



## 842-2015 ADDENDUM 2

### REQUEST FOR PROPOSAL FOR PROFESSIONAL CONSULTING SERVICES FOR 2016 REGIONAL STREET, LOCAL STREET, ALLEY AND GRANULAR ROAD RENEWAL PROGRAM

#### **URGENT**

**PLEASE FORWARD THIS DOCUMENT TO WHOEVER IS IN POSSESSION OF THE REQUEST FOR PROPOSAL**

ISSUED: October 16, 2015  
BY: **Colin Titchkosky, C.E.T.**  
TELEPHONE NO. 204 - 794-4375

**THIS ADDENDUM SHALL BE INCORPORATED INTO THE REQUEST FOR PROPOSAL AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS**

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**Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Request for Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 9 of Form A: Proposal may render your Proposal non-responsive.**

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#### **PART F – SPECIFICATIONS**

Add: F4.

#### **F4 GUIDELINE FOR MILL AND FILL PAVEMENT REHABILITATION METHOD (2015)**

- F4.1 The Mill and Fill Pavement Rehabilitation Method Guidelines are not intended to replace sound engineering judgement.
- F4.2 Purpose of Treatment
  - (a) The Mill and Fill treatment is a preventative method to extend pavement life, improve ride and drainage and correct rutting.
  - (b) Applicable to existing concrete streets with asphalt overlay in fair condition.
- F4.3 Scope of Mill and Fill work includes planing, minimal curb, sidewalk and pavement repairs, minor adjustments and placement of asphalt overlay in the least possible time and inconvenience to the public
- F4.4 Selection Criteria
  - (a) Pavement condition. Can be a combination of all or part of the following:
    - (i) General Condition – Fair as defined by the Pavement Management Models (PMM).
    - (ii) Slight to moderate cracking.
    - (iii) Fair pavement joints as defined by PMM.
    - (iv) Fair to good drainage
    - (v) Rutting greater than 15mm
    - (vi) Defined by Public Works asset management system and confirmed by Site inspection
- F4.5 Engineering and Planning Summary
  - (a) Planning
    - (i) Develop traffic management plans for approval by the Traffic Studies Engineer and the City's Project Manager.
  - (b) Underground works
    - (i) Coordinate the review of sewer and water by Water and Waste to identify problems that must be corrected and to coordinate underground rehabilitation projects if required

- (ii) Inspection and general review of condition of existing catchbasins, manholes and any other structures in the pavement that may affect the mill and fill design life.
  - (iii) CCTV inspection of all CB leads to be reused.
  - (iv) CCTV inspection of sewers not required.
  - (v) Coordinate the operation and checking of mainline water valves by Water and Waste
  - (vi) Advising on requirement for coring of the pavement subject to the City's Project Manager's approval.
- (c) Utilities
- (i) Renewal of street lighting, gas, MTS and signal plant not included
- (d) Design life
- (i) 8 to 10 Years

#### F4.6 Construction Method Summary

- (a) Joint and slab repairs
- (i) Type A repairs for catchbasins and manholes where adjustments are required
  - (ii) Final Concrete Restoration of any Temporary Utility Cuts.
  - (iii) Localized joint and slab replacement (areas to be repaired must be unstable and have extensive cracking). Total replacement area less than 5% of total pavement area
  - (iv) All repairs shall be completed utilizing 24 hour Concrete for Early Opening
- (b) Joint sealing
- (i) Not required prior to placement of asphalt overlay
  - (ii) Include Reflective Crack Sealing during Warranty Period
- (c) Planing
- (i) Plane existing asphalt overlay 40mm to 60mm
  - (ii) Plane headers at tie-ins to existing asphalt overlays
  - (iii) Planing should be followed immediately with asphalt paving where possible. Normally traffic not to travel on the milled surface.
  - (iv) Planed pavement (normally intersections or other situations approved by the City's Project Manager) should not be open to traffic for extended periods (2 days without concrete repairs and 5 days with concrete repairs)
- (d) Adjustments
- (i) Design should accommodate existing appurtenances to avoid adjustments
  - (ii) For existing curb and gutter inlets, only adjust if required to match design asphalt overlay elevation
  - (iii) Existing curb inlets with inlet boxes and existing gutter inlets shall be replaced with curb and gutter inlets where possible.
  - (iv) Adjust manholes and catch basins to match proposed grade and cross-fall
  - (v) Design asphalt overlay to match Hydro and MTS manholes
  - (vi) For manholes or catchbasins that require adjustment, remove and replace pavement and set 50mm below design asphalt overlay elevation
  - (vii) Replace damaged covers and lifter rings
  - (viii) Install lifter rings on manholes and catchbasins to accommodate design asphalt overlay elevation, use existing where possible
  - (ix) Adjust or Install Water Valve Extensions to accommodate design asphalt overlay elevation, use existing where possible
- (e) Curbs and sidewalk renewal
- (i) Replace missing curbs and renew curbs that are severely deteriorated or dangerous
  - (ii) Finished curb height
    - ◆ Preferred – 100mm
    - ◆ Minimum – 75mm

- (iii) Replace existing barrier curb at Intersections and approaches with modified barrier curb only when curb condition requires replacement.
  - (iv) Replace or install curb ramps where:
    - ◆ Missing curbs
    - ◆ Severely deteriorated condition
    - ◆ Correction of orientation
    - ◆ New ramps replacing barrier curb
    - ◆ Design asphalt overlay elevation
  - (v) Install Detectable Warning Surface Tiles
  - (vi) Localized sidewalk repairs, only when sunken or heaved locations and vertical faults or horizontal cracks or joints greater than 10mm. Locations must be approved by Public Works.
- (f) Approaches
- (i) Place asphalt overlay as required to match design asphalt overlay elevation
- (g) Boulevard restoration
- (i) Restore boulevard at replaced curb and sidewalk with topsoil and seed.
  - (ii) Restoration to be accepted at final inspection without formal maintenance inspection.
  - (iii) All boulevard restoration must be completed prior to placement of asphalt overlay.
- (h) Placement of asphalt overlay
- (i) Preferably place in one lift, 50mm thickness ( $\pm$  5mm).
  - (ii) Scratch coat to be placed in localized areas to correct poor drainage. Where final curb height allows, place up to 75mm, in two lifts, with final lift being 50mm.
  - (iii) In general, match previous design
  - (iv) New curb must be in place for a minimum of 1 day prior to placement of asphalt overlay
  - (v) Longitudinal grade:
    - ◆ Minimum – 0.3%
    - ◆ Preferred – 0.4 to 0.5%
  - (vi) Pavement cross fall:
    - ◆ Minimum – 1.5%
    - ◆ Preferred – 2.0%

## **Appendices**

Replace: 842-2015\_Addendum\_1-Appendix\_C with 842-2015\_Addendum\_2-Appendix\_C (R2). The following is a summary of changes incorporated in the replacement APPENDIX C

1. Revised Additional Notes on Regional Streets Package 16-C-01 for Sargent Avenue Rehabilitation.
2. Revised Additional Notes on Local Streets Package 16-R-06 for Acheson Dr.