

Wellesley Park Lift Station

City of Moose Jaw

CAP-2021-1610-01

Date: May7, 2021

CONTRACT DOCUMENTS FOR

Wellesley Park Lift Station

Contract no. CAP-2021-1610-01

This Addendum shall form part of the Contract Document and is to be read, interpreted and coordinated with all other parts. The following revisions, clarifications and instructions supercede the information contained in the original Tender documents including specifications issued for the above-named project. **Respondents are to acknowledge this Addendum in their submission, as well as below.**

RESPONSE TO RFP or Tender INQUIRIES

MODIFICATIONS TO SPECIFICATIONS

SECTION 25 10 00 - INTEGRATED AUTOMATION NETWORK EQUIPMENT

Add the following to Item 1.3.4.2:

“.4 Delco Automation”

MODIFICATIONS TO DRAWINGS

Drawing 4530-00-C-101

Replace the note that reads:

“Excavate existing bends and install fittings or field bends as required. Assume each bend will be accessible by a 3 m x 3 m shored excavation located outside of paved roadway”

With:

“Excavate existing bends and install fittings or field bends as required. Assume each bend will be accessible by a 3 m x 3 m shored excavation located within paved roadway”

BIDDER’S BRIEFING MEETING

DISCUSSION REGARDING SPECIAL PROJECT PROCEDURES

- Bid irrevocability is identified as 30 days rather than the typical 60 days due to current volatility in pricing for pipe and other materials. We understand that some suppliers are holding pricing for shorter periods. Changes in pricing between tender close and shop drawing review are to be borne by Contractor.

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- The new lift station is to be tested and commissioned before slip-lining the existing force main and decommissioning existing lift stations. We expect the Contractor to use using temporary piping to cycle flow back to one of the new manholes upstream of the pumping station.
 - The approach manhole upstream of the Churchill Lift Station is to be cleaned and inspected early in the construction process to evaluate if it is feasible to reuse it. There is a provisional payment item in the Bid Form for replacing the manhole if reusing the existing manhole is not feasible.
 - Note that groundwater present in the test holes. Dewatering is to be included in pricing for lift station, pipe installation, manholes and all other work involving trenching or excavation.
 - The location of the existing force main shown on plans is based on scanned record drawings. AE has staked the estimated location of bends but the Contractor must hydrovac to confirm the actual location. The cost of hydrovac is to be included in pricing for force main slip-lining.
 - AE has staked out deflection and intermediate points on the proposed gravity main route. Bidders are encouraged to visit site to see the route. AE will confirm alignment adjustments with the Contractor prior to construction, and stake new centreline and offsets when clearing and grubbing is complete.
 - Surface restoration has been included as a lump sum for each surface type identified in the Bid Form. Since the amount of surface disturbance depends on the Contractor's construction methods, Bidder's must determine the extent of surface restoration required and price accordingly.
 - Existing Lift Stations are to be decommissioned after the new lift station is in service. The new gravity main north of the Valley View Lift Station should also be installed after the new lift station is operational.
 - We expect that the Contractor will use vac trucks to haul wastewater from the existing collection system when the existing Valley View Lift Station force main is taken out of service for slip-lining or either of the existing lift stations are taken out of service before the new lift station and force main are operational.

QUESTIONS FROM CONTRACTORS DURING BIDDER'S BRIEFING

- Q: Due to COVID-19 and other factors, material delivery will likely be late July which could affect Contractor's ability to meet the September 30, 2021 substantial completion deadline. Is there any flexibility on the deadline?
- A: The City expects some seasonal deficiencies that could be completed in Spring 2022. If material delivery delays make it impossible to meet the September 30 deadline, the City can accommodate a schedule extension provided that the new lift station is online and asphalt repairs on Hwy 2 are completed prior to freeze-up.

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Q: What are the flows to the existing lift stations?

A: The expected average dry weather flow (ADWF), peak dry weather flow (PDWF) and peak wet weather flow (PWWF) into the existing Valley View and Churchill lift stations are listed in the table below.

Existing Lift Station Incoming Flows (AECOM 2019)

Parameter	Churchill Lift Station	Valley View Lift Station
ADWF (L/s)	0.2	0.23
PDWF (L/s)	0.3	2.0
PWWF (L/s)	1.2	3.5

QUESTIONS SUBMITTED BY EMAIL

Q: Is a lifting davit and socket required for pump removal?

A: No. The station is to include a lifting davit socket for confined space entry only. Only the socket is required as the City will use their own davit for confined space entry.

Q: Is odour control required for the station?

A: Odour control is not required at this time. If required in the future, the City would replace the gooseneck exhaust pipe with a new one fitted with a carbon filter.

Q: Is Xylem’s standard coating acceptable for the pumps and discharge elbows?

A: Yes. Xylem’s standard coating – single coat of Duasolid 50 - Oxirane Ester Paint – is acceptable.

Q: Where should the junction box for cabling into the wet well be mounted?

A: We expect the junction box to be mounted above the 50 mm diameter ports on the top of the wet well as shown in the photo below.



ADDENDUM NO. #01

Wellesley Park Lift Station

City of Moose Jaw

CAP-2021-1610-01

Date: May7, 2021

The Respondent has received Addendum No. 01 (dated May 7, 2021).

Acknowledged and Accepted By:

Signature of Respondent

Date

Name of Respondent

Name of Company