

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: May 1, 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 E – SPECIFICATIONS

- Revise: E25.6.5 (k) to read: Cold Water Hose Bibbs shall have 38mm (1-1/2") inlets, a common hose thread outlet suitable for a 38mm (1-1/2") fire hose, and shall have backflow prevention. Allow for a minimum of 4 interior hose bibs evenly distributed in the bus hoist area for floor cleaning. Provide 38mm (1-1/2") female swivel fire connector, 38mm (1-1/2") fire nozzle, and 100 feet of hose at each hose bib.
- Add: E25.6.12(g) Connection points identified in the RDS for breathing air for individual spaces shall be considered capable of operating simultaneously within each location and all infrastructure (pipe, valves, fittings, etc.) shall be sized accordingly. The total number of simultaneous users for the system will be controlled through operations procedures by the City.
- Revise: E25.6.14(b) to read: Provide a minimum of 2 double-wall containment tanks for 15W-30 engine oil systems. Volume of systems shall be suitable to allow for a minimum of 2 weeks between bulk deliveries. Provide new tank monitoring to match existing and provide all necessary components, wiring, etc. for remote interconnection with the existing fluids monitoring system. Lubrication grease is dispensed from its own shipping container and delivered in 205L drums. 2-week 15W-30 Oil consumption is 3000L. 2-week grease consumption is 100L.
- Revise: E25.6.14(c) to read: Antifreeze systems shall be expanded from the existing system as required to serve the new addition. Provide upgrade to pumps, etc. as required to satisfy increased pressure requirements and ensure a complete and operational system.
- Add: E25.8.5 (Previously deleted in Addendum 4)
- Where applied as a proposed solution for heating, snow melting systems and floor warming systems shall be in-slab hydronic type and shall have a minimum of 2 distinct zones for inside and outside the facility. For future flexibility, floor warming systems shall be avoided in shop type areas where routine equipment upgrades and changes are anticipated and may be supported by the floor slab and may damage the system.

APPENDICES

- Appendix_P1 to P4_R1: Add the following drawings:

Transit Bus Parking and Service Garage Full Set IFC

City of Winnipeg Transit – Fort Rouge Garage Bus Maintenance Addition Full Set As-Builts

CONFIDENTIAL ADDENDUM

Proponents are advised that a Confidential Addendum 6 is available for review and information. Proponents are to comply with the process outlined in E1.4 to access Confidential documents.

QUESTIONS AND ANSWERS

- Q1. Section E20 LEED; Working within a pragmatic approach with regard to design and budget; this project presents particular challenges for the achievement of LEED Silver by virtue of the project location, site limitations, energy performance in an industrial application and water-use reduction opportunities as presented in the RFP. Would the City consider the achievement a LEED certified project acceptable?
- A1. The LEED Silver requirement will remain.
- Q2. Can details be provided about the current recycling program in place at the transit garage for glass, plastic, metal and paper?
- A2. The garage currently recycles metal, paper and cardboard.
- Q3. Section B9 states requests for approved equals must be made no later than 10 business days prior to the submission deadline. I would like to request that this clause be relaxed or to be more aligned with section E25.4.11 (ii) which calls for the base bid to include specified equipment with alternates to be clearly identified and prices accordingly. Furthermore please clarify where we would show these alternates within our proposal.
- A3. Proponents shall submit their Total Bid Price for the Work outlined in the Specifications on the Form B: Prices in accordance with the requirements of B10 in the Request for Proposal.

Proponents wishing to bid an alternative to the Specifications may do so by submitting their Total Bid Price for the alternative on a separate Form B: Prices within a separate "Prices" envelope, indicating the proposed change in cost should the alternative be acceptable to the City.

Proponents proposing multiple alternative solutions should submit each alternative in a Separate Form B: Prices in a separate "Prices" envelope. Each "Prices" envelope should be clearly marked with the alternative's identification (i.e. "Alternative 1", "Alternative 2", etc.)

Technical information supporting the submission of the proposed alternative(s) and justification on how they meet or exceed the Specification or provide the same intended functionality may be submitted within the technical "Proposal" envelope.

- Q4. Section E24.3 states that the Contractor is required to provide full time on-site technical support for 2 weeks from substantial completion. Does this requirement relate to specific pieces of equipment as we will have multiple supply chain partners?
- A4. The requirement applies to all equipment within E24.
- Q5. Section E25.6.14 states volume of system shall be suitable to allow for a minimum of 2 weeks between deliveries. Please provide anticipated consumption of fluids during a 2 week period.
- A5. The current approximate volumes received in a 2 week period are as follows:
Oil – 3,000L
Grease – 100L
Antifreeze mix – 2,000L

Proponents shall determine the expanded capacity required based on the requirements outlined in the Specifications.

- Q6. Please clarify the requirement for the exterior wall system above the 1220mm CIP concrete wall to the underside of roof. The room data sheets describe 200mm CMU to the u/s of structure.
- A6. Refer to revised Appendix H R1 issued with Addendum 4.

- Q7. Addendum 3 (Question and Answer No. 1) indicates that “there will not be a greater staff presence on site due to the expansion.” The answer to this question indicates that the existing occupant load of the building will remain the same after the building expansion is completed. Please confirm this is correct.
- A7. This statement is correct.
- Q8. Please clarify requirements for ‘New Corridor’ shown on the CAD files issued in addendum 2, if required as part of this contract.
- A8. The New Corridor is not a requirement of this contract.
- Q9. Please provide structural drawings for the existing 60’ bus maintenance addition to the South of the facility
- A9. Please refer to added drawings to Appendix P R1 issued with Addendum 6.
- Q10. Please confirm if the City’s ROW has/will be part consolidation of lots that will form part of the Brandon Avenue parking lot as per conceptual plan included with appendix R – Neighborhood Public Engagement Study, and all associated costs of land acquisition will be by The City.
- A10. The City’s R.O.W (part of Brandon Ave. and the lane to the west) are part of the lot consolidation (DASZ) process which is currently being undertaken by the City and therefore all associated costs of the land acquisition are by the City.
- Q11. Confirm if the value of the cash allowance noted in B13.2.2 (a) of the RFP for Interior Fit-up Furniture, Fixtures and Equipment is to be included with the separate price noted in item B13.3 (e) Separate Price – Item No.5 Interior Fit-up.
- A11. The cash allowance is to be included in the separate price for the Interior Fit-up.
- Q12. Is it acceptable if the buses exiting the overhead doors on the south side of the building exit through the overhead doors at an angle?
- A12. Buses should pass through overhead door exits at 90 degrees. This includes the new south exit within the existing garage.