

**ADDENDUM NO. 2
ENGINEERING CONSULTING SERVICES HAYES COMMERCIAL APRON 1 AT YQG
RFP NO. 34-20**

March 4, 2020

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

QUESTIONS/ANSWERS:

1. General Project Scope

Question #1:

Please confirm that Hayes Road and Commercial Drive will be designed to their existing width and cross section, no widening or utility relocation is proposed?

Answer: Both Hayes Road and Commercial Drive are expected to be designed to their existing width and cross section with the exception of one (1) section of Commercial Drive that requires widening to allow for truck turning movements from an existing parking lot onto Commercial Drive. The actual dimensions of this widening are to be determined by the successful proponent based on the application of appropriate truck turning templates; however for the purposes of the proposal, the area is estimated to be approximately 50 square meters of additional pavement.

Question #2:

Please confirm any utility pole or utility relocations are excluded from the scope of work?

Answer: Confirmed out of scope.

Question #3:

Please confirm that street lighting along Hayes Road and Commercial Drive is excluded from the scope of work.

Answer: Confirmed out of scope.

Question #4:

Please confirm that Apron / Taxiway edgelighting is excluded from the scope of work for Apron 1.

Answer: Confirmed out of scope.

Question #5:

Please confirm that floodlighting is excluded from the scope of work for Apron 1.

Answer: Confirmed out of scope.

Question #6:

Depending on the rehabilitation methodologies, there may be some interaction with subsurface utilities (drainage, electrical) during construction. Is accommodating these considered part of the current RFP scope of work?

Answer: Drainage works related to the Apron (catchbasins, storm sewers) are in good condition and are not anticipated to be replaced as part of the scope of this project. The contractor will be required to protect any underground drainage features or utilities during construction. YQG will provide locates of any such utilities during the design and construction phases of the work.

2. Existing Information

Question #7:

Are there any recent geotechnical or pavement investigation reports available for the pavement sections that are included in this assignment. If so, can these be provided to proponents for their review?

Answer: There are no known Geotechnical reports available for this work area.

Question #8:

Could the City or Airport provide information regarding the last major pavement rehabilitation that was undertaken on the pavement sections included in this assignment?

Answer: Records of pavement rehabilitation and pavement structure are not available. It is believed that Apron 1 was rehabilitated in the early 1980's. Hayes Road from Duncan McColl to the YQG employee lot was built in the early to mid 1990's. The Proponent will need to verify pavement structure as part of their geotechnical investigation work.

Question #9:

What CAD files, with what content, will be provided to the successful proponent for Hayes Road, Commercial Drive and Apron 1?

Answer: There is very little existing base mapping available for this work. The figure below shows circled in red the available topo map tiles for a section of Hayes Road only. Please note that these topo maps are based off year 2000 photos and field edits will need to be done to verify changes. The Proponent may also access many GIS and CAD layers available on the City Open Data webpage (e.g. sewers, edge of pavement, parcels etc.). Please visit <http://opendata.citywindsor.ca/> to verify what exists for these areas.



3. Geotechnical Investigation Report

Question #10:

Is a separate factual geotechnical investigation report required in addition to the pavement design report which will include the findings of the geotechnical and pavement investigations, and the pavement rehabilitation design options?

Answer: A geotechnical report is required which will include:

- General description of the site with site map and borehole location plan
- Purpose of the investigation
- Details of field drilling work
- Detailed borehole logs for each borehole including, but not limited to:
 - Soils type, density, consistency, colour, moisture and inclusions
 - Pavement composition and depths encountered
 - Depth/elevation of changes in composition
 - Depths of any signs of borehole instability
 - Depth of initial groundwater if encountered and depth of groundwater upon completion of drilling.
- Comments related to the observed field conditions and borehole investigation as they relate to the project
- Recommendations for compaction requirements and pavement replacement design in support of the design pavement load rating
- Recommendations for use of pavement drainage materials if needed

The above report shall accompany the proponent's design report.

4. Inspection and Testing

Question #11:

For the various construction services that are required during this assignment, could the City/Airport please provide a period of construction which may be used for developing the cost estimates. This will ensure that the cost estimate are comparable between the different proponents?

Answer: The construction period will depend on the reconstruction method recommendations of the successful proponent. As such, it is incumbent on the proponent to determine an appropriate period of construction in accordance with their schedule submission. Proponents were offered an opportunity to see the current conditions of the pavements to estimate the extent of reconstruction required.

For the purposes of estimation of services during the construction period, the proponent may assume 65 working days total. The proponent may assume construction will occur during regular weekday work hours. It is not anticipated that night or weekend work would be required, although the option to work nights and weekends is not precluded.

Question #12:

RFP Section 7.2.19 states “conduct regular site supervision by experienced personnel...”. Does the City have a finite description of their expectation for site inspection hours? E.g. 10 weeks x 40 hours/week = 400 hours

Does the City anticipate different site inspection efforts for the groundside works (Hayes/Commercial) versus the airside works (Apron I)?

Answer: Refer to Question 11 above for estimated working days. The proponent will be expected to provide full time inspection during construction activities regardless of whether the works are groundside or airside.

Question #13:

For the testing and inspection, could the City/Airport identify whether acceptance of construction will be based on Quality Assurance (QA) testing, or is only limited QA testing required to confirm the results of the Contractor’s Quality Control (QC) testing, and acceptance of construction will be based on QC testing?

Answer: Testing shall include the following (if applicable based on final pavement design):

- Sieve analysis of all granular materials to verify conformity with specifications
- Slump, temperature, air content and 28 day compression tests of all concrete used (if applicable)
- Compaction testing on all materials used for pavement base
- In situ density tests on each lift of asphalt to determine the degree of compaction meets specifications.
- Preparation of a final engineers report, prepared by a professional engineer licensed by Professional Engineers Ontario, summarizing findings of all testing.

Sampling and testing frequency for Hot Mix Asphalt to be in accordance with OPSS 310. Frequency of testing for concrete (if applicable) to be in accordance with OPSS.PROV 1350. Sampling and testing frequency for granular materials to be in accordance with OPSS.MUNI 1010.

To ensure all proponents are bidding the same item, the cost for testing has been revised in “Appendix “C” – Cost Proposal to be a cash allowance in the amount of \$15,000. Every proponent will carry forward this same cash allowance as part of their fixed All-Inclusive lump-sum price. Revised page 28 of the Cost Proposal is attached.

Following detailed design and prior to construction of the works, the successful proponent, YQG and the City will agree upon a suitable frequency of testing given the scope of work and construction method.

Following completion of testing services by an approved subconsultant, the proponent will be paid on actual costs from subconsultant invoices plus a 5% markup for the proponent. If the proponent provides testing as described above without the use of a subconsultant, no markup will apply.

5. Schedule

Question #14:

RFP Section 1.7 states construction completion by November 2020. Does the City have an anticipated start date and/or construction window that is less intrusive to groundside and/or airside operations?

Answer: There is no preferred construction window for this project. YQG will work with the proponent and contractor's schedule as necessary. The occupants of any affected hangars and buildings must be notified of specific construction windows that affect the use of their facilities. Aircraft and service vehicles using those buildings will be moved in advance of construction to an appropriate location. YQG will coordinate these relocations based on the schedules submitted.

REVISED AND ATTACHED:

Cost Proposal Page 28 (1 page)

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

END OF ADDENDUM NO. 2

Yours truly,

THE CORPORATION OF THE CITY OF WINDSOR

Alex Vucinic

Alex Vucinic
Purchasing Manager

AV/jm

**ADDENDUM NO. 2
ENGINEERING CONSULTING SERVICES HAYES COMMERCIAL APRON 1 AT YQG
RFP NO. 34-20**

March 4, 2020

I hereby acknowledge receipt of Addendum No. 2 to the RFP No. 34-20 (7 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

Engineering Consulting Services – Hayes Commercial Apron 1 at YQG
INSTRUCTIONS

1. We offer to enter into the Contract with the City to provide the services required under the Contract for the fixed, All-Inclusive lump-sum price of:

CANADIAN DOLLARS (\$_____).

The above fixed All-Inclusive lump-sum price:

- (a) excludes the harmonized sales tax, but includes all other taxes and duties;
- (b) is a fixed, All-Inclusive lump sum price for the provision of the services contemplated by the Contract;
- (c) includes Testing Allowance;
- (d) is further broken down in the following:

- | | | |
|----|---|--|
| A. | CANADIAN DOLLARS (\$_____). | Geotechnical investigation and report |
| B. | CANADIAN DOLLARS (\$_____). | Topographic survey |
| C. | CANADIAN DOLLARS (\$_____). | Preliminary design |
| D. | CANADIAN DOLLARS (\$_____). | Construction alternatives and cost estimates |
| E. | CANADIAN DOLLARS (\$_____). | Detailed design and tender |
| F. | CANADIAN DOLLARS (\$_____). | Construction Administration |
| G. | CANADIAN DOLLARS (\$ <u>15,000.00</u> _____). | Testing Allowance |
| H. | CANADIAN DOLLARS (\$_____). | Inspection |
| I. | CANADIAN DOLLARS (\$_____). | As-builts and project closeout |

Fixed All-Inclusive Lump Sum of A+B+C+D+ E+F+G+H+I = (\$_____).