

## 74-2022 ADDENDUM 2

### PROFESSIONAL CONSULTING SERVICES FOR 2023 LOCAL STREET RENEWAL PROGRAM

#### **URGENT**

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

ISSUED: April 6, 2022  
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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

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**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.**

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#### **FORM B: PRICES**

Replace: 74-2022 Form B: Fees with 74-2022 Addendum 2 - Form B(R1): Fees.

Page numbering on some forms may be changed as a result.

#### **PART B – BIDDING PROCEDURES**

- Revise: B2.1 to read: The Submission Deadline is 12:00 noon Winnipeg time, April 20, 2022.
- Add: B6.5.2 Further to B6.5, the Proposal page limit for Project Package Number 23-RI-02 shall be no more than fifteen (15) pages in length exclusive of the require form(s).
- Revise: B6.6 to read: Further to B6.5, B6.5.1, and B6.5.2, a total of four (4) of the twelve (12) total pages may be presented on 11" x 17" page size.
- Add: B8.2.1 For the Panet Road Active Transportation Preliminary Design from Dawson Rd North to Reenders, and upon completion of the Preliminary Design, or at key stages prior to completion of Preliminary Design phase, fees for D6 Detailed Design, D7 Contract Administration, and D8 Post Construction Services may be negotiated with the successful proponent as identified in D19.

#### **PART D – SUPPLEMENTAL CONDITIONS**

- Add: D3.4 Panet Road Active Transportation Preliminary Design
- Add: D3.4.1 Panet Road is identified as a spine route in the draft update to the pedestrian and cycling strategies from Marion to Reenders. As a result of the road renewal on two segments of Panet (Dugald to Marion and Nairn to the CPR Rail Crossing) a design study is required. The City must determine if an Active Transportation Facility is feasible without having to reconstruct and urbanize Panet Road from Dawson Road North to Nairn. The limits of the study were set as a result of the various constraints adjacent to the proposed road renewal segments. These constraints include, but are not limited to, rail crossings, drainage features, and the Panet and Nairn intersection.
- Add: D3.4.2 A future project is underway to connect the multi-use path on Reenders from Stapon to Panet. In addition, a multi-use path is proposed along the Marion corridor which is

currently being studied as part of the Marion Street Study. The Marion Street Study is currently investigating the connection of the proposed multi-use path on Marion to the Panet and Dawson Road North intersection. Based on the current traffic counts, a separated cycling facility is required on Panet from Marion to Reenders. A pedestrian facility is also required along the corridor from Marion to Narin.

- Revise: D4.3 to read: Further to D4.1, the Proponent will coordinate their activities with (including but not limited to):
- Revise: D4.9(a) to read: \$465,000 for Project Package 74-2022.2
- Revise: D4.9(f) to read: \$810,000 for Project Package 74-2022.7
- Add: D4.10 Further to D3.4 and D5, the Panet Road Active Transportation Preliminary Design Study shall include the following:
- Add: D4.10(a) Determine the feasibility of either a multi-use path or a protected uni-directional bike lines with a sidewalk within the constraints of the existing corridor without urbanizing Panet Road from Dawson Road North to Nairn Avenue. If it is determined to be feasible, the design is to be progressed to a preliminary design with a Class 3 estimate.
- Add: D4.10(b) If it is determined that a multi-use path cannot be incorporated into the corridor without the requirement of urbanizing Panet, a functional design is to be completed for the urbanization and installation of a multi-use path. The functional design is to include a Class 4 estimate.
- Add: 4.10(c) Stakeholder communications are required with businesses and property owners directly impacted by the proposed facility. At a minimum this will include meetings with businesses and property owners directly fronting Panet and the Manitoba Trucking Association to determine if there are any other stakeholders who will be impacted by the change.
- Add: 4.10(d) The consultant shall engage with the appropriate rail authorities to determine requirements and costs associated with implementing a multi-use path across the rail lines.
- Add: 4.11(e) Collaboration with the Marion Street Study project team and the City of Winnipeg Technology Services Branch will be required for the connections at Marion and Reenders respectively.
- Add: D13.2(d) evidence of Safe Work Plan specified in D11
- Revise: D13.3 to read: The City intends to award this Contract by June 3, 2022.
- Add: D14.1(c) The Panet AT Preliminary Design – Dawson Road North to Reenders Drive is to be completed by September 30, 2022.
- Add: D19 Potential Future Contract for Detailed Design, Contract Administration and Post Construction Services
- Add: D19.1 The City of Winnipeg, reserves the right, in its sole discretion, to negotiate and enter into a contract with the Consultant to undertake the work associated with the Detailed Design, Contract Administration and Post Construction Services for the Panet Road Active Transportation Preliminary Design from Dawson Road North to Reenders without a public bid solicitation as identified in B8.2.1. No compensation will be provided to the Consultant for participating in this negotiation. The City will be under no obligation to initiate or enter into a subsequent contract and may choose to issue a public bid solicitation for the Work with respect to the Detailed Design, Contract Administration and Post Construction Services.

**APPENDICES**

- Replace: Appendix B – Project Locations and Technical Scoping with Appendix B(R1) – Project Locations and Technical Scoping.
- Add: Appendix E – Panet Road Active Transportation Study Map Addendum 2