



134-2020 ADDENDUM 1

PROFESSIONAL CONSULTING SERVICES FOR 2020-2021 DAY/PANDORA/LAGIMODIERE/REGENT PAVEMENT RENEWALS PROJECT

ISSUED: March 16, 2020
BY: Monica Li, P.Eng.
TELEPHONE NO. 204-799-9299

URGENT

**PLEASE FORWARD THIS DOCUMENT TO
WHOEVER IS IN POSSESSION OF THE
REQUEST FOR PROPOSAL**

**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 10 of Form A: Proposal may render your Proposal non-responsive.

PART A – PROPOSAL SUBMISSION

Replace: 134-2019 Form B-Fees with 134-2019 Addendum 1 Form B-Fees. The following is a summary of changes incorporated in the replacement Proposal Submission:

Form B(R1): Add Items Lagimodiere Blvd S/B – Almey Ave to Regent Ave W

PART B – BIDDING PROCEDURES

Revise: B2.1 to read: The Submission Deadline is 12:00 noon Winnipeg time, March 31, 2020.

PART D – SUPPLEMENTAL CONDITIONS

Revise: D3.4 to read: The 2019 Preliminary Capital Budget and Five-Year Forecast includes the following:

(000s of \$)	2020	2021	Total
Day St - Pandora Av/Regent Av	\$ 300	\$4,850	\$5,150
Pandora Av - Day St/Wayoata St			
Regent Av W - Plessis Rd/Rougeau Av	\$ 300	\$3,200	\$3,500
Lagimodiere Bv SB - Reenders Dr/Regent Av W	\$ 500		\$ 500
Lagimodiere Bv NB - Almey Ave/Regent Av W*	\$ 600		\$ 600

*not part of Accelerated Program

Revise: D4.2 to read: The planned treatment for each location, the project budgets, calculated based on the respective treatments, and the assumed construction working days, provided for planning and bidding purposes, are as follows:

Location	Planned Treatment	Assumed Working Day	Construction Budget (000s of \$)	Location Estimated Budget (000s of \$)
(A)	(B)	(C)	(D)	(E)
Day St Pandora Ave Regent Ave	Rehabilitation	80	3350	5150
Pandora Ave E Day St Wayoata St	Reconstruction			
Regent Ave W Plessis Rd Rougeau Ave	Overlay	40	2275	3500
Lagimodiere Blvd S/B Reenders Dr Regent Ave W	Mill & Fill		325	500
Lagimodiere Blvd N/B Almey Ave Regent Ave W	Mill & Fill	20	390	600
	Total:	140	6340	9750

Remove: D4.6(a): It is not expected that any construction will occur in 2020;

Revise: D4.10(c)(i) to read: Overlay; consider Guideline for Thin bituminous overlay (TBO) (2014)

Revise: D4.10(c)(iv) to read: Coordination required with Bridges for the protection of existing overhead sign structure (OHSS) during construction.

Revise: D4.10(d)(iii) to read: Coordination required with Bridges for the protection of existing overhead sign structure (OHSS) during construction.

Add: D4.10(e) to read: Lagimodiere Bv NB – Almey Ave/Regent Av W

- (i) Mill and Fill;
- (ii) Coordination required with Transportation to establish 3.0m fully paved shoulders;
- (ii) Coordination required with Bridges for the protection of existing overhead sign structure (OHSS) during construction.
- (iv) Incorporate detectable warning surface tiles in curb ramps and way finding delineation where they are missing;
- (v) Coordination required with Manitoba Hydro for street lighting and hydro pole relocation as required.

Add: D9.1 (k) to read: “Mill and Fill” means planing of existing asphalt overlay, minimized localized joint and slab repairs, minimized sidewalk repairs, minimized curb renewal, placement of asphalt overlay;

Revise: D13.3 to read: The City intends to award this Contract by April 30th, 2020.

Revise: D14.1(b) to read: All construction tenders, for each calendar year project, must be ready to be advertised on MERX's website by January 15, of the construction calendar year. The actual advertising dates, corresponding construction contract schedules, and scopes of work for the construction contracts in each calendar year, will be established during the Detailed Design, in consultation with and approved by the Project Manager; and,

Add: F4 to read: **GUIDELINE FOR MILL AND FILL PAVEMENT REHABILITATION METHOD (2016)**

- F4.1 The Mill and Fill Pavement Rehabilitation Method Guidelines are not intended to replace sound engineering judgement.
- F4.2 Purpose of Treatment
- (a) The Mill and Fill treatment is a preventative method to extend pavement life, improve ride and drainage and correct rutting.
 - (b) Applicable to existing concrete streets with asphalt overlay in fair condition.
- F4.3 Scope of Mill and Fill work includes planing, minimal curb, sidewalk and pavement repairs, minor adjustments and placement of asphalt overlay in the least possible time and inconvenience to the public
- F4.4 Selection Criteria
- (a) Pavement condition. Can be a combination of all or part of the following:
 - i. General Condition – Fair as defined by the Pavement Management Models (PMM).
 - ii. Slight to moderate cracking.
 - iii. Fair pavement joints as defined by PMM.
 - iv. Fair to good drainage
 - v. Rutting greater than 15mm
 - vi. Defined by Public Works asset management system and confirmed by Site inspection
- F4.5 Engineering and Planning Summary
- (a) Planning
 - i. Develop traffic management plans for approval by the Traffic Studies Engineer and the City's Project Manager.
 - (b) Underground works
 - i. Coordinate the review of sewer and water by Water and Waste to identify problems that must be corrected and to coordinate underground rehabilitation projects if required
 - ii. Inspection and general review of condition of existing catchbasins, manholes and any other structures in the pavement that may affect the mill and fill design life
 - iii. CCTV inspection of all CB leads to be reused.
 - iv. CCTV inspection of sewers not required.
 - v. Coordinate the operation and checking of mainline water valves by Water and Waste
 - vi. Advising on requirement for coring of the pavement subject to the City's Project Manager's approval.
 - (c) Utilities
 - i. Renewal of street lighting, gas, MTS and signal plant not included
 - (d) Design life
 - i. 8 to 10 Years
- F4.6 Construction Method Summary
- (a) Joint and slab repairs

- i. Type A repairs for catch basins and manholes where adjustments are required
 - ii. Final Concrete Restoration of any Temporary Utility Cuts.
 - iii. Localized joint and slab replacement (areas to be repaired must be unstable and have extensive cracking). Total replacement area less than 5% of total pavement area
 - iv. All repairs shall be completed utilizing 24 hour Concrete for Early Opening
- (b) Joint sealing
- i. Not required prior to placement of asphalt overlay
 - ii. Include Reflective Crack Sealing during Warranty Period
- (c) Planing
- i. Plane existing asphalt overlay 40mm to 60mm
 - ii. Plane headers at tie-ins to existing asphalt overlays
 - iii. Planing should be followed immediately with asphalt paving where possible. Normally traffic not to travel on the milled surface.
 - iv. Planed pavement (normally intersections or other situations approved by the City's Project Manager) should not be open to traffic for extended periods (2 days without concrete repairs and 5 days with concrete repairs)
- (d) Adjustments
- i. Design should accommodate existing appurtenances to avoid adjustments
 - ii. For existing curb and gutter inlets, only adjust if required to match design asphalt overlay elevation
 - iii. Existing curb inlets with inlet boxes and existing gutter inlets shall be replaced with curb and gutter inlets where possible.
 - iv. Adjust manholes and catch basins to match proposed grade and cross-fall
 - v. Design asphalt overlay to match Hydro and MTS manholes
 - vi. For manholes or catchbasins that require adjustment, remove and replace pavement and set 50mm below design asphalt overlay elevation
 - vii. Replace damaged covers and lifter rings
 - viii. Install lifter rings on manholes and catchbasins to accommodate design asphalt overlay elevation, use existing where possible
 - ix. Adjust or Install Water Valve Extensions to accommodate design asphalt overlay elevation, use existing where possible
- (e) Curbs and sidewalk renewal
- i. Replace missing curbs and renew curbs that are severely deteriorated or dangerous
 - ii. Finished curb height
 - Preferred – 100mm
 - Minimum – 75mm
 - iii. Replace existing barrier curb at Intersections and approaches with modified barrier curb only when curb condition requires replacement.
 - iv. Replace or install curb ramps where:
 - Missing curbs
 - Severely deteriorated condition
 - Correction of orientation
 - New ramps replacing barrier curb
 - Design asphalt overlay elevation
 - v. Install Detectable Warning Surface Tiles
 - vi. Localized sidewalk repairs, only at sunken or heaved locations and where faults or cracks or joints exceed 10mm. Locations must be approved by the Project Manager.
- (f) Approaches
- i. Place asphalt overlay as required to match design asphalt overlay elevation

- (g) Boulevard restoration
 - i. Restore boulevard at replaced curb and sidewalk with topsoil and seed.
 - ii. Restoration to be accepted at final inspection without formal maintenance inspection.
 - iii. All boulevard restoration must be completed prior to placement of asphalt overlay.
- (h) Placement of asphalt overlay
 - i. Review design elevations of asphalt overlay including intersections with City Project Manager.
 - ii. Preferably place in one lift, 50mm thickness (\pm 5mm).
 - iii. Scratch coat to be placed in localized areas to correct poor drainage. Where final curb height allows, place up to 75mm, in two lifts, with final lift being 50mm.
 - iv. In general, match previous design
 - v. New curb must be in place for a minimum of 1 day prior to placement of asphalt overlay
 - vi. Longitudinal grade:
 - Minimum – 0.3%
 - Preferred – 0.4 to 0.5%
 - vii. Pavement cross fall:
 - Minimum – 1.5%
 - Preferred – 2.0%

Add: F5 to read:

Guideline for Thin bituminous overlay (TBO) (2014)

F5.1 Purpose of Treatment

- (a) The Thin Bituminous Overlay (TBO) treatment is a preventative maintenance treatment that will slow down joint deterioration, improve drainage issues, re-establish cross fall and lengthen the overall service life of the pavement.
- (b) Applicable to local existing concrete streets in good condition.

F5.2 Scope of TBO work includes but not limited to, minimal curb, sidewalk and pavement repairs, minor adjustments and placement of asphalt overlay in the least possible time and inconvenience to the public

F5.3 Selection Criteria

- (a) Pavement age – 20 to 30 years
- (b) Pavement condition
 - i. General Condition – Good
 - ii. Moderate to poor drainage
 - iii. Tight random cracking and slight spalling joints
 - iv. Defined by Public Works asset management system and confirmed by Site inspection
- (c) Underground works
 - i. Visual Inspection of existing catch basin and or curb and gutter inlet conditions. Repair as required.
- (d) Utilities
 - i. Renewal of street lighting, gas, MTS and signal plant not included
- (e) Design life
 - i. 10 to 15 Years

F5.4 Construction Method Summary (Subject to approval from the Project Manager)

- (a) Joint and slab repairs

- i. Type A repairs for catch basins and manholes where adjustments are required
 - ii. Final Concrete Restoration of any Temporary Utility Cuts.
 - iii. Localized joint and slab replacement (areas to be repaired must be unstable, have extensive cracking, D-cracking present at joints or displaced joints). Total replacement area normally less than 5% of total pavement area
- (b) Joint sealing
- i. Not required prior to placement of asphalt overlay
 - ii. Reflective Crack Sealing to be completed by City of Winnipeg, Centralized Services.
- (c) Planing
- i. Planing and headers required at tie ins to existing asphalt overlays.
 - ii. Feathering asphalt at tie ins is not promoted.
 - iii. Planing should be followed immediately with asphalt paving where possible
- (d) Adjustments
- i. Design should accommodate existing appurtenances to avoid adjustments
 - ii. For existing curb and gutter inlets adjust as required to match design asphalt overlay elevation
 - iii. Adjust manholes and catch basins to match proposed grade and cross-fall
 - iv. Design asphalt overlay to match Hydro and MTS manholes or to use standard lifter rings available from the applicable utilities.
 - v. For manholes or catch basins that require adjustment, remove and replace pavement and set 50mm below design asphalt overlay elevation
 - vi. Replace damaged covers and lifter rings
 - vii. Install lifter rings on manholes and catch basins to accommodate design asphalt overlay elevation, use existing where possible
 - viii. Adjust or Install Water Valve Extensions to accommodate design asphalt overlay elevation, use existing where possible
- (e) Curbs and sidewalk renewal
- i. Replace missing curbs and unsound curbs
 - ii. Finished curb height(Barrier Curb)
 - Preferred – 130mm
 - Minimum – 75mm
 - iii. Finished curb height(Lip Curb)
 - Preferred – 75mm
 - Minimum – 25mm
 - Special attention to finished curb heights on existing 75mm lip curb streets should be considered
 - The aesthetics of lip curb replacement due to insufficient curb reveal should also be considered.
 - iv. Replace existing barrier curb on streets radii with modified barrier curb when curb condition require replacement or to maintain a minimum curb of 75mm for barrier curb streets and 75mm for lip curb streets
 - v. For curb ramps:

- Severely deteriorated condition
 - Correction of orientation
 - Design for asphalt overlay elevation
- vi. Localized sidewalk repairs, only when sunken or heaved locations and vertical faults or horizontal cracks or joints greater than 10mm. Locations must be approved by Public Works.
- (f) Approaches
- i. Design to minimize impact to private approaches especially that constructed of stamped or coloured concrete
- (g) Boulevard restoration
- i. Restore boulevard at replaced curb and sidewalk with sod
 - ii. Restoration to be accepted at final inspection without formal maintenance inspection.
 - iii. All boulevard restoration must be completed prior to placement of asphalt overlay.
- (h) Placement of asphalt overlay
- i. Place in one lift, thickness ($\pm 5\text{mm}$).
 - ii. New curb must be in place for a minimum of 1 day prior to placement of asphalt overlay
 - iii. Longitudinal grade:
 - Minimum – 0.3%
 - Preferred – 0.4 to 0.5%
 - iv. Pavement cross fall:
 - Preferred – 2.0%
- (i) Traffic Signals
- i. If traffic detection loops damaged during construction co-ordinate replacement
- (j) Traffic Services
- i. Co-ordinate with Traffic Services to remove parking during construction as required. The construction period and parking restrictions should be minimized as much as possible to avoid inconvenience to local residents.
 - ii. Co-ordinate with Traffic Services to re-establish line painting at pedestrian crossing corridors after asphalt overlay is placed
 - iii. Co-ordinate courtesy towing at the contractors request prior to paving operations to relocate vehicles in non-compliance of parking restrictions
- (k) Communication
- i. Construction Notices are required to be delivered to all properties affected by the TBO by the Engineering Consultant.
 - ii. Contractor delivers notices to all properties affected by paving operations 24 hours prior to paving.