

138-2006 ADDENDUM 1

Shoal Lake Aqueduct – Asset Preservation Program - Construction of Mile 83 Overflow Sluice Gate Chamber

URGENT

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

ISSUED: March 23, 2006
BY: Marvin McDonald
TELEPHONE NO. (204) 284-0580

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

Template Version: A20050506

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 E – SPECIFICATIONS

- Revise: E5.2 (c) (i) to read: Shall not come closer than 10 metres to the centre of the Aqueduct centreline, except locally at hydro poles and as approved by the Contract Administrator.
- Add: E5.2 (c) (vii) Hydro pole anchors can be temporarily disconnected to permit access for construction vehicles. Contact Manitoba Hydro to arrange for disconnection.
- Revise: E8.7 (a) to read: Construction of Sluice Gate Chamber shall be measured on a lump sum basis. The lump sum price shall include Site access, excavation, shoring, backfill, cast-in-place concrete works, installation of City supplied fabricated stainless steel sluice gate and actuator, supply and installation of Contractor supplied sluice gate, and miscellaneous metals.
- Revise: E9.2 (a) (iv) to read: Stainless steel chemical anchors, EDPM wall gasket, stem cover and stop collar included.
- Clarification of E9.2: Delete the last line in the materials table, titled "Gear Housing" in the "Part" column.
- Revise: E9.4 (a) (iii) to read: City supplied gate will be available for pickup on approximately May 1, 2006, at a location within the City of Winnipeg.
- Revise: E9.7 (a) to read: Installation and testing of sluice gates, mechanical lift operator, stems, wall brackets and accessories will not be measured for payment. It shall be include in the price for Construction of Sluice Gate Chamber. Costs associated with supplier field representative for Contractor supplied sluice gate shall be considered incidental to the Construction of Sluice Gate Chamber
- Add: E14
- E14. USE OF GWWD RAILWAY**
- E14.1 General
- E14.1.1 The City of Winnipeg owns and operates the Greater Winnipeg Water District (GWWD) Railway between the Railway Yard in St. Boniface (598 Plinquet Street) and the Intake at Shoal Lake. Work trains routinely deliver chlorine and other supplies to the Intake and materials for track upgrading and maintenance. Two diesel locomotives are available along with an assortment of rolling stock. The GWWD Railway is available to the Contractor to deliver equipment and material to the work area.

- E14.1.2 The Contractor shall not have unlimited use of the GWWD Railway facilities. The Contractor shall develop a schedule outlining all required GWWD Railway activities and resources and the associated timetable prior to the commencement of construction. The City requires this schedule to deploy the necessary level of railway resources to the project in a timely manner and to schedule the Contractor's requirements with routine track usage.
- E14.1.3 Bidders are advised that emergency railway services will take precedence over material and equipment deliveries. Neither the City, nor the Contract Administrator shall be held liable for failing to provide rail transportation in any event.
- E14.1.4 The Contractor shall ensure that all equipment, vehicles, personnel, and materials are kept off the railway and away from the trackbed, unless instructed otherwise by the Contract Administrator. The Contractor shall provide all labour and equipment necessary for loading and unloading equipment and materials including all equipment necessary to tie down loads. The City of Winnipeg will provide an operator to operate the side dump cars during unloading.

E14.2 Train Service

E14.2.1 Available Rolling Stock

- (a) The following rolling stock are available for the Contractor's use on this project:
- (i) Flat Bed Cars number available = 5
deck width = 2.44 metres
deck length = 12.0 metres
maximum load capacity = 36,000 kilograms
 - (ii) Side Dump Gravel Cars number available = 5
hopper capacity = 20 cubic metres
 - (iii) Ramp Cars number available = 1
deck width = 2.4 metres (9 metres length)
= 3.2 metres (5 metres length at ramp end of car)
deck length = 14 metres
maximum load capacity = 50,000 kilograms
number available = 1
deck width = 2.4 metres
deck length = 6 metres
maximum load capacity = 40,000 kilograms
 - (iv) Caboose number available = 1
- (b) The GWWD Railway right-of-way has sufficient horizontal clearances to transport loads up to 3.66 metres wide.

E14.2.2 Train Use and Scheduling

- (a) A train consists of one (1) locomotive, one (1) caboose and any combination of the remaining rolling stock identified in E14.2.1.
- (b) A train crew shift consists of a train as previously described and the train crew (2 people). A third crew member will be added as required to operate the side dump cars during unloading. The maximum train crew shift duration allowed is 12 hours per calendar day.
- (c) The GWWD Railway can provide one (1) train crews for use on this project. Each train crew can work a maximum of one full train crew

shift per calendar day and a maximum of ten (10) train crew shifts per fourteen (14) calendar day period.

E14.2.3 Transportation of Contractor's Equipment

- (a) Rolling stock identified in E14.2.1 will be made available to the Contractor for the transportation of equipment to and from the work area. Equipment shall be loaded at either the GWWD Railway's St. Boniface Yards, or Mile 82.46 road crossing. Contractors are also advised that equipment such as an excavator will be required to raise and lower the steel equipment ramps on the ramp car.
- (b) Loading ramps are available at the St. Boniface Yards to load equipment onto flat cars. Similar ramps are not available at the Mile 82.46 loading point.
- (c) The Contractor is advised that some tracked construction equipment may be moved between work sites by travelling on the railbed, provided the railway infrastructure is not damaged during movement of the equipment. Approval for moving equipment on the railbed may be granted by the GWWD Railway upon review of the type of equipment. Any damage to the railway infrastructure resulting from equipment moving along the railbed shall be corrected by the Contractor at their expense. In no case shall the Contractor move equipment along the railway without prior approval and track support by a City of Winnipeg GWWD Operator.

E14.3 Tariffs

- E14.3.1 The Contractor will be permitted four (4) days of train usage to mobilize, demobilize and/or transport materials to the site, should access road conditions not allow reasonable access to the site without damage to the GWWD right-of-way, the Aqueduct, railway or equipment. Costs associated with four (4) days of train usage will be borne by the City of Winnipeg.
- E14.3.2 Additional train usage, if required by the Contractor, may be scheduled by the Contractor at the tariff rates set out below.
- E14.3.3 Charges for using GWWD Railway train(s), including the train crew(s), shall be
 - (a) \$60.00/hour for the locomotive including the train crew
 - (b) \$15.00/hour/car for each additional piece of rolling stock requested
 - (c) minimum charge of eight (8) hours per trip
 - (d) rolling stock and the locomotive charges shall not be subject to overtime charges
 - (e) an additional \$75.00/hour overtime rate shall be charged for train crew time, for time in excess of eight (8) hours per day

E14.4 Method of Measurement and Basis of Payment

E14.4.1 Method of Measurement and Basis of Payment

- (a) Loading and unloading material and equipment associated with use of the GWWD Railway shall not be measured and will not be considered as an item for payment.
- (b) No payment shall be made for loading and unloading equipment and materials associated with the use of the GWWD Railway units as these items shall be considered incidental to the work included in this Specification.

DRAWINGS

Replace: Drawing D-8899-RC with Drawing D-8899-RD.