



421-2010ADDENDUM 1

2010 CAPITOL PROGRAM – GIRDER REPAIRS AT ROUTE 20 AT KEEWATIN OVERPASS AND ROUTE 20 AT REDDITT OVERPASS

URGENT

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

ISSUED: June 4, 2010
BY: Mark Doucet
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**THIS ADDENDUM SHALL BE INCORPORATED
INTO THE BID OPPORTUNITY AND SHALL
FORM A PART OF THE CONTRACT
DOCUMENTS**

Template Version: A20070419

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 D – SUPPLEMENTAL CONDITIONS

Revise: D9.1 (a) to read:

Commercial general liability insurance, in the amount of at least five millions dollars (\$5,000,000) inclusive, with The City of Winnipeg and Canadian Pacific Railway Company to be added as an additional insured's, with a cross liability clause, such liability clause to contain a contractual liability, unlicensed motor vehicle liability, non-owned automobile liability and products and completed operations endorsement to remain in place at all times during the performance of the Work and throughout the Warranty period;

Revise: D9.1 (b) to read:

Automobile liability insurance for owned automobiles used for or in connection with the Work in the amount of at least five million dollars (\$5,000,000) at all times during the performance of the Work and until the date of Total Performance;

Revise: D9.1 (c) to read:

Broad form course of construction insurance in the amount of one hundred (100%) of the total Contract Price, written in the name of the Contractor and The City of Winnipeg, at all times during the performance of the Work and until the date of Total Performance.

PART E – SPECIFICATIONS

Revise: E7.3.2 (b) to read:

The Contractor shall not erect any temporary construction access or otherwise use the space within the railway clearance limits, as shown on the drawings, for any construction activities without written authorization from C.P.R.

Revise: E7.3.2 (c) to read:

The City will employ a "flagman" as supplied by C.P.R. for a total of twenty (20) working days. The costs associated with any additional flagging beyond twenty (20) working days will be the responsibility of the Contractor and will be deducted from the Contractor's payment.

Revise: E7.3.2 (d) to read:

The flagman will be on-site at the discretion of C.P.R. whenever Work, which may affect their operations, takes place in the vicinity of Piers 1 and 2. The schedule for the C.P.R. "flagman" will be provided by C.P.R. following the tender close. It will be the Contractor's responsibility to complete the Work requiring flagging during the scheduled times provided by C.P.R. In general, the following criteria will apply to the Contractor's Work and their observance of safety with respect to the railway clearance diagram:

Revise: E7.3.2 (d) (i) to read:

The Contractor shall not erect any scaffolding on the track side of Piers 1 and 2. The Contractor shall use a mobile elevated work platforms or other equipment as approved by the Contract Administrator and C.P.R.

Revise: E7.3.2 (d) (ii) to read:

The flagman will generally be required, when determined by C.P.R., when the Contractor is working on the girder ends at Piers 1 and 2. This may also include erecting scaffolding or moving a hoist in the vicinity of Piers 1 and 2.

Delete: E7.3.2 (d) (iii)