

757-2016B ADDENDUM 3

TRANSIT BUS MAINTENANCE AND REPAIR GARAGE EXPANSION DESIGN – BUILD PROJECT

URGENT

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

ISSUED: April 5, 2017
BY: Kevin Sim
TELEPHONE NO. 204-956-4055

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

Template Version: Ar20160708

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.

PART B – BIDDING PROCEDURES

Revise: B15.2.1(a)(x) to read: parking requirements to the minimum standards of the City of Winnipeg by-laws and compliance with those requirements; landscaping and buffering requirements for the parking lot interior and street edge at least doubling the minimum standards of the City of Winnipeg by-laws, including a dense hedge and ornamental metal fence along the street edge;

Revise: B15.2.4(m) to read: Describe the stand-by generating system including, but not limited to the following:

PART E – SPECIFICATIONS

Revise: E16.1.2 to read: Scope of work is primarily determined by the doubling of the requirements of the City of Winnipeg By-laws for buffering and screening of new development especially parking lots to surrounding residential properties. Specific project expectations for landscaping and buffering requirements for the parking lot interior and street edge will be at least doubling the minimum standards of the City of Winnipeg by-laws, and the inclusion of a dense hedge and ornamental metal fence along the street edge.

Revise: E16.2.2 to read: The Contractor shall have conducted a CPTED assessment of the existing site and developed new parking lots, walkways and landscape areas to CPTED standards through a CPTED trained or certified Landscape Architect who is also a current MALA member in good standing. Proposals shall include site development schematics with CPTED labels and a narrative describing CPTED solutions.

Revise: E16.3.1(k) to read: Ornamental metal fence

Revise: E16.3.1(m) to read: Site lighting (Refer Electrical)

Revise: E16.4.3 to read: Protection of Existing Trees

- (a) The Contractor shall take the following precautionary steps to prevent damage from construction activities to existing park trees within the limits of the construction area:
- i. Install orange safety fencing with a minimum height of 1.2 m using t-rail metal stakes at a minimum of 2 m o/c; safety fencing shall be securely fastened to the stakes;

- ii. not stockpile materials and soil or park vehicles and equipment within 2 metres of trees;
 - iii. strap all existing trees within in the limits of construction with 25 x100 x 2400mm wood planks, or suitable protection as approved by the Contract Administrator;
 - iv. excavation shall be performed in a manner that minimizes damage to the existing root systems. Where possible, excavation shall be carried out such that the edge of the excavation shall be a minimum of 1.5 times the diameter (measured in inches) where 1 inch diameter equals 1 foot measured from the outside edge of the trunk of the tree at 6 inches above grade. Where roots must be cut to facilitate excavation, they shall be pruned neatly at the face of excavation;
 - v. equipment shall not be operated within the drip line without written permission from the Contract Administrator. Equipment shall not be parked, repaired, refuelled; construction materials shall not be stored, and earth materials shall not be stockpiled within the drip lines of trees. The drip line of a tree shall be considered to be the entire ground surface located directly beneath the tree and radiating out to the tips of its outermost branches. The Contractor shall ensure that the operations do not cause flooding or sediment deposition on areas where trees are located;
 - vi. repair, replace and maintain tree protection materials throughout construction until project completion; and
 - vii. carefully remove safety fencing and strapping material without harming trees as soon as the construction and restoration work is completed.
- (b) All damage to existing trees caused by construction activities shall be repaired to the requirements and satisfaction of the Contract Administrator and City forester having jurisdiction.

Revise: E16.4.5 to read: The City has expressed a strong desire to keep and protect the large cottonwood tree at 421 Osborne Street. All attempts should be made to protect and ensure the ongoing health of this specimen. In the event that this is not possible, the tree will need to be removed to accommodate the construction of the new parking lots for this facility (Per memo attached in Appendix J - CWPG 421 Osborne Tree removal memo Nov 9, 2016) If required, this tree must be removed by a certified arborist in accordance with the City of Winnipeg Forestry department regulations. A list of pre-approved contractors for this type of work can be found at http://winnipeg.ca/publicworks/parksOpenSpace/UrbanForestry/Homeowner_Tree_Maintenance_Guidelines.stm.

Revise: E16.11 to read: Ornamental Metal Fence – black powder coated steel ornamental fence as indicated on site plan.

- (a) Montage Genesis 3-Rail as supplied by Wallace and Wallace, 90 Lawson Crescent, Winnipeg, MB; (204).452.2700; or approved equal
- (b) Height: 1.8m (6 ft.)
- (c) Post Size: 2.5" x 2.5" – 16 gauge square with square cap
- (d) Colour: Black
- (e) Mounting – In-ground, friction driven

Revise: E23.7.1 to read: All walls that are within 1200 mm from the finished floor are to be of robust construction and shall be constructed of reinforced, cast-in-place concrete with suitable architectural finishes including insulation. Those in bus travel areas are to be capable of withstanding the low speed impact of a transit bus, minimum design impact speed of 10 km/h for a maximum design vehicle weight of 44,000 lbs.

Add: E26.1.12(c) The City is currently working with Manitoba Hydro on the supply of the new 25kV feed. The City will coordinate the routing of the new 25kV feed as well as the point of

demarcation with Manitoba Hydro. The City will pay all the fees associated with the new 25kV service.

- i. The location of the new customer-owned switchgear is anticipated to be at the location indicated on the sketch, on the green space in front of the existing electrical vault. The location is approximate. The equipment layout shall be finalized by the Contractor and Manitoba Hydro.
- ii. Service voltage will be 25kV. Incoming service size to be confirmed by Manitoba Hydro.
- iii. Manitoba Hydro is planning on providing a DC cabinet near the existing facility on Brandon Ave and extending conductors from the DC cabinet to the customer-owned switchgear. The Contractor will be responsible for the outdoor service entry switchgear complete with metering cabinets, as well as termination of Manitoba Hydro supplied conductors at the switchgear.
- iv. Testing of conductors will be completed by Manitoba Hydro prior to the termination.
- v. The Contractor will not be responsible for any modifications to the Manitoba Hydro infrastructure.
- vi. The Contractor is responsible for coordinating the equipment fault current requirements with Manitoba Hydro.
- vii. Manitoba Hydro will be responsible for grounding provisions for the DC cabinet at the point of demarcation.
- viii. The Contractor is responsible for the grounding requirements at the location of the new switchgear.
- ix. Demolition within the existing Hydro vault is outside of the Contractor's scope of work.

Revise: E26.5.4(a)(v) to read: Provide a 1" PVC conduit complete with pull string from the metering cabinet to the nearest IT room. Provide an outdoor plant CAT3 and CAT6 from the outdoor service entry switchgear to the nearest communication room via the 1" PVC conduit. Limit number of conduit bends between pull points to two 90 degree bends.

Revise: E26.5.6(a) to read: Main distribution design for the new addition shall incorporate a stand-by generator mounted on the exterior of the building in a self-contained enclosure, as well as automatic transfer switch mounted inside the building. Generator shall not serve life safety systems.

Revise: E26.5.8(d) to read: Branch circuit panels for: site lighting, main garage, lighting/receptacles, public corridor lighting and public air handling and mechanical equipment will be provided electrical room. Each panel will be 120/208V, 225A or 400A, 42 Circuit, will all necessary breakers – plus 20% spare (15A-1P). Panel shall be NBLP or similar type with 1" wide breakers. Load centers are not acceptable for any public panel. KAIC rating shall be based on the SCCAF study.

APPENDICES

Appendix P: Add the following drawings:

Drawing M0001-R1

Drawing M0002-R1

Drawing E0001-R2

Drawing E0002-R1

Add: Appendix_V Electrical and Gas Consumption History

Add: Appendix_W Manitoba Hydro Preliminary Incoming Service Design

QUESTIONS AND ANSWERS

- Q1. Will any existing first aid room spaces meet the requirements of the expanded facility, which may include greater staff on site?
A1. There will not be a greater staff presence on site due to the expansion.
- Q2. Do any or all of the shop duplex receptacles require more than 15 amp circuit per duplex?
A2. All duplex receptacles in the garage and shops area should be 20 amp circuits.
- Q3. Can the City provide access to, or complete electrical consumption and demand information for all electrical services on the property, on a monthly basis, for a minimum of two years?
A3. Refer to new Appendix V. Information is provided as-is from Manitoba Hydro.
- Q4. With regards to the possible conversion of service areas to personnel facilities, please confirm that the City anticipates replacement of all the existing HVAC equipment in these areas.
A4. The question is not clear. It is the intention that conditions of the Room Data Sheets (RDS) and/or the output specifications be met (i.e. Climate controlled, ASHRAE 55, etc.). Occupied administration areas are required to be climate controlled (i.e. air-conditioned and/or heated to meet the conditions identified in the RDS). It is unlikely that the existing HVAC is suitable to meet the conditions of the RDS and/or output Specifications however the Proponent is permitted to recommission existing equipment where it is deemed suitable for reuse. The output Specifications defines clearly what life expectancy is required after recommissioning.
- Q5. As permitted by codes and standards, is it acceptable to the City to transfer suitable cleanliness class air from the existing facility for supply of air into the new areas, or are airstreams to remain completely separate?
A5. The bus garage spaces are generally open between the addition and the existing facility and as a result the airstreams will not be completely isolated, however the Proponent shall not assume that existing adjacent areas have suitable ventilation or heating/cooling capacity via transfer air to satisfy the prescribed conditions of the new space and shall provide new services for the addition in accordance with the requirements of the RDS and output Specifications.
- Q6. Is it acceptable to install HVAC equipment within the roof truss space?
A6. Not acceptable – the environment is not conducive to conduct maintenance activities at height with frequent vehicle traffic below.
- Q7. Can any of the following services in the expansion draw from and discharge to the existing systems, or do all the new systems have to operate strictly as a stand-alone facility?
- HVAC
 - Plumbing and drainage
 - Fire Suppression - interconnect
 - Vehicle liquids dispensing (oils, antifreeze, etc.)
 - Compressed air
 - Natural Gas
- A7. Responses are as follows:
- HVAC – *stand-alone, the City intends to upgrade the existing facility HVAC in future years*
 - Plumbing and drainage – *interconnect*
 - Fire Suppression – *interconnect*
 - Vehicle liquids dispensing (oils, antifreeze, etc.) – *interconnect*
 - Compressed air – *interconnect*
 - Natural Gas – *interconnect*
- Q8. Room Data Sheets for most vehicle areas, such as “Typical Service Bay” indicate “Environment” of 80F and 60% Humidity. Are all areas that indicate “Climate Controlled” in the “Mechanical Services” section to include mechanical cooling?
A8. The RDS indicates “Climate Controlled” for many areas of the bus garage including the Typical Service Bay, therefore the air is anticipated to be tempered and/or dehumidified for peak outdoor conditions to 80 Deg. F. primarily to reduce the humidity to 60% +/- 5%. The RDS indicates that the space is not anticipated to be humidified in the winter, however must be maintained at 68 Deg. F.

- Q9. Does the City have a preferred Overhead Crane supplier?
A9. The City does not have a preferred supplier.
- Q10. The Room Data Sheet for the "Body Shop" suggests that welding or plasma cutting appear to be possible there, but it does not appear to include any mention of portable fume capture equipment, or provision for increased ventilation rates. Please confirm that at the source fume capture is preferred and that it will be provided by the City, or added to the equipment lists, or advise otherwise.
- A10. Plasma cutting to have dedicated hood over top, and power to be supplied for existing portable fume extractors. Fume extractors are 208v three phase, 40A units at approximately eight locations to be confirmed in updated Room Data Sheets.

PROPOSERS GEOTECHNICAL INVESTIGATION TELECONFERENCE

Date: April 3, 2017

Time: 1:30pm CDT

Attendees:

Rolfe Bergen – Graham	Eamonn Kenny – PCL	John Thompson – Bockstael
James Gibson – Graham	Brent Geake – PCL	Ryan Lavich – Bockstael
Gil Robinson – Dyregrov	Bruce Emberley – WSP	Tim VanDekerkhove – City – Transit
Catherine Green, City – Materials Management	Kevin Sim – Colliers Project Leaders	

1. Proponent representatives with authority on decisions relative to the items raised during the teleconference:
 - a. Rolfe Bergen – Graham
 - b. Eamonn Kenny – PCL
 - c. John Thompson – Bockstael
2. All Proponents understood and accepted that the notes from the teleconference will be posted via addendum.
3. The City drew the Proponents' attention to clause C3.2 of the General Conditions of the Contract and that no discussion related to the results or the pricing ramifications to the proposals can take place amongst Proponents. All Proponents noted their understanding and acceptance of this clause.
4. Colliers Project Leaders noted that the joint geotechnical reports are to be submitted along with each Proponent's proposal submission as outlined in the RFP and addendum.
5. Dyregrov confirmed that the drill rig has been booked for April 12 and 13. These dates may be subject to change pending completion of utility locates.
 - a. Dyregrov requires the lot, block and plan numbers for the properties south of Brandon Avenue in the area of the proposed new parking lot. Colliers Project Leaders will research and submit this information.
 - b. Dyregrov advised that the lot, block and plan number information for the proposed garage area is sufficient for their needs.
 - c. Colliers Project Leaders requested Dyregrov to outline the proposed hole locations on their work plan sketch and obtain all Proponents' agreement on the locations. The Proponents' agreement shall be submitted along with the revised sketch.
6. Communications:
 - a. The primary Proponent contacts for correspondence on this work are as follows:
 - i. Rolfe Bergen – Graham
 - ii. Eamonn Kenny – PCL
 - iii. John Thompson – Bockstael
 - b. The primary site contacts are as follows:
 - i. John Thompson – representative on behalf of all Proponents – jthompson@bockstael.com; 204.233.1718
 - ii. Gil Robinson – Dyregrov (main contact) - gilrobinson@drgeotechnical.com;

- iii. Chris Ribachuk – Dyregrov (site) – chris@drgeotechnical.com; 204.296.6388
 - c. All correspondence on the geotechnical drilling and activities to be communicated to the Contract Administrator and all three main proponent contacts.
 - d. Bockstael and Dyregrov to coordinate and identify traffic control procedures while drilling operations are underway. Provide flag persons, barricades, pylons or other markers if required to direct traffic.
 - e. Bockstael and Dyregrov to coordinate and identify safety protocols including required safety equipment while the site works are in progress. Provide information to the Contract Administrator for record in the event the site needs to be accessed in an emergency.
 - f. Bockstael and Dyregrov were advised to clean up the site after the completion of each work day.
 - i. Dyregrov advised that excess drill cuttings will be placed in tote bags to be left for pickup following completion of the drilling activities. The location of the tote bags will be confirmed with the Contract Administrator. Pickup is expected the next day on April 13 however due to the Easter weekend, may not occur until early the following week.
7. Proponent representation on site during drilling
- a. All Proponents indicated that they do not need to be on site full time during drilling operations.
 - b. All Proponents agreed that any other Proponent may drop into the site to check on progress at any time during drilling operations.
 - c. The City noted that “The terms of this agreement are the business of the Proponents, including scope of work and payment sharing details. The City is just providing access to the site.”
8. Graham and PCL each thanked Bockstael for undertaking the coordination and lead activities on their behalf for this work.