



757-2016B ADDENDUM 4

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: April 19, 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 B – BIDDING PROCEDURES

Revise: B15.2.4(d) to read: Describe the proposed building grounding system.

PART E – SPECIFICATIONS

Revise: Table E18.3 to read:

Space Reference Number and Name	Approx. Square Meter.
A-1.1 Typical Service Bay	586
A-1.2 Refurbishing Service Bay	483
A-1.3 Body Repair Bay	883
A-1.4 Main Drive Aisle	Varies
A-2.1 Weld Shop	1147 (A2.1/2.2/2.3/6.2)
A-2.2 Body Shop	Included in Weld Shop area
A-2.3 Upholstery Shop – Appendix O	Included in Weld Shop area
A-3.1 Welding Stores	418 min.
A-4.1 Prep. Bay	483
A-4.2 Paint Bay	483
A-4.3 Paint Mix	28
A-5.1 Fluid Room	104
A-6.1 UTR & Washrooms	As per code
A-6.2 Offices	Included in Weld Shop area
A-6.3 Mechanical & Electrical Room	To suit
Subtotal	4615 (plus 1.4/6.1/6.3)
Net to Gross Factor 15%	Approximately 902 m ² (plus 1.4/6.1/6.3)
Total Estimate Interior Space	Approximately 6013 m ² (plus 1.4/6.1/6.3)

- Add: E23.13.4 All exterior personnel exits and overhead exits require a reinforced concrete pad which should be tied structurally to the building foundation wall.
- Revise: E24.5.4(c) to read: Entry/Exit Doors – 16'W x 12'H
- Revise: E24.5.5(c) to read: Entry/Exit Doors – 16'W x 12'H
- Revise: E24.5.6(i)(i) to read: Tie in to Centralized Vacuum System (E24.5.11)
- Revise: E24.5.7(i)(i) to read: Tie in to Centralized Vacuum System (E24.5.11)
- Revise: E24.5.8(f)(i) to read: Tie in to Centralized Vacuum System (E24.5.11)
- Revise: E24.5.9(f)(i) to read: Tie in to Centralized Vacuum System (E24.5.11)
- Add: E24.5.11(e) Contractor to confirm suitability of connecting the system and providing drops to the various shop equipment requiring similar dust/particulate extraction systems.
- Revise: E24.6.3(b) to read: Should this separate price be invoked, the Contractor will be responsible to design the building and ensure the physical space, structure, mechanical, electrical, process and other associated system capacities accommodate a 40 foot bus.
- Revise: E25.4.12(e)(i) to read: System to be compatible with existing.
- Revise: E25.4.13(e) to read: All motors 375 watts to 37.5 kilowatts (1/2 Hp to 50 Hp) supplied under this contract shall be 600V and must meet or exceed the following minimum criteria:
- Delete: E25.8.5.
- Revise: E25.9.2 to read: Design to ASHRAE 62 Ventilation Requirements and/or applicable referenced Standards in the Manitoba Building Code whichever is most stringent, and provide calculation chart within the Drawings and Specifications. Ventilation capacity shall be capable of 1.5 times the minimum required ventilation for the main garage area and bus service bays, however environmental conditions for these spaces specified in the RDS are not required to be met during this mode of operation.
- Revise: E26.5.4(e)(i) to read: Power center transformers shall be as follows:
- ◆ Distribution #1: 1500kVA
 - ◆ Distribution #2: 1000kVA, secondary conductors sized for a 1600kVA future service upgrade.
 - ◆ Distribution #3: 750kVA
 - ◆ New Distribution: 1500kVA
 - ◆ Notwithstanding the above, ensure that each distribution is complete with a minimum of 20% spare capacity.
- Add: E26.5.4(k) Coordinate requirements for a reverse power relay with Manitoba Hydro. Based on the Manitoba Hydro requirements, provide a reverse power relay with the main breaker trip functionality at each medium voltage distribution.
- Add: E26.5.9(j) At each generator, provide a NEMA3R outdoor splitter enclosure for the purpose of tie-in of a portable load bank for the generator testing. Splitter shall allow for a temporary cable tie-in with the splitter cover in place, preventing direct contact with energized components during the generator testing. Generator testing using the load bank shall not cause any interruptions to the operations. Operations and Maintenance manual shall include a step-by-step procedure on testing the generator(s) using a remote load bank. Portable load bank is not a part of the contract.

Revise: E26.5.19(a) to read: Provide high bay LED suspended luminaires in the open floor area.

- (i) Take 25 light readings spaced a minimum 3000mm apart in the existing shop area that has been retrofitted with high bay / low bay LED fixtures. Confirm minimum, maximum and average lighting levels in the existing space. Advise Contract Administrator if the average illumination levels are below 40fc. Otherwise match the average illumination levels to the existing space, with a minimum uniformity of 1:4.
- (ii) General area shall be broken down into zones. Number of zones shall correspond to the number of bus bays, aisles and areas with exposed ceiling that are not accessible to busses such as shops. Each shop area shall be considered as a separate zone.
- (iii) Each zone, with exception of aisles, shall be independently dimmable.
- (iv) New luminaires shall match existing LED high bays Holophane Phuzion Model PHZ-30L-4K-80CRI-12-P-W-M. 347 Volt fixtures are not permitted. Proponent shall be responsible to select fixture options and accessories as required.

Add: E26.5.29

Automatic Transfer Switches:

- (a) Transfer switches used for the project shall meet the following requirements:
 - (i) Closed transition type.
 - (ii) Complete with an external maintenance bypass.
 - (iii) Monitor each phase. Failure of one phase shall trigger transition to the generator.
 - (iv) Communicate with the Winnipeg Transit building automation system.
- (b) Installation of transfer switches shall include training and commissioning by the factory trained technician.
- (c) Acceptable manufacturers: ASCO or approved equal.

APPENDICES

Replace: Appendix_E

with new Appendix_E_R1 Typical Bus Turning Radii

Replace: Appendix_F

with new Appendix_F_R1 Typical Bus Dimensions

Replace: Appendix_H

with new Appendix_H_R1 Garage Room Data Sheets

Replace: Appendix_P1 to P4

with new Appendix_P1_R1 to Appendix_P4_R1 Existing Drawing List and Drawings

Appendix R:

Add the following drawing:

Drawing L1

Note: This new drawing supersedes the sketch located on Page 44 of 66 of the Appendix R PDF document.

Add: Appendix_X

Front and Rear Bumper Installation Certification

Add: Appendix_Y

Simulated Hydrant Flow Test

QUESTIONS AND ANSWERS

- Q1. Are we allowed to tie into existing power from the main building for temporary site trailers and for building construction?
- A1. There is some existing power availability (approximately 60A, three phase 120/208V). Any connection to the existing building power system will require separate metering as the Proponent will be responsible for temporary power through the course of construction.
- Q2. "General Question" Regarding Appendix N Maintenance Garage Schematic, and Appendix H Garage Room Data Sheets:
(a) Appendix H, Ref A1-1.1 – Typical Service Bay – number of units is given as "4 stalls for 12,192 mm (40') long buses", whereas Approximate net area is given for 3 stalls (3 x 1320 = 3960 SF / 368 m2). Which one is correct?
(b) The same data sheet states "4 stalls for 40' long buses", but 1320 sf is approximate net area for 60' bus stall. Are these stalls for 40' or 60' buses?
(c) In the comments section of the same data sheet there is a note that reads, "Configure 60' bus bays on south complete with overhead doors to allow direct access to exterior". In the RFP E18.3 it reads the typical service bay is approximately 368 m2 which allows 3 each 60' bus stalls. Please confirm the correct number of stalls and areas required?
- A2. Refer to revised Appendix H and revised Table E18.3 issued with Addendum 4.
- Q3. Please confirm that the articulated buses are currently able to enter the east end of the original building with the currently available exterior turning and driving clearances.
- A3. Articulated buses are able to enter the east end of the building in its current configuration.
- Q4. A new bus door is indicated on the south side between grids 7 and 8. Please confirm if:
(a) Both 40 foot and 60 foot articulating busses will exit through that door?
(b) Any of those vehicles are expected to directly enter into the existing "Maintenance Bay" annex just west of there?
- A4. (a) Both 40' and 60' buses will exit through the door.
(b) If referring to the addition at the south-west corner of the building, 40' and 60' buses will require access but generally from the exterior drive aisles only.
- Q5. Please advise the type, size, and deck height of vehicles that will be making deliveries to the Welding Stores (Room 4.1) on the RFP A1 layout drawing.
- A5. Refer to revised Appendix H issued with Addendum 4.
- Q6. Discrepancies have been noted between the bus dimensions indicated in the Appendices, and Specification E21.33. Please advise which dimensions are to be used for the design or provide the reasons for the difference between the dimensions. Also please consider rescanning Appendix E and Appendix F, as some of the dimensions are difficult to determine precisely.
- A6. Refer to revised Appendices E and F issued with Addendum 4.
- Q7. RFP Section E21.37.17 Locker Units: How many locker units are required?
- A7. Allow for a total of 32 lockers. Distribution of lockers will be confirmed during design.
- Q8. RFP Section E21.37.19 Projection Screens, whiteboards and tackboards are mentioned. Are these included in the cash allowance or are these to be priced separately?
- A8. The items are to be included as part of the cash allowance.
- Q9. Standby Generators:
Section E26.5.4.1 (B) states "... shall incorporate new natural gas stand-by generators" but, Section E26.5.9 Stand-by generators – (D) "Acceptable fuel shall be diesel".
Please confirm which of the two fuel sources is to be used for the design and costing of the standby generator equipment?
- A9. E26.5.4.1 was revised in Addendum 2. The revised clause should provide clarity on the matter.

- Q10. Section 26.5.6 Main Distribution – New Addition
(a) “Main distribution design for the new addition shall incorporate an emergency generator...”
Should this reference to an “emergency generator” actually be a “standby generator” as consistently mentioned throughout the RFP?
- A10. E26.5.6(a) was revised in Addendum 3.
- Q11. The chemical lists provided indicate various coating and paint products. What are the specific paint types and application rates used in the proposed new paint booths? Who is the current supplier of those specific coatings, so that we may contact them to discuss use and application details of these products?
- A11. Products are applied at a rate of 0.35L/min. The current supplier is PPG.
- Q12. B10.5.3 Full size drawings must be included in the submission at the scales indicated on paper size of the Proponent’s choice.
B10.5.4 Each submission should be limited to a total of one-hundred (100) single-sided pages (standard 8.5x11”), including all required forms, certificates, tables or graphics which form part of the Proponent’s response to B11 to B16, but excluding the cover, cover letter, table of contents and resumes, ...
The 1:200 scale drawings will be printed at approximately 24” x 36”. This size is not able to be physically bound into the hard copies of the proposal. Is it acceptable to provide the drawings separately, in the following manner, and if so, would they count toward the 100-page limit?
- Package 1 – Proposal
Package 2 – Drawings
Package 3 – Price
- A12. Drawings do not count towards the 100 page limit. Drawings can be 24” x 36”.
- Q13. General Building and Architectural:
The RFP includes the following information regarding general architecture:
- 1) E23.6.4 refers to the Room Data Sheets (RDS) regarding building clear heights, spans, and column free areas. Review of those RDS indicates that all the new areas where a bus is normally expected to be located, except for the Prep Bay (A1-4.1), and many other rooms are all required to have a clear heights of 6205mm (22 feet).
 - 2) Specification Section E24.5 indicates that all the booths are to have 18 ft. high doors.
 - 3) The Paint Bay RDS (A1-4.2) includes the Comment: “Bus height of 3230mm + 2590mm (10’-6” + 8’-6”) clearance minimum.” i.e. 5820mm (19 ft.)
- Based on the above, we request the following clarifications or information:
- Building Inside Heights:
- 1) Please confirm the correct RDS height value for the Paint Bay RDS?
 - 2) Please clarify the requirement for 18’ high booth doors.
- A13. 1) Refer to revised Appendix H issued with Addendum 4.
2) Refer to revised clauses E24.5.4(c) and E24.5.5(c) in Addendum 4.
- Q14. Spans:
The Welding Store (A1-3.1) RDS indicates “Clear Span: no columns”. Please advise if this is a different requirement than that indicated for all the other new areas which indicate “Clear Span: yes”, and if so, how it is different.
- A14. A clear span is desired in the room due to forklift traffic within the aisles and to accommodate future flexibility. Columns may be located in the demising perimeter of the room.

- Q15. Whereas the irregular shape of the building does not allow readily allow cost effective use of clear spans throughout, please confirm:
- a) Is the requirement for clear span on an area by area basis only as indicated in individual RDS (for example in the "Typical Service Bay") or does it require full clear span throughout the fully open widths between any required walls in the facility.
 - b) Please confirm that column lines are acceptable in demising perimeters of the areas where walls are not required.
 - c) Can columns located between the bus service spots, so that they do not interfere with bus positioning or normal maintenance operations is acceptable.
- A15. a) Clear span requirements are required on an area by area basis only. Columns are not permitted in areas where bus movement is to occur.
- b) Column lines are acceptable in demising perimeters of the areas where walls are not required, provided there is no bus movement beyond these perimeter areas.
 - c) Columns are not permitted between bus service bays due to the amount of personnel and equipment movement required in these areas. The only exception is the paint bay area as it is expected that demising walls will be constructed to further segregate the work spaces.
- Q16. There appears to be an inconsistency in the RFP in terms of the approximate net area of the Body Repair Bay.
- a) Section E18.3 states 1128 m²
 - b) Appendix H – Garage Room Data Sheets A1-1.3. states 883m²
 - c) Please advise which value is to be used.
- A16. Refer to revised Table E18.3 in Addendum 4.
- Q17. Structural:
E23.7.1 requires concrete wall design to resist impact by a 44,000kg vehicle travelling at 10kph.
- a) Please confirm reason for use of 44,000kg, given that the data provided in E23.15.17 shows the heaviest bus has a light weight of 20,000kg.
 - b) Please confirm that the use of suitable bollards, continuous guard rails, or combinations thereof, instead of reinforced wall construction, is acceptable to protect the structure from impact force, and that this would not negatively affect the evaluation of our proposal.
- A17. Refer to Addendum 3 for impact design load. Bollard or guardrails are not an acceptable alternative as the space along the exterior walls is used for operations.
- Q18. Additional design parameters are required to suitably design the walls or wall protection for the impact force. Please provide impact absorption characteristics designed into the bus bumper and structure. (i.e. crumple distance, spring constants, etc.).
- A18. Refer to new Appendix X issued with Addendum 4.
- Q19. E23.7.4: requires protection bollards.
Pending the answer to the above question, if protection is installed as per E23.7.4, do the walls in those areas also need to be designed for the impact force on the concrete walls as mentioned in E23.7.1?
- A19. Walls are to be designed for the impact force as stated in E23.7.1. The bollards referenced in E23.7.4 are required to protect elements that cannot otherwise be designed to withstand the specified impact force such as those listed in this sentence.
- Q20. Are there any spacing/frequency requirements to the future fall arrest system as mentioned in the room data sheet A1-1.1(Typical Service Bay)? For example, would systems be in adjacent bays, or would they always be located in every second bay.
- A20. Every bay should be designed with capacity for fall arrest systems for future flexibility.
- Q21. There appears to be inconstant references where Room Data Sheet (RDS) reference numbers are not matching to RFP reference numbers. For example the RDS for Typical Service Bay (A1-1.1) refers to specification sections E21.6 and E22.8 for structural requirements for fall arrest system, none of which appear to be appropriate. Likewise for references to E22.4 for loading, etc. This is the case for numerous RDSs. Please provide the intended specification section references.
- A21. Refer to revised Appendix H issued with Addendum 4.
- Q22. Is an exterior concrete slab needed at each exit door?
- A22. All exterior personnel exits and overhead exits require a reinforced concrete pad which should be tied structurally to the building foundation wall.

- Q23. Electrical
Clarify what is required for scope of work for site parking lot for electrical parking outlets and lighting as the following electrical and civil sections differ:
a) Section E26.5.16 States "Service Vehicle Parking - (a) No electrical for parking is required" This is the only part in the electrical section the RFP refers to parking lot electrical.
b) Civil section E16.3.1 "Site work require for this project will include: (m) site lighting and parking outlets"
i) Please confirm if parking lot stalls, other than for service vehicles, are required, the type of mounting, type of receptacles, and where this requirement is clearly identified in the RFP.
- A23. Refer to Addendum 3.
- Q24. In E26.5.19, sentence a) refers to the "open floor area". In sub sentence a) ii) it states that the "General area shall be broken down into zones...to the number of bus bays". Please confirm that the "open floor area" is strictly the garage areas that the buses can access.
- A24. "Open floor area" is an area with exposed ceilings. Refer to revised clause E26.5.19(a) issued in Addendum 4 for additional clarification.
- Q25. Regarding breathable air systems. The "Existing Drawings" list found at the start of Appendix P1 indicates documents labelled as "Mechanical (Breathing Air System) – 787-.....". We have not yet been able to locate those drawings. Please confirm if those are in fact drawings, and in which appendix or location they are located.
- A25. Refer to revised Appendix P issued with Addendum 4.
- Q26. Pending availability of the above:
a) Where is breathable air currently distributed
b) What is the current breathable air demands on the system in terms of number of simultaneous end users?
c) Will any of the existing stations remain active after the expansion?
d) Was is the proposed number of simultaneous breathable air users in the expanded area:
i) 4 Refurbishment Booths: simultaneous users:
ii) 4 Preparation booths:
iii) 4 Paint Booth: simultaneous users
iv) Welding:
v) Other:
- A27. a) Refer to revised Appendix P
b) Approximately 8
c) Yes
d) i) Each 40' bay – 2 connection points; Each 60' bay – 3 connection points
d) ii) Each 40' bay – 2 connection points; Each 60' bay – 3 connection points
d) iii) Each 40' bay – 2 connection points; Each 60' bay – 3 connection points
d) iv) 1 connection point per welding booth (5 booths)
d) v) 1 connection point per paint mixing booth (2 booths)
- Q27. E24.5.11 refers to supply of Central Vacuum system. Based on the description, it appears to be fixed, but we have not been able to yet find its end users in other documents. Please advise regarding suction inlet locations.
- A27. Refer to revised and new clauses in Addendum 4.
- Q28. E23.4.12 (e) National Energy Equipment is stated as a hose reel manufacturer. We are not aware of this firm being a hose reel fabricator. They represent specific product lines. Please confirm if preferred (versus approved equivalent) selection is in fact limited to their product line.
- A28. Refer to clause E24.5.3.
- Q29. Electrical
1) There does not appear to be an existing electrical service location on the site with the 25kV supply voltage specified for the new looped power system. Confirm if a 25kV service location has previously been identified with the utility, or if there is a preferred location for such a new connection.
- A29. Refer to Addendum 3.

- Q30. Are hoist pits to be designed to ACI 350 as mentioned in E23.15.2 - h), or can these be designed as general category (CSA 23.3)?
- A30. Hoist pits do not need to be designed to ACI 350, but should be designed and detailed to prevent groundwater ingress.
- Q31. Please confirm whether the 1.0 kPa collateral load on the roof structures for future uses as per E23.15.14 shall be considered as dead load or live load.
- A31. This should be considered a live load.
- Q32. Regarding possible deletion of paint booths, as per E24.6.1.
- a) Please confirm that the pit must be provided now for the future paint booth.
- b) If yes, should the pits for the future booth(s) be designed as per the pits for the other paint booths that will be installed in regular bay area in the current project per E24.5.4 (e) (iii)?
- c) If the pit is provided, are pit covers required, and if so please confirm the type and load rating of the covers.
- A32. a) Yes
b) Yes
c) Pit covers should be designed for the heaviest wheel load.
- Q33. E24.6.3.b requires that in the event of substitution of a 40ft bus hoist, instead of a 60ft hoist, "The Contractor will still be responsible to design the building and ensure the physical space, structure, mechanical, electrical, process and other associated system capacities are included in the Total Bid Price for a 60 foot bus."
- a) Please confirm that the hoist pits must be suitable for both the 40ft and 60ft buses.
- b) Pending the above, please confirm that a pit cover is required for the unused portion of the 60ft pit, and the type and load capacity of any pit cover required for that unused area.
- A33. Refer to revised clause E24.6.3(b) issued in Addendum 4.
- Q34. RDS A1-3.1 Welding Stores: The Access requirements include a loading dock. The Equipment requirements include a platform.
- a) Does this indicate that there is to be an interior platform serving as a loading dock?
- b) Is the face of the loading dock to be on the exterior wall or is there to be an interior receiving bay?
- c) Pending response to the above questions, if the dock is separate from the platform:
- i) Is the top of the loading dock to be located at grade or elevated?
- ii) If the top of dock is at grade, is the access ramp for delivery vehicles to be located outdoors, or included inside the space.
- iii) What are delivery vehicles that will access the dock?
- iv) What interior material handling vehicles will access the dock (i.e. forklifts? Make & model)?
- v) Is an adjustable dock leveler required?
(1) If so, is it to be manual spring loaded, or hydraulically adjustable?
- A34. Unloading of deliveries will be via forklift. An interior receiving bay, similar to existing stores is preferred. Refer to revised Appendix H issued with Addendum 4 for information on the types of delivery vehicles.
- Q35. In order to review and prepare the design of municipal water supply to the transit garage expansion, please provide simulated hydrant flow and pressure data for the fire hydrant at the west end of Brandon Avenue as shown on the attached sketch.
- A35. Refer to new Appendix Y. Information is provided as-is from the City.
- Q36. Who is to supply the overhead crane in the weld shop/body shop? Remark found on Room Data Sheet A1-2.1 & A1-2.2.
- A36. The City has no preference on a supplier, however the Proponent is to include for the design, supply and installation of a new overhead crane.
- Q37. Please confirm the Paint Mixing Room quantity. Two are shown on the plan and 1 in the Room Data Sheet A1-4-3.
- A37. Two paint mix rooms are required. Refer to revised Appendix H issued with Addendum 4.
- Q38. Please confirm building clearance height of 22'-0" is required throughout non-critical areas of the building. Are ducts allowed to be run within the 22' clear height as long as they are strategically located in areas outside of the bus bays where hydraulic lifts are located?
- A38. Refer to revised Room Data Sheets issued with Addendum 4 regarding clear heights. Ducts will be permitted within the clear height spaces provided they do not encroach on bus lifting operations.

- Q39. A) Are 30' buses being serviced in the proposed expansion where a hydraulic lift will be required? If so, please respond to Q4B as well.
B) Can we have the axle spacing for the 30' buses? Mine as well throw in all of the dimensions and turning radii as well.
- A39. 30' buses will be serviced in the proposed expansion at any 40' bus bay location. Refer to revised Appendices E and F issued with Addendum 4.
- Q40. Addendum 2, Question 10 states that 150 to 200 buses per day go through the maintenance garage only. Considering that is almost 50% of the current Winnipeg Transit Fleet that number appears to be really high. That is approximately 16-21 buses through the maintenance garage per hour (door opening every 3 minutes approximately). Can the City of Winnipeg review this number and confirm? If those numbers are accurate, there will be significant heat loss from the building. During the site tour we maybe saw 2 or 3 buses come and go through the facility and we were in the garage for quite some time. Maybe that number is inclusive of bus traffic in and out of the entire campus on a single day (including the storage garage??).
- A40. The information previously provided is accurate.
- Q41. See documentation regarding the hydraulic diamond lifts; we're looking to submit as a request for equal or alternative lift.
- A41. The proposed equal or alternative lift is not acceptable.
- Q42. Please confirm the number of bays required for inclusion in the expansion. The quantities in the schematic floor plan and the Room Data Sheets do not align.
- A42. Refer to revised Appendix H issued with Addendum 4.
- Q43. The City has requested an ornamental metal fence versus chain link along the street ROW, as well as hedge plantings, please clarify which street and where this fence is to be located. Is this required along the Transit way to the northwest, or along Brandon Avenue east of the parking lot, or somewhere along the lane?
- A43. Refer to revised conceptual landscape/parking lot plan in revised Appendix R issued with Addendum 4.
- Q44. In Addendum 3, the revision to E16.3.1 (k) replaces "Chain Link fence (If required)" with "Ornamental Fence", however there is no indication of location where this fence is to go. The revision to E16.11 reads "as indicated on site plan." There is no indication of what site plan they are referring too or where this Ornamental fence is to go. Does it replace the 1.8 and 1.2m light proof fence (E16.10) or is this for replacing existing chainlink? Please clarify and provide more information.
- A44. Refer to revised conceptual landscape/parking lot plan in revised Appendix R issued with Addendum 4.
- Q45. E17.2.9 Please confirm that the access for the thoroughfare road on Brandon Avenue is to remain open to traffic during construction and open after the parking lot is complete to remain a thoroughfare road.
- A45. Access is to remain open during construction for VIA Rail. Refer to E17.4.6 for the relocation of an automated gate which will restrict access through the lot following construction.
- Q46. Will the Contractor be permitted to use the existing electrical service for temporary construction use, and consumption paid for by the City?
- A46. There is some existing power availability (approximately 60A, three phase 120/208V). Any connection to the existing building power system will require separate metering as the Proponent will be responsible for temporary power through the course of construction.
- Q47. Is section E26.5.4 (a) requesting a loop primary and radial secondary on the medium voltage? Or some other configuration? Is it the intent to "loop" the 25 kV and 600 V levels?
- A47. The intent is to have a loop at the 25kV distribution only. There is no requirement for the 600V loop.
- Q48. Is Distribution #4 referred to in Section E26.5.4 (e) the new main distribution for the addition? This is not clear when you refer to Section E26.5.9(a) which lists the distributions and the associated generators...that is Distribution #4 is not listed however new addition is listed. Please clarify.
- A48. Refer to revised clause E26.5.4(e)(i) issued in Addendum 4.
- Q49. If this is a provincially-funded or partially funded project, do we have to follow the Manitoba Green Building Policy?
- A49. This project is a recipient of Provincial funding and therefore the Manitoba Green Building Policy will apply.

- Q50. Please confirm the occupancy classification of the building as per National Building Code requirements (i.e.. F1 or F2). By definition:
- a. F1 - High Hazard Industrial Occupancy means and industrial occupancy containing sufficient quantities of highly combustible or flammable or explosive material, which, because of their inherent characteristics, constitute special fire hazard.
 - b. F2 - Medium Hazard Industrial Occupancy means and industrial occupancy in which the combustible content is more that 50kg/m² or 1200 MJ/m² of floor area and not classified as a high hazard industrial occupancy. Please provide the peak full time and part time occupant numbers of the addition"
- A50. The building classification is an F2 Medium Hazard Industrial Occupancy.
- Q51. Section E25.6.12 (e) states that the maximum distance from the last connection point to the main breathing compressed air distribution shall be limited to 10m. What is the reasoning behind this limitation, can it be deleted.
- A51. Clause E25.6.12 (e) reads in its entirety as:
Breathing compressed air main distribution shall be full sized up to the last connection point to serve the new addition with 120% of the design capacity to accommodate future connections. Maximum distance from last connection point to main distribution shall be limited to 10m (33 feet).
- The intention is clear when both sentences are read in conjunction - that distribution shall accommodate 120% of the design capacity up to approximately 10 m (33 feet) from the furthest connection point..
- Q52. Please clarify the requirements for snow melting at exterior overhead doors.
- A52. Clause E25.8.5 is deleted in Addendum 4.
- Q53. Please verify that a clear span over the drive aisle (140') is required? If not, please verify what areas of the building require a clear span.
- A53. The total length of clear span is part of the Proponent's design. Refer to Q15/A15 of Addendum 4 for clarification on clear span requirements.

PROPONENTS GEOTECHNICAL INVESTIGATION

The attached Document 860198-0290(2.0) outlines the geotechnical borehole locations agreed upon by all three Proponents.