

ADDENDUM NO. 8
DOUGALL AVENUE RAIL PEDESTRIAN UNDERPASS AND MULTI-USE TRAIL DESIGN-BUILD PROJECT
RFP NO. 156-18

January 25, 2018

This addendum amends and forms part of the Proposal Documents. The Proponent shall insert the addendum behind the cover page of the Proposal Documents.

Clarifications:

1. From Addendum #1, Appendix G, SC 3.28 GC 6.2 CHANGE ORDER, the following changes to the percent markups shall apply. A revised attached sheet is provided:

“6.2.3 The value of a change shall be determined in one or more of the following methods as directed by the *Owner*:

.1 by estimate and acceptance of a lump sum;

.2 by unit prices established in the Contract or subsequently agreed upon. Unit prices shall include overhead, profit, and other reasonable charges and shall be the total cost to the Owner;

.3 by actual credits and cost to the Owner plus the following mark-ups:

(1) where the *Work* is carried out by the *Design-Builder's* own forces: **10%**;

(2) where the work is carried out by *Sub-Contractors*:

(a) *Subcontractor's* mark-up: **10%**; and

(b) *Design-Builder's* mark-up: **5%**;

(3) where the work is carried out by the *Consultant* or *Other Consultants*: **5%**,

2. In addition to the references to Section 8.11.2 of the City's Official Plan and Section 9.6 of the Central Box Class Environmental Assessment report, the follow clarifications describe City of Windsor's vision for project components that will address the Civic Way requirements for this corridor.

1. Pedestrian Tunnel

- Precast or cast-in-place concrete tunnel options are acceptable with a uniform joint layout noting the following;
 - All precast units to have continuous and overlapping self-adhering waterproofing membrane applied to earth side of walls and deck.

- All cast-in place concrete shall have a crystalline waterproofing additive.
- Surface finish to all exposed concrete shall be to OPSS 904
- Clear non-sacrificial anti-graffiti coating.
- Poured concrete floor to provide a uniform walking surface.
- Lighting to provide uniform illumination throughout tunnel, including:
 - Wiring to be installed in rigid conduits that are concealed from view, but accessible for maintenance.
 - Light fixtures and junction boxes that are flush mounted, with vandal proof protection.

2. Retaining Walls

- Retaining walls along Dougall Avenue shall have a naturalized stone finish, consisting of either a textured and coloured concrete wall, or a split-face precast coloured concrete block gravity wall system. A tie-back wall system (reinforced earth retaining wall) will not be accepted.
- Retaining walls shall be treated with a clear non-sacrificial anti-graffiti coating.

3. Railings

- Steel or aluminum metal railings, in accordance with OPSS 908 and designed in accordance with CAN/CSA –S6-14 shall be provided on the top of the retaining walls at the tunnel (as outlined in the OSR) and along Dougall Avenue. Metal railings shall include custom decorative panels.
- Steel railings shall be supplied with a hot dipped galvanized finish. Aluminum railings shall have an electrostatically applied powder coating finish to AAMA 2604 Standard
- All bolts shall be stainless steel.
- Railings shall have a 20 year minimum warranty to all components.

4. Roadway and Pedestrian Lighting

- Roadway and pedestrian lighting shall be installed within the proposed 1m wide boulevard area between the roadway and the multi-use trail, and shall consist of the following:
 - Underground power distribution
 - Decorative concrete poles, including banner arms
 - Roadway and pedestrian luminaires

- Banner arms
- Luminaire arms

A "Luminaire Detail" drawing is provided as a minimum standard for the required lighting treatment and is similar to what was used at the Howard and Walker underpasses. The pedestrian luminaire on the back of the pole can be considered optional as the Design-Build team may chose an alternative pedestrian luminaire option.

5. Landscaping

- Naturalized streetscape treatment that is generally consistent with and builds upon the existing coniferous and deciduous trees, plantings, ground cover, and stone groupings on the existing embankment along Dougall Avenue.

Question & Answer:

1. **Question:** Can the City please provide 1 day with all potential proponents to do utility depth locations so multiple proponents aren't doing multiple investigations of utilities and all would be on the same level during the bidding process (Hydro Vac Location / Test Digs)?

Answer: We don't feel that it would be necessary to arrange for hydro-vac/test digs of utility depths/locations. Other than the utilities in the rail corridor, those along Dougall Avenue would not appear to be in conflict with the proposed works. We are continuing to work at confirming Union Gas' schedule/need for their gas main replacement on Dougall Avenue and can confirm this as soon as we have details.

This work will be confirmed at a later date and for purposes of the tender, the gas main works are to be assumed to not influence the construction schedule.

2. **Question:** Can the City please provide an AutoCAD colour table file (.ctb) for plotting, as per the City of Windsor's Development Manual?

3.6.3 LAYER STANDARDS and REQUIREMENTS

Separation of layers is required to properly display and extract similar features from the drawing. An AutoCAD colour table file (.ctb) for plotting purposes shall be made available upon request. Specific layering structure or additional layers may be required for a select group of drawing entities.

- a) The boundary limit of the subdivision shall be a closed polygon with no overhanging or undershooting lines and exist on its own layer, free of text or other features. End points of polylines must be "snapped" together. The name of the layer must be recognizable as to what it contains. (i.e., Boundary)

Answer: In accordance with the Development Manual it is the Developer (in this case Contractor) that would provide the AutoCAD colour table file (.ctb) to the City not the other way around.

3. Question: Are there any sanitary lines present within the corridor?

Answer: There are no sanitary lines present within the corridor. There is a sanitary line on the west side of the Dougall Avenue/Ouellette Place intersection near the entrance to Naples Pizza per the Site Plan and Layout provided in the RFP.

4. Question: Can the City provide information on capacity of the stormwater system within the project corridor, and provide hydraulic study and reports if available?

Answer: The capacity of the storm sewer is designed to accept flows up to and including the 1:5 year design storm. There are currently no hydraulic studies along this corridor.

5. Question: Would the City object if the Proponent conveys the minor flows from the new works into the existing City storm water catch basins?

Answer: The City would not object to conveying minor flows to the existing City storm water catch basins.

6. Question: Can the City provide any existing plans for the watermain and its appurtenances within the project corridor?

Answer: There are no plans to replace watermains within the Dougall Ave/CN Rail Underpass project limits.

7. Question: Can the City please identify any noise restrictions currently in the prescribed work area and clarify any specific timing regulations?

Answer: The current noise by-law related to construction allows from 6:00am to 8:00pm.

8. Question: Please confirm that all necessary environment clearances, permits and approvals are the responsibility of the City and have either been obtained or will be obtained without impact to the proposed construction schedule.

Please identify any restrictions, conditions and/or requirements on the Proponent outlined in the clearances, permits and approvals.

Answer: All environmental clearances, permits and approvals are the responsibility of the City and are in the process of being obtained. Any costs for these environmental clearances, permits and approvals will be assumed by the City.

9. **Question:** As noted in Addendum 6, please clarify the MNSi scope of work, if all permits and approvals are in place to perform this work. Please provide a revised Form of Tender to account for this line item.

Answer: As noted in Addendum No. 6, MNSi is requesting a 100mm diameter PVC conduit installed from South Cameron Boulevard to the south contract limits. The exact alignment is not yet known. Any approvals and associated costs will be borne by MNSi. A revised Bid Form will be provided in a future addendum.

10. **Question:** Please confirm that the excavated material from the pedestrian tunnel excavation may not be reused as structural backfill in the rail corridor.

Answer: The excavated material from the pedestrian tunnel excavation may not be reused as structural backfill in the rail corridor.

ATTACHED:

Appendix G – Supplementary Conditions Page 15 of 28 (1 page)
Detailed Lighting Design (1 page)

Except for the contents of this addendum, all other terms and conditions of this proposal remain the same.

END OF ADDENDUM NO. 8

Yours truly,

THE CORPORATION OF THE CITY OF WINDSOR

Elaine Castellan
Purchasing Supervisor

EC/jm

ADDENDUM NO. 8
DOUGALL AVENUE RAIL PEDESTRIAN UNDERPASS AND MULTI-USE TRAIL DESIGN-BUILD PROJECT
RFP NO. 156-18

January 25, 2018

I hereby acknowledge receipt of Addendum No. 8 to the RFP No. 156-18 (8 pages).

The information contained therein is hereby noted and account of same will be taken in our proposal cost.

This information was received on the _____ day of _____, 20_____.

Signature

Name (Printed)

Company Name

***NOTE: You are required to acknowledge this addendum with your proposal submission.**

**PLEASE FAX BACK TO (519) 255-9891 OR E-MAIL @ purchasing@citywindsor.ca SIGNED
ACKNOWLEDGEMENT SHEET ASAP**

Attn: Purchasing Department

APPENDIX G – SUPPLEMENTARY CONDITIONS

"6.1.3 The requirement that the *Design-Builder* obtain a *Change Order* or a *Change Directive* is of the essence and it is the express intention of the parties that any claims by the *Design-Builder* for a change in the *Contract Price* and/or *Contract Time* shall be barred unless there is strict compliance with PART 6 – CHANGES IN THE CONTRACT. No course of conduct or dealing between the parties, no express or implied acceptance of alterations or additions to the *Work*, and no claims that the *Owner* has been unjustly enriched by any alteration or addition to the *Work*, whether in fact there is any such unjust enrichment or not, shall be the basis of a claim for additional payment under this *Contract* or a claim for an extension of the *Contract Time* or a claim for an amendment to the *Contract*. Without limiting the generality of the foregoing, under circumstances of expediency the *Design-Builder* may proceed with a change in the *Work* without first obtaining a *Change Order* or a *Change Directive* where it has received from the *Owner* or the *Owner's Advisor* some form of written or e-mail direction agreeing to a change in the *Contract Price*, the *Contract Time* or the *Contract*, in which case such change, and the value of such change, if any, will be determined pursuant to GC 6.2 – CHANGE ORDER.

6.1.4 The Design-Builder agrees that its activities related to:

- .1 co-ordination of the Design Services and the documents and scope; and
- .2 Construction co-ordination, including but not limited to site conditions, site co-ordination, and the co-ordination of Subcontractors and Suppliers and the work of the Owner's forces and/or other contractors, including the matters referred to in paragraphs 2.63 and 3.1.9,

shall not constitute a change in the *Work* and shall not entitle the *Design-Builder* to an adjustment of the *Contract Price* or *Contract Time*."

SC 3.28 GC 6.2 CHANGE ORDER

3.28.1 Delete paragraph 6.2.3 in its entirety and replace it with the following:

"6.2.3 The value of a change shall be determined in one or more of the following methods as directed by the *Owner*:

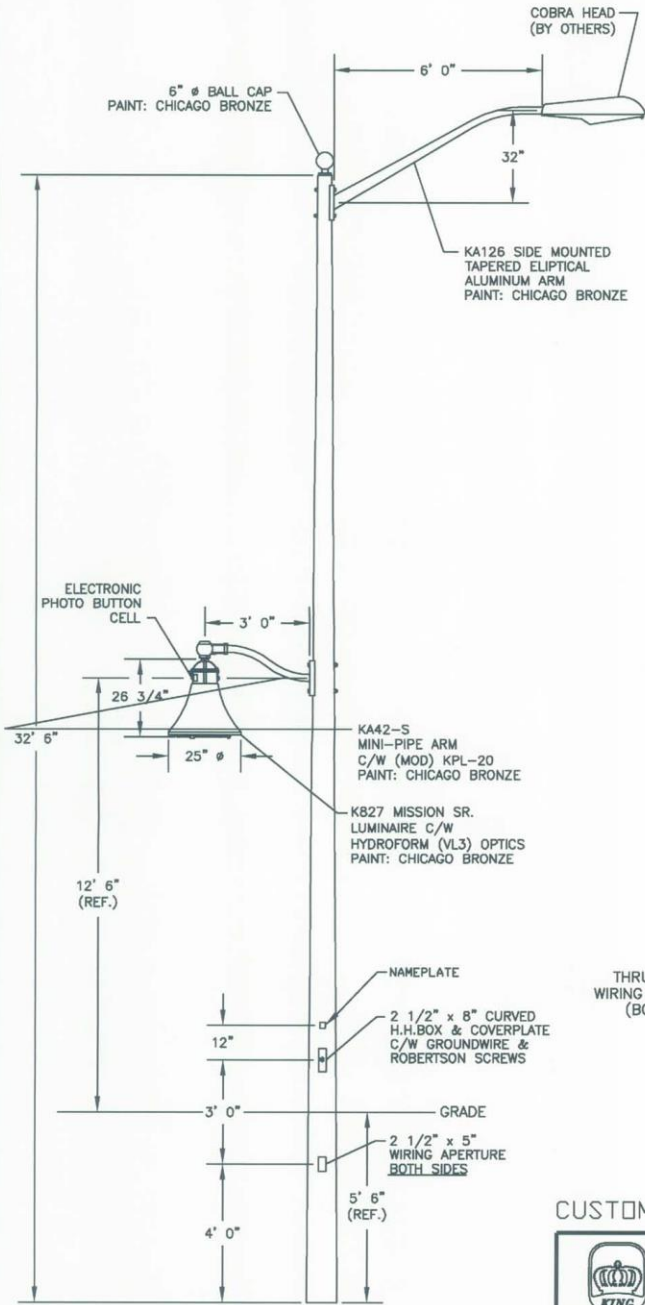
- .1 by estimate and acceptance of a lump sum;
- .2 by unit prices established in the Contract or subsequently agreed upon. Unit prices shall include overhead, profit, and other reasonable charges and shall be the total cost to the *Owner*;
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 - (2) where the work is carried out by Sub-Contractors:
 - (a) *Subcontractor's* mark-up: **10%**; and
 - (b) *Design-Builder's* mark-up: **5%**;
 - (3) where the work is carried out by the *Consultant* or *Other Consultants*: **5%**,

The mark-ups are intended to cover all profit, general expenses and overhead costs incurred by the *Design-Builder* in relation to the change. For greater certainty, the following items of cost of the *Design-Builder* in relation to an increase in the *Contract Price* are covered by and are included in the overhead and profit mark-up on changes:

- (3) *Project* management costs;
- (4) head office and personnel costs, small tools and job safety necessary to perform the change;
- (5) estimating, site supervision, preparation of as-built *Drawings* and record *Drawings*, coordination, and administration costs;
- (6) warranty costs.

KING CAN. ORDER NO. 12480	KING U.S. ORDER NO. 36347
STRESSCRETE ORDER NO. 51178	CUSTOMER P.O. NUMBER (W+h)20788D

REV.	ALTERATION	E.C.N.	DATE	BY
A	PURCHASE ORDER NUMBER CHANGED		02/11/08	AA



ROADWAY LUMINAIRE SPECIFICATIONS
 CATALOGUE NO.: COBRA HEAD (BY OTHERS)

ROADWAY ARM SPECIFICATIONS
 CATALOGUE NO.: KA126
 QUANTITY:
 MATERIAL: ALUMINUM
 PAINT: CHICAGO BRONZE

PEDESTRIAN ARM SPECIFICATIONS
 CATALOGUE NO.: KA42-S
 QUANTITY:
 MATERIAL: ALUMINUM
 PAINT: CHICAGO BRONZE

PEDESTRIAN LUMINAIRE SPECIFICATIONS
 CATALOGUE NO.: K827-HGFL-III-100(MED)
 -MH-120-PEC-KPL20(MOD)
 QUANTITY:
 OPTICAL SYSTEM: HYDROFORM GLASS FLAT LENS (VL3)
 IES CLASS.: TYPE III
 WATTAGE: 100W
 SOCKET TYPE: MEDIUM
 LIGHT SOURCE: METAL HALIDE
 LINE VOLTAGE: 120V
 PAINT: CHICAGO BRONZE
 OPTIONS: ELECTRONIC PHOTO BUTTON CELL (MOD) KPL-20 LEVELING DEVICE

ANSI M90 LAMP BY OTHERS

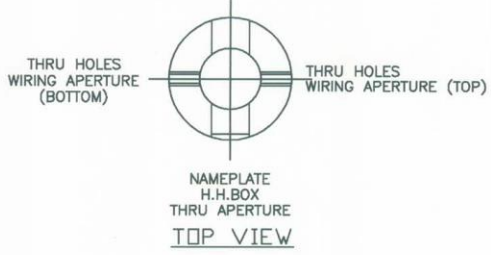
BALLAST SPECIFICATIONS

	<u>SUPPLIED</u>	<u>ALTERNATE</u>
BALLAST TYPE:	HX-HPF	HX-HPF
BALLAST MANU.:	UNIVERSAL	ADVANCE
CATALOGUE NO.:	M100MLTLC3M	71A5390

OPTIONS
 QUICK DISCONNECT } PLEASE SELECT ONE
 TERMINAL BLOCK }
 OTHER:

POLE SPECIFICATIONS
 CATALOGUE NO.: E325-APR-G-E90
 S/F KA126
 C/W BALL CAP

QUANTITY:
 SECTION: ROUND
 COLOUR: SALUKI BRONZE
 FINISH: ETCHED
 POLE LENGTH: 32' 6"
 POLE TOP: $\phi 4 \frac{3}{4}$ "
 POLE BUTT: $\phi 10 \frac{5}{8}$ "
 APPROX. WGT.: 1,433 lbs.



CUSTOMER APPROVAL: _____

KING LUMINAIRE COMPANY INC.				
840 WALKER'S LINE, P.O. BOX 7, BURLINGTON, ONTARIO, CANADA L7R 3X9		P.O. BOX 286 JEFFERSON, OHIO 1153 STATE ROUTE 46N U.S.A. 44047		
DRAWING NAME: APPROVAL DWG	DWG NUMBER 206A4071-6	DATE: 10/20/06	DWG BY: M.L.	REV. A
PROJECT/CUSTOMER: WINDSOR				CHK BY: