



## 212-2020 ADDENDUM 1

### CONSTRUCTION OF LDS SEWER SEPARATION – COCKBURN SEWER RELIEF (CONTRACT 6B)

#### **URGENT**

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

ISSUED: April 28, 2021  
BY: John Minkevich  
TELEPHONE NO. 204 896-1209

**THIS ADDENDUM SHALL BE INCORPORATED  
INTO THE TENDER AND SHALL FORM A PART  
OF THE CONTRACT DOCUMENTS**

Template Version: A20190115

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**Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Tender, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid may render your Bid non-responsive.**

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#### **FORM B: PRICES**

Replace: 212-2020 Form\_B-Prices with 212-2020 \_Addendum\_1\_Form\_B-Prices. The following is a summary of changes incorporated in the replacement Form\_B-Prices:

- Form B(R1): Add A.15 Connection to Existing 1,650 mm
- Revise B.4a)(i) quantity to read 100 m
- Revise B.7 quantity to read 18
- Revise B.9a) quantity to read 18
- Revise C.1d) description to read 250 mm PVC SDR35

#### **PART B – BIDDING PROCEDURES**

Revise: B2.1 to read: The Submission Deadline is 12:00 noon Winnipeg time, **May 3, 2021**.

#### **PART D – SUPPLEMENTAL CONDITIONS**

Revise: D20.1 to read: The Contractor shall achieve Substantial Performance by **May 28, 2022**.

#### **PART E – SPECIFICATIONS**

- Revise: E9.5.3 to read: Parking cannot be restricted on Carter Avenue and Weatherdon Avenue at the same time **unless required to facilitate shaft construction and access, at the discretion of the Contract Administrator.**
- Revise: E13.7 (a) to read: Excavations under or within one (1) metre of paved areas on Regional Streets (**Pembina Highway**) shall be Class 1 as per SD-002 unless otherwise noted below or on the Drawings.
- Delete: E13.7 (e)(i):

- Add: E13.7(f) Further to E13.7(a), backfill for all excavations under and within one (1) metre of paved areas on Regional Streets for all pipe sizes listed in the Form B as Class 3 shall be Class 1.
- Add: E15.4 (vi) The connection to the existing 1,650 mm pipe will be paid separately as a lump sum under item A.15 on Form B. Removal of the temporary plug on the 1,650 mm stub out is to be paid separately in accordance with E14.

## **DRAWINGS**

- Replace: 212-2020\_Drawing\_LD-9682\_R0 with 212-2020\_Drawing\_LD-9682\_R1212-2020 \_Addendum\_1  
212-2020\_Drawing\_LD-9686\_R0 with 212-2020\_Drawing\_LD-9686\_R1212-2020 \_Addendum\_1  
212-2020\_Drawing\_LD-9687\_R0 with 212-2020\_Drawing\_LD-9687\_R1212-2020 \_Addendum\_1  
212-2020\_Drawing\_LD-9688\_R0 with 212-2020\_Drawing\_LD-9688\_R1212-2020 \_Addendum\_1  
212-2020\_Drawing\_LD-9691\_R0 with 212-2020\_Drawing\_LD-9691\_R1212-2020 \_Addendum\_1

## **QUESTIONS AND ANSWERS**

- Q1: Can the pipe sizes be increased to 1,050 mm diameter (nominal ID) from MH-118 to MH-119 if the Contractor elects to do so?
- A1: This will be considered with the condition that the water services will require soft digging by the Contractor at the beginning of construction to confirm how many water services will be impacted. The City may decide not to accept upsizing this segment if several water services require regrading.
- Q2: Can we use Class 5 backfill in the Pembina Hwy median, approximate stations 7+60 - 8+00?
- A2: Class 5 backfill can be used as long as the edge of excavation is 1 m from the edge of paved roadway.
- Q3: Is Class 1 backfill required anywhere on this project? Note 4 on Drawing LD- 9674 implies that we do, but Form B unit prices say everything is Class 3 (e.g. turning lane on Pembina)?
- A3: Class 1 backfill will be required for all restorations on Regional Roads (e.g. Pembina Hwy) as per E13.7(a), except for grassed median locations more than 1m from the edge of paved regional roadways (see answer to Q2 above). Class 3 or better will be required on all other roads. Contractor should account for this in their unit rates for potential restoration areas on Pembina Highway. Item E13.7(f) added for this.
- Q4: Will the City pay for temporary Traffic Signal cable relocations and/or repair of the Traffic Signal cables along the 750 mm LDS on Pembina?
- A4: Yes, the City will pay for any Traffic Signal cable temporary relocations or repairs provided damage to the existing infrastructure is unavoidable.
- Q5: Can you provide any additional info on watermain capping and bypass sizing, such as will we be allowed to reduce the temporary watermain diameter by one size from the existing?
- A5: The City will consider allowing a temporary watermain to be one size smaller, pending confirmation from the City WWD Waterworks Dept
- Q6: Is the incidental milling/overlay on Pembina Highway limited to the turn lane?
- A6: Yes. For the northbound left turn lane.
- Q7: Can you review D32 to see if City will reimburse Contractors for water used for construction?
- A7: The City will not reimburse for water used for construction.

Q8: Under E13.7 e) it states Stab Fill back fill for the 1650mm stub. Is there a minimum distance from Stub/Plug that stab is required, or if a shaft of any dimension is in this area it needs to be entirely backfilled with Stab Fill?

A8: This clause has been deleted as it was meant to provide background information for work that is going to be done in the current Cockburn Contract (C6A). Bidders are to expect either Class 3 or native backfill at the existing 1,650 mm LDS stub end. This will depend on how the current C6A contractor will ultimately install the 1,650 mm LDS stub. This 1,650 mm stub and plug has not been installed yet (at time of tender) but the current C6A contractor has indicated that they plan on installing the 1,650 mm LDS stub using hand-mining methods and will install a Cast-In-Place plug at the end of the stub against native soil.

Q9: What are the manhole barrel riser diameters for new manhole MH-104 (Wentworth & Hector)?

A9: 1200 mm.

Q10: Does the existing 300 mm CB Lead in the back lane north of Weatherdon Avenue on LD-9683 need to be abandoned (cut, plugged and filled with low density fill)?

A10: Yes.

Q11: What is the maximum length of time that can be worked in a calendar day?

A11: A Working Day, as defined in C1.1 (tt) and D18, restricts the Contractor to work between 07:00 to 19:00 (Monday to Friday) and 09:00 to 19:00 (Saturdays, Sundays and statutory holidays). If a contractor wished to commence work earlier than 09:00 on Saturdays, Sundays and statutory holidays a noise by-law exemption to the neighbourhood livability by-law must be applied for, approved, and an in place. For the purposes of bidding, the bidder shall assume that Work may not commence until after 9:00 on weekends and statutory or civic holidays.