



1365-2019 ADDENDUM 2

REPLACEMENT OF GWWD RAIL CROSSING PROTECTION AT TRANS-CANADA HIGHWAY 1

URGENT

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

ISSUED: March 2, 2020
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THIS ADDENDUM SHALL BE INCORPORATED INTO THE TENDER AND SHALL FORM A PART OF THE CONTRACT DOCUMENTS

Template Version: A20190115

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.

PART E – SPECIFICATIONS

Revise: E5.2.3 to read: Testing and Commissioning

The system shall be completely tested and commissioned into service. All tests to ensure that individual components and subsystems are to specifications and function as intended and that all wiring and installation is correct and meets specifications, shall be duly performed. All operational tests shall be performed, and the system shall be functionally tested for train operation.

CN testing standards shall be used.

Revise: E5.8.20 to read: Foundations – Instrument Housing

Foundations for the instrument housing shall be furnished and installed by the Contractor. The bungalow foundations shall be of the drop down pier type per Safetran bungalow and conform to the AREMA C&S Manual specifications Part 14.4.21A.

QUESTIONS AND ANSWERS

Q1: What type of rail is installed in the crossing approaches?

A1: Prior to construction commencement, the City will be installing 115lb rail at the crossing and 85lb rail at the approaches.

Q2: Can redundant insulated joints be double bonded or should they be completely removed?

A2: The insulated joints shall be completely removed.

Q3: What type of rail bonding is preferred (pin brazing, plug bonds, exothermic, etc.)?

A3: Plug bonding is acceptable.