
ADDENDUM NO. 2

R.067782.001 – Shoal Cove Brook Bridge Replacement, Gros Morne National Park, NL

**THE FOLLOWING AMENDMENT TO THE BID DOCUMENTS IS EFFECTIVE IMMEDIATELY. THE
ADDENDUM SHALL FORM A PART OF THE CONTRACT DOCUMENTS.**

Specifications:

1. Section 01 35 29 – Health and Safety Requirements:
 - a. AMEND Clause 1.19.1 to read – Explosive blasting is permitted on site.
 - b. ADD Clause 1.19.2 – A Blasting Plan, signed by an Engineer licensed to practice in the Province of Newfoundland and Labrador, is required to be submitted to the Departmental Representative for review and approval prior to any blasting being carried out.
 - c. ADD Clause 1.19.3 – Ensure all safety and environmental procedures are in place prior to proceeding with any blasting.
2. Section 31 23 10 – Excavating, Trenching & Backfilling:
 - a. DELETE Clause 1.1.6 – Section 32 01 16 – Removal of Existing Asphalt
 - b. ADD Clause 3.3.11 – Asphalt pavement to be removed separately, prior to removal of the base and sub-base material, to ensure no contamination of materials. Saw-cut existing asphalt as required to ensure all edges designated to accommodate the new asphalt structure are uniform.
 - c. ADD Clause 3.3.12 – Cold-mill planing of the edges of the existing asphalt pavement designated to remain will be carried out to ensure a suitable transition between the new asphalt pavement and the existing asphalt pavement. This will be completed using approved industry standards. The cold-milling procedure must be submitted to the Departmental Representative for review and approval prior to the start of the work.
 - d. ADD Clause 3.3.13 – All debris generated from the milling process shall be removed and disposed with mass asphalt paving demolition.
 - e. ADD Clause 3.3.14 – Provide for suppression of dust generated by all asphalt removal processes.

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- f. ADD Clause 3.3.15 – Dispose of all asphalt at an approved dump site as required. Provide confirmation and the associated documentation for the disposed material to the Departmental Representative.
 - g. Note of clarification – Demolition, removal and disposal of asphalt pavement will be measured for payment as excavation, as per Section 01 29 00 – Project Particulars and Measurements, Clause 1.3.6.5 in Addendum No. 1.
 - 3. Section 31 23 16.26 – Rock Removal:
 - a. AMEND Clause 3.1.4 to read – Explosive blasting is permitted. A Blasting Plan, signed by an Engineer licensed to practice in the Province of Newfoundland and Labrador, must be submitted to the Departmental Representative for review and approval. Ensure all appropriate permits and safety procedures are in place as required.
 - 4. Section 32 01 16 – Removal of Existing Asphalt:
 - a. DELETE entire Section 32 01 16 – Removal of Existing Asphalt. (Removal of asphalt will be completely carried out under Section 31 23 10 – Excavating, Trenching & Backfilling.)
 - 5. Section 32 12 16 – Hot-Mix Asphalt Concrete Paving:
 - a. DELETE Clause 1.1.5 – Section 32 12 13.16 – Asphalt Tack Coat
 - b. ADD Clause 1.2.1.17 – ASTM D 140-2009, Standard Practice for Sampling Bituminous Materials.
 - c. ADD Clause 1.2.1.18 – ASTM D 244-09, Standard Test Methods and Practices for Emulsified Asphalts.
 - d. ADD Clause 1.2.1.19 – ASTM D 997-13, Standard Specification for Emulsified Asphalt.
 - e. ADD Clause 2.1.4.1 – Emulsified Asphalt: Type SS-1 or Type SS-1h emulsified asphalt, too ASTM D 997 as the tack coat material.
 - .1 The Contractor shall submit the type of emulsified asphalt to the Departmental Representative for review and approval prior to start of the work.
 - f. ADD Clause 2.1.4.2 – Water: Water for forming the solution shall be clean water, free from impurities.
 - g. ADD Clause 3.12 – Application of Tack Coat
 - .1 Tack coat shall only be applied on surfaces that are clean and dry, and then only when the atmospheric temperature is at least 10°C and when rain is not forecast within two (2) hours of application. Obtain

approval of Departmental Representative for acceptability of existing surface before applying asphalt tack coat.

.2 Should the surface to be treated be unacceptable, the Contractor shall thoroughly clean the surface by means of a power broom or equivalent.

.3 Type SS-1 or Type SS-1h emulsion shall be diluted with an equal volume of water prior to application. The diluted Type SS-1 or Type SS-1h emulsion shall be applied at a rate of 0.3 to 0.5 l/m² of diluted emulsion on existing pavement. Both the mixing temperature and the application temperature shall be between 20°C and 50°C. Do not exceed the recommended rate of application.

.4 Paint contact surfaces of existing abutting asphalt with a thin, uniform coat of asphalt tack coat material.

.5 Keep traffic off tacked areas until asphalt tack coat has set.

.6 Where traffic is to be maintained, treat no more than one half of the width of surface in one application.

.7 Re-tack contaminated or disturbed areas as directed by the Departmental Representative.

.8 No hot mix asphalt shall be placed upon the tack coat until it has cured to acceptable tackiness, as approved by the Departmental Representative.

- h. Note of clarification – Supply and application of Asphalt Tack Coat will be considered incidental to the supply, placement and compaction of the Hot Asphalt Mix, which is paid as per Section 01 29 00 – Project Particulars and Measurements, Clause 1.3.11.3 in Addendum No. 1.

By submission of its bid, the Bidder confirms that it has read and understands the requirements expressed in all addenda and has included all costs of these requirements in its Total Bid Amount.
