

The following changes to the tender documents are effective immediately and will form part of the contract documents:

## **1. SPECIFICATIONS**

### **01 45 00 – QUALITY CONTROL**

**DELETE:** 1.2.1 IN ITS ENTIRETY.

**INSERT:** TESTING TO BE PERFORMED BY THE GENERAL CONTRACTOR AS PER THE REQUIREMENTS OF THESE SPECIFICATIONS. COSTS OF SUCH SERVICES WILL BE BORNE BY THE GENERAL CONTRACTOR.

### **31 62 16 – UNFILLED TUBULAR STEEL PILES**

**INSERT:** 2.1.4 HOT DIP GALVANIZING: TO CAN/CSA-G164, MINIMUM ZINC COATING OF 600 G/M<sup>2</sup>.

### **34 77 13 – PASSENGER LOADING BRIDGES**

**INSERT:** 2.1.13 - THE FINAL PREFABRICATED BRIDGE DESIGN DRAWINGS SHALL BEAR THE SEAL OF A PROFESSIONAL ENGINEER LICENSED TO PRACTICE IN THE PROVINCE OF SASKATCHEWAN.

**INSERT:** 2.2.7 - TIMBER: PRESSURE TREATED S.P.F. WOOD TREATED TO STANDARD CSA O80 SERIES-08.

**DELETE:** 3.2.1 IN ITS ENTIRETY.

**INSERT:** THE GENERAL CONTRACTOR AND BRIDGE FABRICATOR SHALL BE RESPONSIBLE FOR ALL QUALITY CONTROL AND QUALITY ASSURANCE TESTING.

## **2. INQUIRES DURING THE SOLICITATION PERIOD**

1. QUESTION: IF PILE EXTENSIONS ARE REQUIRED, IS IT EXPECTED THAT THEY BE HOT-DIP GALVANIZED OR WILL A ZINC RICH PAINT BE ACCEPTABLE?

ANSWER: Pile Extensions shall be hot-dip galvanized as per the specifications.

2. QUESTION: REDRIVING AFTER 24 HOURS – WILL THIS BE CONSIDERED AN EXTRA TO THE CONTRACT OR INCLUDED IN THE BASE PRICE?

ANSWER: Should the desired pile resistance not be achieved following driving of the initial pile lengths, re-driving following a 24 hour set up period as per 31 61 13 Clause 3.7.3 may be performed at the discretion of the Departmental Representative. Incorporate this into the base bid as necessary.

3. QUESTION: IS THE COST OF AN INDEPENDENT CERTIFIER FOR THE FABRICATION OF THE PEDESTRIAN BRIDGE THE RESPONSIBILITY OF THE CONTRACTOR OR THE DEPARTMENT?

ANSWER: The costs related to all QA/QC requirements for the pedestrian bridge is a responsibility of the Contractor as per 31 77 13 Section 3.2.

4. QUESTION: A SPECIFIC TYPE OF BEARING IS NOT IDENTIFIED. DOES THE DEPARTMENT HAVE A PREFERENCE?

ANSWER: Bridge bearings shall be designed, specified and supplied by the bridge fabricator as per specification 34 77 13 clause 2.1.12.

5. QUESTION: THE BRIDGE HAS WOOD RAILS AND WALKWAY. WHAT TYPE OF WOOD AND WOOD TREATMENT IS DESIRED?

ANSWER: Please use pressure treated S.P.F. wood treated to Standard CSA O80 Series-08 for all timber components on the prefabricated bridge.

6. QUESTION: SEEDING IS IDENTIFIED AS HYDROSEEDING ON THE DRAWINGS BUT MECHANICAL OR HAND SEEDING ON THE SPECIFICATIONS. WHICH IS EXPECTED?

ANSWER: Contractor shall select the most appropriate seeding type of those listed on the drawings and within the specifications.

7. QUESTION: BACKWALL – WHAT TYPE OF WOOD AND TREATMENT IS REQUIRED?

ANSWER: Abutment Timber shall conform to the material requirements noted under General Note F1 on S01. Abutment Timber shall be pressure treated to Standard CSA O80 Series-08.

8. QUESTION: SALVAGE MATERIALS – IS THERE ANYTHING ON THE EXISTING BRIDGE THAT NEEDS TO BE TURNED OVER TO PARKS, OR IS THE ENTIRE STRUCTURE TO BE DISPOSED OF BY THE CONTRACTOR?

ANSWER: There are no components of the existing bridge that need to be salvaged. All materials shall be disposed of as per Specification 02 41 16. Any creosote treated timbers can be disposed of at the Mill in Prince Albert, SK.

9. QUESTION: WILL AN ENVIRONMENTAL PLAN BE REQUIRED FOR THE SITE?

ANSWER: The Contractor is required to submit a plan outlining the specifics of isolating the existing abutments and piers for demolition as per Specification 31 23 33 Section 3.5 ensuring that they conform to the applicable DFO Operational Statements for stream diversion and the Basic Impact Analysis in Appendix B. Ensure that all means of environmental monitoring and mitigation conform with the requirements of specifications, dfo operational statements and the Basic Impact Analysis in Appendix B.

10. QUESTION: SCHEDULE – THE ADDENDUM STATES WORK BE COMPLETED BY THE END OF OCTOBER 2015. THE IMPACT ANALYSIS, HOWEVER, REFERS TO WORK BEING COMPLETED DURING THE WINTER. DOES THIS MEAN THAT A NEW IMPACT ANALYSIS WILL BE PERFORMED AND IF SO WHO WILL BE RESPONSIBLE FOR THIS ANALYSIS?

ANSWER: On-site construction activities may take place from September 7, 2015 – October 31, 2015 which conforms to the dates in the current Impact Analysis.

END OF ADDENDUM NO. 2