

98-2025 ADDENDUM 2

PROFESSIONAL CONSULTING SERVICES FOR GWWD RAILWAY MILE 41.3 BRIDGE REPLACEMENT

URGENT

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

ISSUED: February 25, 2025
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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 2024-02-01

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, March **10**, 2025.

PART D – SUPPLEMENTAL CONDITIONS

Revise: D22.3 to read: The City intends to award this Contract by April **22**, 2025.

APPENDIX A – RELEVANT DOCUMENTS

Replace: The following reference drawings are available in pdf format by request to the consulting contract administrator after completion of a non-disclosure agreement:

Drawings	Year	No. Drawings	CAD Available
GWWD Railway Bridge Repair at Mile 41.3 (296-2015)	2016	3	Yes
Aqueduct Drawings at Mile 41.3 (B-161, D-361, D-6427, D-6428)	1914-2000	4	Varies

APPENDICES

Add: Appendix D – Site Investigation Photos

Note: This appendix is available electronically by request to the Consulting Contract Administrator after completion of a Non-Disclosure Agreement.

QUESTIONS AND ANSWERS

Q1: What are the load restrictions for the Brokenhead River road bridge on Municipal Road 52N?

A1: The design vehicle loading limit for Municipal Road 52N is HS-25 loading. Drawings for the road bridge can be found in Appendix D of Bid Opportunity 296-2015 here:

https://legacy.winnipeg.ca/MatMgt/FolderContents.asp?FOLDER_NAME=296-2015&YEAR=2015

Q2: How often do trains travel on the GWWD Railway? Can the schedule of train activity at Mile 41.3 be shifted around for design activities on Site?

A2: Trains travel regularly on the GWWD Railway to the SLAIF every two (2) weeks, at a minimum. During the summer, however, the frequency of train activity increases to approximately daily travel. The City can shift schedules around to accommodate short work activities at Mile 41.3 during design, provided an emergency situation does not arise requiring the use of the railway.

Q3: Can the Site be accessed from the north via Municipal Road 52N for construction?

A3: Use of Municipal Road 52N from the north for construction access will be dependent on the load restrictions of the Brokenhead River road bridge (see Q1), and the loading assessment of the Municipal Road 52N crossing over the Shoal Lake Aqueduct (SLA) [see D11.4.1(f)]. If the Site cannot be accessed from the north, then it will need to be accessed from the south via Municipal Road 52N. Note that the Municipal Road 52N to the south is reported to have some uneven sections.

Q4: Does the City have any existing SLA drawings with surrounding property lines that can be provided to address access limitations?

A4: Surrounding property lines can be seen in the Aqueduct Drawings at Mile 41.3 provided in Appendix A through this Addendum, or using the Manitoba Assessment Online Map:

<https://www.arcgis.com/apps/mapviewer/index.html?webmap=2c09ffc330684c7a9a7ff1065ee6859b>

Q5: Can the City provide design drawings of the SLA protection structure on Municipal Road 52N so that an accurate estimate can be produced for the load evaluation portion of the scope?

A5: There is no SLA protection structure on Municipal Road 52N. The Aqueduct Drawings at Mile 41.3 provided in Appendix A through this Addendum contain the cross section, plan, and profile drawings of the SLA which can be used for the loading assessment of the Municipal Road 52N crossing over the SLA.