

Bid Opportunity 712-2013 Bidders' Conference Notes

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|---------------------|---|------------|--------|----------------|--------------|
| Date of Meeting | December 4, 2013 | Start Time | 3:00pm | Project Number | 60273041.450 |
| Project Name | Plessis Road Twinning and Grade Separation at CN Redditt Subdivision – Contract 3 | | | | |
| Location | Canad Inns Destination centre Transcona, 826 Regent Ave W | | | | |
| Regarding | Bidders' Conference – Bid Opportunity 712-2013 | | | | |
| Minutes Prepared By | Tanya Worms, P.Eng. | | | | |

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

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| A. | <p>Introduction</p> <ul style="list-style-type: none"> • Todd Smith introduced himself as Project Manager for the Plessis Road Twinning and Grade Separation at CN Redditt Subdivision – Bid Opportunity 712-2013 also known as Contract 3. • Todd welcomed everyone to the non-mandatory Bidders' Conference and noted that anything discussed at the meeting cannot be relied upon unless it is included in an Addendum. The Bidders' Conference notes and presentation should be available on the City website on Friday December 6th or early next week. • Sign in Sheet was circulated to those in attendance. Safety minute discussed the evacuation procedure in the event of emergency. • Todd introduced the Team. <ul style="list-style-type: none"> i. Blake Kibbins – City of Winnipeg Public Works ii. Brad Neirinck – City of Winnipeg Public Works iii. Duane Baker – City of Winnipeg Water and Waste iv. Barry Biswanger – Contract Administrator Contract 3 v. Kevin Rae – Assistant Contract Administrator vi. Brent Knezacek – Design Manager vii. Tanya Worms – Contract Administrator Contract 1 viii. David Enns, Andy Nagy – Designers of the pumping station, dry pond and miscellaneous underground works ix. Eric Loewen – Designer of the structures x. Taran Peters – Designer for the roadways, pathways and sidewalks xi. Bob Paetsch – Contract Administrator Contract 2 and rail designer xii. Zeyad Shukri – Geotechnical designer |
| B. | <p>Review of key point of Parts A, B and C of the Bid Opportunity</p> <p>Part A</p> <ul style="list-style-type: none"> • Todd noted Part A follows the standard City of Winnipeg projects with 10% Bid Bond and 50% Performance Bond • An electronic copy of Form B is provided on the City website and one item to note is that there are negative quantities in 3 sections for the reduction in length of the caissons in |

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Sections A and G and Section F has the salvage value of the removed rail items.

Part B

- Submission Deadline is December 20, 2013
- Site Investigation will be held on-site December 11, 2013 at 3:30 pm and CN Contractor Orientation Training is required
- B12.3 Qualification
 - a. Bidder shall have successfully carried out at least three (3) deep excavations in the Upper Carbonate Aquifer
 - b. Bidder shall employ key staff who have successfully carried out at least three (3) deep excavations in the Upper Carbonate Aquifer
- B12.7 Rail Bidder Eligibility
 - a. The Bidder may be required to submit a letter confirming CN acceptance of Bidder and any proposed subcontractors.

Part C

- Standard City of Winnipeg General Conditions for Construction apply. Link is provided in the Bid Opportunity

C. Part D – Review of key items

- Barry Biswanger presented key items to note on the following:
 - a. Scope of Work items
 - b. Insurance clauses for both the City provided insurance and the Contractor provided insurance
 - c. Environmental Protection Plan
 - d. Work Practices on Asbestos-Cement Pipe
 - e. Contractor provided prior to commencement items
 - f. Schedule restrictions
 - g. Work by Others

D. Part D – Sequence of Work

- The team presented a summary of the sequence of Work as noted below.
 - a. Pumping Station
 - b. Miscellaneous Underground Works
 - c. Underpass and other land drainage construction
 - d. Underpass substructure and retaining walls
 - e. Dry Pond Construction prior to rail shoofly decommissioning
 - f. Stage A1 - Plessis Road Asphalt Reconstruction – Dugald road to approximately 300 m south
 - g. Stage B1 - Plessis Road Concrete Reconstruction – 390m south of Kernaghan Avenue to Pandora Avenue W
 - h. Stage A2 - Plessis Road Asphalt Reconstruction – Dugald Road to Approx. 300m South
 - i. Stage B2 - Plessis Road Concrete Reconstruction – 390m south of Kernaghan Avenue to Pandora Avenue W
 - j. Stage C - Dugald Road Rehabilitation and Plessis Road Concrete Reconstruction – 100m north of Dugald Road
 - k. Underpass superstructures and retaining walls
 - l. Rail Construction
 - m. Rail Removal
 - n. Retaining Walls and excavation

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- o. Dry Pond Construction after Rail Shoofly Decommissioning
 - p. Stage C1 – Underpass Roadway Reconstruction
 - q. Stage C2 – Underpass Roadway Reconstruction
 - r. Miscellaneous Structural Works
 - s. Landscaping Works
 - t. Miscellaneous Removals
 - u. Site Restoration
- E. Part D Continued
- Barry Biswanger reviewed the remaining items in Part D
 - a. Building Canada Fund – Major Infrastructure Component
 - b. Critical Stages
 - i. Stage 1 by September 30, 2014
 - ii. Stage 2 by September 30, 2014
 - iii. Stage 3 by December 31, 2014
 - c. Substantial Performance by September 1, 2015
 - d. Total Performance by September 30, 2015
 - e. Liquidated Damages are \$5000 for each stage
 - f. Warranty is a 2 year warranty beginning on the date of Total Performance
 - g. Contract 3 is the Prime Contractor upon commencement on Site of the Work of Contract 3.
- F. Part E & Appendices
- Pumping Station specifications are in NMS format
 - Appendix A: Geotechnical Information
 - Appendix B: CN Safety Requirements and Work Permit Form
 - Appendix C: Continuous Welding Rail Thermal Expansion
 - Appendix D: CN Crushed Ballast Material Specification
 - Appendix E: ALS Environmental Analytical Report
 - Appendix F: W.L. Gibbons and Associates Groundwater Report
 - Appendix G: Bournais Drive and Rougeau Avenue Speed Table Locations
- G. Other
- Addendum to be issued shortly
 - a. Including the presentation and Q&A notes
 - b. Including rail items removed from Contract 1 and Contract 2
 - c. General Revisions to specifications and drawings
 - Drawings included in the presentation are for discussion purposes only, revisions to Contract drawings, if required, will be provided by addendum
 - Contractors are reminded that information discussed at the Bidder's Conference is not to be relied upon for bidding purposes, until it is included in an addendum
 - If clarifications and/or interpretation are desired, please request in writing to the Contract Administrator
- H. The following comments and questions were raised after the presentation
- *Question: Down time for trains was mentioned, what does that mean and how much time could that potentially amount to?*
 - *Answer: The amount of down time related to trains will depend on the Contractor's activities on any given day. For example if a crane or some other large piece of equipment with the potential to topple onto the tracks was in use, restrictions may be tighter.*

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The shoofly has been designed for 35 mph train speed and train length may vary between 10,000 to 11,000 feet. Some trains may be stopped for fueling, others starting up or slowing down, so that will affect delay time.

The flagman has final say on Contractor's operations starting and stopping and the relationship between the Contractor and Flagman will be important in expediting the delays. The procedure would be that as a train approaches, the railway will contact the flagman who will in turn advise the Contractor to arrange shutdown of the work.

There are expected to be approximately 20 trains through the work site in a 24 hour period.

Downtime related to trains is a function of train movements and Contractor activities on any given day and is very difficult to predict at this point.

- *Question: What clear distance are Contractors required to maintain away from the tracks?*
- Answer: The minimum distance requirements are outlined in the Bid Opportunity documents.

- *Question: There are multiple phases for the project, will a Gantt chart be provided?*
- Answer: A Gantt Chart will not be provided.

- *Question: Are Liquidated Damages per Calendar Day not Working Day?*
- Answer: Liquidated Damages are per Calendar Day.

- *Question: Are Liquidated Damages Compounded?*
- Answer: Liquidated Damages are not compounded.

Meeting adjourned at 4:00 pm

These minutes are in the writer's best interpretation of discussions held during the meeting. Please inform the writer on any noteworthy omissions or error.

Meeting Sign In

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|-----------------|--|------------|---------|----------------|----------|
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| Regarding | Bidder's Conference – Contract 3 | | | | |
| Location | Canad Inns Destination Centre Transcona 826 Regent Ave W | | | | |

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