This addendum is issued for the purpose of clarifying, amending or revising certain information contained in the January 2021 version of the Region’s General Conditions, Supplemental General Conditions, Standard Special Provisions and Standard Drawings for Unit Price Contracts. The following summarizes the changes included in this Addendum No. 1:

I. General Conditions of Contract – OPSS MUNI
   No changes

II. Supplemental General Conditions (SGC)
   a) SGC 41 – Statutory Holdback Release on Multi-year Contracts
      • The last sentence reading “This provision only applies to contracts” is deleted.

III. Standard Specifications (RWSS)
   a) RWSS 02 Temporary Traffic and Pedestrian Control
      • The following wording is added as the last paragraphs preceding the ‘Payment’ section:

      With respect to maintenance of roadways during construction, OPSS MUNI 100, GC 7.06.04 is deleted and replaced with the following:

      The Contractor shall not be required to maintain the entire width of a Roadway through the Working Area before the Contractor has commenced the Work, or during seasonal shutdown or within any sections of the Roadway where a twelve (12) month general warranty period has commenced. Responsibility for maintenance of the entire width of a Roadway shall be transferred between the Contractor and the Owner at the commencement of the Work, the start and end of each seasonal shutdown period, and the start of each twelve (12) month general warranty...
period. A minimum of 5 Business Days prior to an anticipated transfer date of responsibility for maintenance, the Contract Administrator, Contractor and a representative of the Region’s or City’s Operations Department shall perform a pre-turnover field inspection. The pre-turnover field inspection shall identify deficiencies within the right-of-way and the anticipated timeframe for correction. The Contract Administrator shall be the sole judge of whether or not the noted deficiencies require correction prior to or after the turnover date. Provided that the Contractor was given advance written notice of the pre-turnover inspection date, the Contractor shall not delay commencement of the Work or the assumption of responsibility for maintenance because of the existence of deficiencies.

A Maintenance Transfer Agreement Form, prepared by the Contract Administrator, which identifies the date and time that responsibility for maintenance (and any maintenance exceptions) shall be transferred between parties shall be executed by both the Contract Administrator and Contractor prior to the actual turnover date. Where work under the Contract is discontinued for any extended period including seasonal shutdown, the Contractor shall, when directed by the Contract Administrator, open and place the roadway in a passable, safe, and satisfactory condition for public travel and in a condition maintainable by the Region’s or City’s Operations Department, with no obstructions to the placement of de-icing chemicals or abrasives or Mechanical snow-plowing operations (“Winter Maintenance”).

If a snow or freezing rain event is anticipated prior to the implementation date of the Maintenance Transfer Agreement from the Contractor to the Region, the Contractor shall be responsible for coordinating Winter Maintenance as necessary on the travelled portion of the roadway. If the Region’s or City’s Operations Department is able to perform this work, at their sole discretion, based on a field inspection in advance of the snow or freezing rain event, the Contractor will be responsible for coordinating this work and confirming such arrangements with the Contract Administrator in writing at least 48 hours in advance of the anticipated event. If the Region’s or City’s Operations Department, at their sole discretion, deems that the travelled portion of the roadway is in a condition that does not allow them to perform Winter Maintenance, the Contractor will be responsible for undertaking this work with their own forces or through the use of a qualified subcontractor. The Contractor shall advise the Contract Administrator of the planned methodology for Winter Maintenance in
writing at least 48 hours in advance of the anticipated snow or freezing rain event.

- The following wording is added as the last paragraphs within the ‘Payment’ section:

Where it could reasonably be anticipated that the Contract would extend in to the winter months, or where delays beyond the Contractor’s control have extended the work in to the winter months, the Contractor will be compensated for Winter Maintenance through provisional items in the Contract, or through negotiated pricing until the Maintenance Transfer Agreement is implemented from the Contractor to the Region. Where the Contractor is deemed responsible for delays that extended work in to the winter months, the Contractor shall be responsible for all Winter Maintenance costs.

b) RWSS 18 Traffic Fibre Network – Ducts and Handwells

- The following is added as the last paragraph under the ‘Handwells’ section:

The preferred spacing between two handwells shall be 350-450m. The spacing between the two handwells shall not be more than 500m.

- The attached drawings are added to the end of RWSS 18.

IV. Standard Special Provisions (RWSSP)

No changes

V. Standard Drawings

No changes
Conduit/Duct Installation: Maximum Bend = 180° (all directions)
Cover:
- Style: Plastic Sheet
- Material: DuPont Molded Composite
- Model: 24" x 36"
- Weight: 126 lbs
- Standard Dimensions: 1/2" 3/16 Stainless Steel Hex Head Bolt, Self-Locating Insert
- Options:
  - Locking and Speed Marking
  - Slip Resistant & Marked
  - Coefficient of Friction: >0.8 ASTM 1018
  - Performance: ANSI/CEI-77 Test 22, VUC-3.8, ASTM C667 A-18

Body:
- Material: DuPont Molded Composite
- Model: 24" x 36"
- Weight:
  - 18" Depth: 82 lbs
  - 24" Depth: 82 lbs
  - 36" Depth: 110 lbs
- Wall Type: Straight
- Performance: ANSI/CEI-77 Test 22, VUC-3.8, ASTM C667 A-18

* Bodies are adjustable to depths of: 36", 42", 48", 60", 72".

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
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<tr>
<td>2436-18</td>
<td>36-1/8</td>
<td>26-1/2</td>
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<td>23-1/2</td>
<td>35-1/4</td>
<td>25-1/8</td>
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* Cover comes standard with permanent markings for manufacturer, load rating, model size and manufacturing location.

Contact your Oldcastle Enclosure Solutions Distribution Center for specific information and additional options.
**Options:**

Available Duomold Composite Covers:
- Flush Solid (Standard)

Fastener Options for Duomold Composite Covers:
- Hex Head Bolt (Standard)
- Penta Head Bolt
- Oldcastle Enclosures Vandal Resistant Bolt

Add on Options:
- Larger Lift Hook Pocket
- EMI Marker (E)
- Moulchabos/Knockouts
- Rack Mount (A)
- Cable Hacks/Cable Arms (B)
- Unistrut (C)
- Pulling EYE - 1,000 lb and 3,000 lb (D)
- Ground Buss (F)
- Dividers
- Racking Provision
- Lid Gaskets*
- Solid Bottom

Bodies are Stackable (with tallest body on bottom)

*List Gaskets inhibit water flow into the box, they do not make enclosure fully watertight

**Raw Material Specifications:**

<table>
<thead>
<tr>
<th>Test Method</th>
<th>Property</th>
<th>ASTM Designation</th>
<th>Typical Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compression Strength of Polymer Composite</td>
<td>Compressive Strength</td>
<td>G-495</td>
<td>&gt; 17,000 psi</td>
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<tr>
<td>Flexural Properties of Plastic Materials</td>
<td>Flexural Strength</td>
<td>D-790</td>
<td>&gt; 6,000 psi</td>
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<tr>
<td>Resistance of Polymers to Chemical Progress</td>
<td>Chemical Resistance</td>
<td>D-790</td>
<td>Retain &lt; 26% of original strength</td>
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<tr>
<td>Impact Resistance by Means of a Falling Weight</td>
<td>Impact Resistance</td>
<td>D-2444</td>
<td>&gt; 75 ft-lb</td>
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<tr>
<td>Static Coefficient of Friction</td>
<td>Friction Coefficient</td>
<td>G-1028</td>
<td>&gt; 0.6</td>
</tr>
</tbody>
</table>

ASTM Specifications will be the current revision.

Test Reports available on request.

*The Duomold system shall be a component of the U.S. Department of Energy Smart Grid Interoperability Test Bed (SmartGridTestBed) under the U.S. Department of Energy Smart Grid Interoperability Test Bed. See: www.smartgrid.gov for more information.*

**Product Load Rating:**

Heavy Duty: Incidental, Non-deliberate Traffic
For use in non vehicular traffic situations only

**Note:**

Actual load rating determined by the box and cover combination. Weights and dimensions may vary slightly.

All information contained on this sheet is current at the time of printing, Oldcastle Precast, Inc. reserves the right to discontinue or update product information without notice.