.1 to read: Once the refurbishment of the Stittsville Light standards is complete, re-install the lights on the existing adaptor plates and bases. Manitoba Hydro will install the wiring between bases. Contractor to coordinate re-installation of lights with Manitoba Hydro.

Revise: E24.14.2 to read: Removal, Refurbishment and Reinstallation of Stittsville Lights shall be measured on a unit basis and will be paid for at the contract Unit Price for "Removal, Refurbishment and Reinstallation of Stittsville Lights" for each Stittsvile light removed, refurbished, accepted and re-installed on the existing concrete bases. Removal of existing bases not being reused, powder coating, supply and installation of conductors, light sockets, assembly/mounting hardware and supply and installation of new globes will be included in the "Removal, Refurbishment and Reinstallation of Stittsville Lights" and no separate payment will be made.

Revise: E27.2.1 to read: Bollards supplied and installed shall meet the requirements of the US State Department and US Defense Department K12 rating (or ASTM F2656/F2656M M50/P1) rating (or better). Permanent stainless steel covers shall also be supplied for installation over the bollards and shall conform to AISI Type 316 stainless steel with a minimum thickness of 3.5mm.

Revise: E34.11 to read: Tree Guards to be Basic Steel Tree Guard BTG60-18Dia2B, 457mm (18") diameter x 1.5m (60") height as manufactured by Iron Age Designs (Northstar Industries: Crystal Mandley – (905) 668-9174), or equal as approved by the Contract Administrator, in accordance with B6. Finish to be powder coated, colour to be Special Rust Texture – BR47.

DRAWINGS

Replace: 6-2018_Drawing_P-3495-40-R0 with 6-2018_Addendum_2 Drawing_P-3495-40-R1

APPENDICES

Delete: Appendix_B