



351-2023 ADDENDUM 1

2023 SEWER RENEWALS BY CIPP LINING (LARGE DIAMETER) – CONTRACT 4

URGENT

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

ISSUED: 2023-11-07
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**THIS ADDENDUM SHALL BE INCORPORATED
INTO THE BID/PROPOSAL AND SHALL FORM
A PART OF THE CONTRACT DOCUMENTS**

Template Version: Add 2021-03-05

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid/Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid/Proposal may render your Bid/Proposal non-responsive.

PART B – BIDDING PROCEDURES

Revise: B2.1 to read: The Submission Deadline is 12:00 noon Winnipeg time, November 17, 2023.

PART D – SUPPLEMENTAL CONDITIONS

Revise: D22.1(a)(i) to read: Sewer rehabilitation work on Portage Avenue within the Phase 1 Traffic Control limits shall be completed within twenty-five (25) consecutive Working Days from the installation of the Lane Closure. No planned breaks in construction will be allowed once work on the Critical Stage begins. Work shall include CIPP lining and manhole rehabilitation, including all post-lining works (sewer service reinstatement, pavement restoration, and post-lining CCTV inspections).

Revise: D22.1(b)(i) to read: Sewer rehabilitation work on Portage Avenue within the Phase 2 Traffic Control limits shall be completed within twenty-five (25) consecutive Working Days from the installation of the Lane Closure. No planned breaks in construction will be allowed once work on the Critical Stage begins. Work shall include CIPP lining and manhole rehabilitation, including all post-lining works (sewer service reinstatement, pavement restoration, and post-lining CCTV inspections).

PART E – SPECIFICATIONS

Delete: E4.4.4(b)

Revise: E7.8 to read: E7.8 Weather

E7.8.1 Environment Canada shall be used as the baseline weather forecast for planning and scheduling of Work.

- (a) Environment Canada for Winnipeg, MB: https://weather.gc.ca/city/pages/mb-38_metric_e.html
- (b) Please note the above hyperlink to Environment Canada is correct at the time of Tender issuance, however this may change during the course of the Contract.

E7.8.2 The Contractor can contact to the Contract Administrator to confirm any changes as necessary.

E7.8.3 The Contractor shall review the Environment Canada weather forecast at a minimum once daily, and prior to Work commencing on site each day.

E7.8.4 When forecasted wet weather exceeds 5 mm, delay installation of liners and/or secure existing work sites.

E7.8.5 Where wet weather equal to or less than 5 mm of rainfall is forecasted, Work may proceed under the following conditions:

- (a) Mainline diameters equal to or less than 400 mm:
 - i. The Contractor has reviewed the forecasted rainfall event and provides written confirmation to the Contract Administrator that the proposed flow control measures provided are able to accommodate anticipated flows.
- (b) Mainline diameters greater than 400 mm:
 - i. The Contractor demonstrates to the Contract Administrator via numerical calculations that the proposed bypass system is capable of accommodating anticipated flows.
 - ii. Upon request, the Contract Administrator will provide the Contractor with a map of the estimated catchment area to aid in the assessment.
 - iii. Catchment area maps can be provided within 3 Business Days of a request.
 - iv. Estimated catchment maps, if provided, are based on readily available information. There is no guarantee regarding accuracy of the information.

E7.8.6 The Contractor shall advise immediately of any weather-related delays.

E7.8.7 The Contractor shall schedule Work according to the weather.

E7.8.8 Delay claims due to wet weather shall be communicated to the Contract Administrator within five (5) Business Days after the date of the wet weather event.

E7.8.9 The Contract Administrator will review all claims with regards to wet weather delays in accordance with the General Conditions. Claims shall be reviewed within five (5) Business Days of receipt and may include discussions with the Contractor to ascertain the costs and reasoning associated with the work delay. A Change Order will be processed upon approval of the delay. If further time is required for due consideration by the Contract Administrator, a timeline will be established with the Contractor where no additional claims shall be made outside of the agreed upon response window.

APPENDICES

Replace: Appendix C

The following is a summary of changes incorporated in the replacement Appendix:

S-MA20009421: Revise Traffic Impacts/Controls; Applicable Figures

S-MA20009430: Revise Traffic Impacts/Controls; Applicable Figures

QUESTIONS AND ANSWERS

Q1: Specification E4 has changed, placing the responsibility for placing, maintaining, and removing all regulatory signs and traffic control devices on the Contractor. What is the reason for this change?

A1: These changes came into effect earlier this year and reflects the City's current expectations and standard practices for traffic control.

Q2: Re. changes to E4, Is Traffic Services no longer installing regulatory signage as they have done in the past?

A2: The intent is for the Contractor to be responsible for managing, installing, and maintaining any and all traffic control requirements. Refer to Section 2 of the 2022 Manual of Temporary Traffic Control – Rev 1 for roles and responsibilities.

Q3: Re. changes to E4, is the Contractor responsible for costs related to supplying and installing regulatory signage as noted in E4.1(c)?

A3: Yes.

Q4: Re. changes to E4, is the Contractor responsible for costs “arising from placement of traffic control devices, placement of temporary transit stops, and lost parking meter revenue by the City of Winnipeg in connection with works undertaken by the Construction Agency” as per Page 5 of the Manual of Temporary Traffic Control.

A4: No. The Contractor will not be responsible for costs arising from work undertaken by the City.

Q5: Due to the location of the MH's at Wall St & St. Matthews and the narrowing of the street at Goulding St & St. Matthews Ave it will be impossible to maintain the traffic requirements while performing the work. Can the City alter its requirements to allow for the temporary full closure of St. Matthews between Wall St & Goulding St to allow for a safe working zone for pedestrians, vehicles, and crews?

A5: See revised Appendix C provided with this Addendum.

Q6: Can a clause in Section E7.8.4 be added to clarify what amount of forecasted weather would cause a work stoppage. As stated in Section E7.8.4 the City is not responsible for costs associated with weather related delays. This leaves the Contractor heavily exposed to risk. Suggest that a clause be added allowing for work to proceed with up to and including 5mm of forecasted rain. If the City is not willing to add this clause, the Contractor needs to know what amount of forecasted weather relating to percentage chance of rain and amount of rain will cause a work stoppage. Or can a daily rate be added to the Form B: Unit Prices for work stoppage based on forecasted weather delays?

A6: See specification revisions provided with this Addendum. A daily rate for work stoppage due to wet weather will not be provided.

Q7: E12.7.11(f) states in larger sewer sizes where it is not possible to provide a full diameter confined test sample... the contractor shall cut a sample directly from the installed CIPP Liner. How will the requirement for determining whether a cut out sample be determined?

A7: Refer to E12.7.11(l)(i). Direct Cut Samples will be requested by the Contract Administrator if plate samples are unavailable, or if plate sample test results indicate that further testing is required.

Q8: If required, please confirm if there is a minimum thickness to length ratio for cut out samples from unreinforced liners?

A8: Refer to E12.7.11(l)(ii).

Q9: Section 12.8.1(a) provides a list of blind shots. Wellington Ave S-MA20017810 has a Downstream Manhole associated with it on the Drawings, and on both Appendix A & B. After reviewing the CCTV completed on July 28, 2021, shows the segment terminating into another sewer. Can the City confirm if a new Manhole has been installed here on a previous contract? If no manhole has been installed can the drawings be updated to show the location of the nearest manhole to the downstream end of S-MA20017810?

A9: The sewer on Wellington terminates into the downstream trunk sewer with downstream manhole S-MH20015931 in very close proximity to the junction as shown on Drawing 13349. It can be seen in the CCTV inspection at approx. 2:03-2:05 when the camera pans left from the connection to the DS sewer.