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Vancouver
British Columbia
V6Z 0B9
Bid Fax: (604) 775-9381

SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
**Raison sociale et adresse du
fournisseur/de l'entrepreneur**

Issuing Office - Bureau de distribution
Public Works and Government Services Canada -
Pacific Region
800 Burrard Street, Room 219
800, rue Burrard, pièce 219
Vancouver
British C
V6Z 0B9

Title - Sujet EGD Waterlot Remediation PH2 SJetty	
Solicitation No. - N° de l'invitation EZ899-151108/B	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client	Date 2015-04-23
GETS Reference No. - N° de référence de SEAG PW-\$PWY-026-7485	
File No. - N° de dossier PWY-4-37180 (026)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2015-05-12	Time Zone Fuseau horaire Pacific Standard Time PST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Liu (PWY), Patty	Buyer Id - Id de l'acheteur pwy026
Telephone No. - N° de téléphone (604) 775-6227 ()	FAX No. - N° de FAX (604) 775-6633
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: PWGSC - Esquimalt Graving Dock - Victoria, BC	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

Solicitation No. - N° de l'invitation

EZ899-151108/B

Client Ref. No. - N° de réf. du client

Amd. No. - N° de la modif.

004

File No. - N° du dossier

PWY-4-37180

Buyer ID - Id de l'acheteur

pw026

CCC No./N° CCC - FMS No/ N° VME

Les documents français seront disponibles sur demande.

Amendment 004 / Addendum 003 attached.

All other terms and conditions remain unchanged.

AMENDMENT 004

Amendment 004 has been raised to provide answers to questions received.

Questions received:

1. 01 35 13.43 Special Procedures for Contaminated Sites - 3.3 Temporary Re-suspension Barrier System Implementation - .1.3 - Can the dive survey inspections be conducted using a camera equipped ROV instead of divers?

Canada's Response:

No, dive survey inspections may not be completed using a camera equipped ROV instead of divers.

2. 01 35 13.43 Special Procedures for Contaminated Sites - 3.4 Contingency Action for Management of Potential Recontamination Outside of the TRBCA - What criteria and/or change threshold will be used by the Departmental Representative to determine whether there is sufficient recontamination to warrant remedial action by the Contractor? Sampling and analysis have associated uncertainties and confidence levels. Some pre and post variability is virtually guaranteed even if no release occurs. The bidder needs some guidance to be able to quantify the risk that remedial work will be required.

Canada's Response:

Several lines of evidence will be used by the Departmental Representative to evaluate whether there is loss of contaminated sediment (i.e., recontamination) outside of the TRBCA. Testing of the surface seabed outside of and along the perimeter of the TRBCA and near any temporary openings in the TRBCA will be conducted prior to construction and after dredging and capping activities are completed within the TRBCA. Testing will include hydrographic surveys to assess bathymetry; sediment grab samples to assess chemical concentrations, and sediment stratigraphy; and dive inspections to assess visual indications of loss of contaminated sediment. Sediment samples will be located around the perimeter of the TRBCA and near any TRBCA openings. Results will be compared both point-by-point and as an average of groups of similar samples. Testing will include typical QA procedures, including field duplicates, to assess precision of test results.

Additionally, Canada will conduct inspection and environmental monitoring of the construction activities to document if significant releases of sediment may occur, based on Contractor means and methods for completion of the work, during dredge scow loading and/or transport of sediment and debris from the EGD Work Site to the Contractor Off-Site Offloading Facility. Additional relevant information may also be considered as part of this evaluation and inspection effort.

3. 01 35 13.43 Special Procedures for Contaminated Sites - 3.7 Protection of Fish and Wildlife - Given the marine fisheries timing window ends February 15th, 2016, this essentially becomes the substantial completion date for the project. We suggest that this constraint leaves insufficient time for the Contractor to complete the required work. We request that removal of the TRB and sheet pile wall be permitted up until the May 16th substantial completion date.

Canada's Response:

Work associated with the project may be completed outside the standard fisheries windows, provided it is completed in accordance with the Specifications and Environmental Management Plan (EMP). Canada makes revision to Clause 3.7.2 in Specification Section 01 35 13.43 – Special Project Procedures for Contaminated Sites as follows:

“All work shall be performed and all steps taken to prevent interference or disturbance to fish and wildlife. The Contractor shall visually inspect the TRB system and sheet pile perimeter wall prior to removal to avoid interference or disturbance to herring spawn. The TRB system and sheet pile perimeter wall must not be removed if visible herring spawn is present. All activities must comply with the BMPs of the EMP concerning herring spawn. The Contractor shall immediately notify the Departmental Representative of any observed herring spawn.”

4. 01 35 43 ENVIRONMENTAL PROCEDURES AND SUSTAINABILITY - 1.20 Sustainable Remediation – clause 1.20.4 Energy and Air Emissions Management, clause 1.20.4.6, and sub-clauses 1.20.4.6.9, 1.20.4.6.10 and 1.20.4.6.11 - How is the Bidder to determine what is required to comply with these clauses? Who determines what is practical and what is not? Canadian equipment is not generally equipped to meet CARB standards. It's possible to retrofit and/or repower older equipment with newer technology, but the cost can be significant. If PWGSC wants cleaner engines and is willing to pay for them, then the requirements should be specific, e.g. all diesel engines over 50 horsepower have to be Tier 3 or higher. Then all bidders will have clear requirements to meet. Otherwise we suggest that these vague requirements should be deleted or otherwise clarified.

Canada's Response:

The content of Specification Section 01 35 43 (Environmental Procedures and Sustainability), Section 1.20 – Sustainable Remediation represents Canada's preferred methods for completion of construction activities as part of the project; as such, these requirements are considered voluntary and are not a mandatory requirement.

5. 01 35 43 ENVIRONMENTAL PROCEDURES AND SUSTAINABILITY - 1.20 Sustainable Remediation – 1.20.6 Material Consumption and Waste Generation and Disposal Management, clause 1.20.6.3 and sub-clauses 1.20.6.3.1-7 - What is the minimum diversion rate? Is there a specific quantity or percentage target that the Contractor has to achieve?

Canada's Response:

Within Specification Section 01 35 43 (Environmental Procedures and Sustainability), clause 1.20.6.3 is included to provide bidders additional information regarding the content of Clause 1.20.6.1. The minimum diversion is considered voluntary and is not a mandatory requirement; however, if the Contractor chooses to implement it, then a minimum diversion rate shall be established by the Contractor and described accordingly in the Environmental Protection Plan (EPP) pre-construction submittal. The content of clause 1.20.6.3 provides suggestions of materials that may be encountered/utilized during implementation of the project that could be re-used or recycled.

6. Can PWGSC provide the pile driving records for the Phase 1A work and any previous piling construction for which piling records are available?

Canada's Response:

Pile driving records for the Phase 1A work (i.e. sheet pile perimeter wall installation) or pile driving records from other previous construction projects will not be provided. Canada notes that in Phase 2 the sheet-pile wall will be re-driven deeper than the original Phase 1A installation. Geotechnical data reports for the Phase 2 project are provided in Appendix E of the Specification.

7. (a) 02 21 13 SURVEYING AND POSITIONING CONTROL - 1. PART 1 – GENERAL - 1.1 Description - clause 1.1.3 - In our experience the majority of qualified hydrographic surveyors in BC are not members of ABCLS, nor is there any specific licensing for bathymetric surveying in B.C. We suggest that this requirement should be changed to require a qualified hydrographic surveyor with a minimum of 5 years' experience.

Are we correct in our interpretation that a professional engineer employed by the Contractor, i.e. either staff engineer or consultant, can stamp the pre and post-construction survey drawings? As licensing is not required except for land surveying as defined under the Land Surveyors Act we suggest this clause be revised to remove the licensing requirement.

(b) Please provide clarification on the requirements requested in Division 2, Section 02 21 13, Part 1.1.3 of the project specifications, regarding the licensed professionals. I am a member in good standing with the ASTTBC and registered as a 'Qualified Professional' through my association as a Registered Site Improvement Surveyor (RSIS). My association (ASTTBC) has a MOU in place with the ABCLS that supports the notion of members that carry the title RSIS having the ability to sign off and stamp specific survey drawings and documents and it is recognized and accepted by the professional survey community and the Province (see Land Surveyors Act of BC).

Canada's Response:

Canada requires that a qualified hydrographic surveyor demonstrate association/membership with a professional surveying organization as described in the solicitation document (including the Specifications). Canada provides additional clarification, in response to this question, that surveyors in good standing/membership with the Applied Science Technologists and Technicians of British Columbia (ASTTBC) and with certification/designation as a Registered Site Improvement Specialist (RSIS) may also be accepted as a qualified hydrographic surveyor as part of existing agreements between the ASTTBC and ABCLS. The Specifications will be revised accordingly as per Addendum 003. Additionally, as per the requirements of the Specifications, a professional engineer or qualified marine surveyor that is directly employed by the Contractor (as staff) does not meet the requirement of a "Third-Party Marine Surveyor" and is not allowed to stamp the pre and post-construction Drawings.

Canada makes amendment to the solicitation document Appendix 6 – Qualification Form - Section 2 (Bidder's Team Experience), Item 13 (Name and credentials of Third-Party Marine Surveyor) - Replace existing text in the first text box with:

"License number, member number, or professional association identifier for at least one of: (a) Licensed Member of the Association of British Columbia Land Surveyors (ABCLS) in good standing; (b) Licensed Member of the Applied Science Technologists and Technicians of British Columbia (ASTTBC) in good standing and with certification/designation as a Registered Site Improvement Specialist (RSIS); or (c) Professional Engineer employed by the party that is licensed to perform bathymetric and topographic surveys in British Columbia."

8. The Drawings & Specifications are very prescriptive with regards to the required methodology and sequence of work. We believe there are numerous alternatives with potential to save time and cost. There does not appear to be a mechanism within the Tender to offer alternates or ask confidential/proprietary questions. How can PWGSC facilitate us offering a best value solution for this project?

Canada's Response:

The Phase 2 South Jetty Under-pier Sediment Remediation Project is not a design-build project. It is up to bidders to determine the optimum means and methods to complete the work as specified, in an economically competitive manner. There is no mechanism within the tender process to offer alternates or ask confidential / proprietary questions.

9. With regards to the DSI enclosed in the reference documents, various disposal facilities have requested further information or a breakdown identifying the areas that are considered to be PAH and non-PAH contamination. Could PWGSC please provide this breakdown?

Canada's Response:

The DSI provides all available sediment quality information that can be used for disposal characterization. As shown on the Drawings, one area of sediment is classified as Hazardous Waste based on PAH contamination levels, according to the British Columbia Hazardous Waste Regulation (BC HWR).

10. Various hydrographic survey contractors have requested the option to use single-beam type survey equipment in the under dock shallow areas, will this be an acceptable alternative to the multi-beam in the "under dock" portion only?

Canada's Response:

Alternative survey methods, such as single-beam and lead line surveying, may be proposed only for intertidal shallow areas under the remaining concrete structure, provided the Contractor can meet the data collection and evaluation requirements included in the Specifications. The Contractor shall provide and describe the proposed surveying methods and approach in the Surveying and Positioning Control Plan pre-construction submittal.

11. (a) Could you please confirm that workers such as tug boat crews who arrive and depart via the water and DO NOT come on land will be exempt from the site security clearances.
(b) In addition could you please confirm the process for providing access to the site for truck deliveries by non-cleared personnel.

Canada's Response:

- (a) *Canada confirms that workers such as tug boat crews who arrive and depart via the water (and do not come on land) will be exempt from the site security clearance requirements; however, these crew and operations need to be clearly described in the Contractor's Construction Work Plan so that EGD Facility security officers are aware of on-water crews that do not require the security clearances.*
- (b) *Truck deliveries will be allowed to be completed as required with some restrictions. Actions will be monitored via security camera by EGD Facility Commissionaires, and vehicles will be required to complete the delivery and immediately exit the yard. If a delivery driver leaves the vicinity of his/her vehicle, this would be considered a security breach.*

12. We have read both the qualifications on page #94 (item 5) and the issued Addendum #002. We note further to the questions already asked that the use of a fixed (anchored) type silt curtain that has an engineered design in a tidal application is unlikely within the last 5 years in the BC Coastal Waters. We have completed various silt curtain works for containing sediment in marine (mainly lake) environments, however none of these systems have been truly "engineered". If some consideration could be given to allow for collaborative designs, but not stamped by engineered it would allow for additional reference projects. In addition allowance of marine could include fresh water applications such as dam reservoirs, lakes, rivers etc it would be more relevant.

Canada's Response:

The solicitation document Appendix 6 – Qualification Form - Section 2.0 (Bidder's Team Experience), section 5 does not require the project experience to have included an engineer's stamped design to qualify as "an engineered design for fixed or anchored silt curtains in a marine tidal environment to control suspended sediments".

Additionally, in this section 5 it is required that the bidder identify the "Name of party that directly prepared the engineered design for silt curtains". It is required that this be the same party the bidder identifies in Section 1.0 (Make up of Bidder's Team) for the "Temporary Resuspension Barrier (TRB) System Third Party Design Engineer". In order to satisfy the "Third Party" requirement, the party identified cannot be the Bidder/Prime Contractor.

As per the instructions in the solicitation document Appendix 6 - Qualification Form; for the primary services identified by Canada in Section 1.0 (Make up of Bidder's Team), there must be at least one party identified for each, and all of the parties must also be identified at least once, in Section 2.0 (Bidder's Team Experience). If this requirement is not met, the bid will be non-compliant and will not be considered further.

13. (a) Can wooden piles under the steel and concrete dock be broken off at the excavation grade rather than completely extracted?
(b) Can the abandoned sheet pile under the steel and concrete dock be cut off at the excavated grade as well?
(c) If not, can the existing concrete deck be removed to extract the piles?

Canada's Response:

(a) Clauses 1.1.1.2, 1.1.5, 1.3.10 and 1.6.1 (inter alia) of Section 02 41 16.01 (Structure Demolition) require demolition, controlled extraction, cleaning, removal and off-site disposal of timber piles under the steel piled concrete deck structure, and clauses 3.2.4, 3.2.5 and 3.2.6 stipulate acceptance requirements for extraction of these piles. The tender should be prepared in accordance with the requirements of the Specifications.

(b) Clauses 1.1.5, 1.3.10 and 1.6.1 (inter alia) of Section 02 41 16.01 (Structure Demolition) require demolition, controlled extraction, cleaning, removal and off-site disposal of the collapsed steel sheet pile wall. The Specification does not allow cut off of the collapsed sheet pile wall at the excavated grade. The tender should be prepared in accordance with the requirements of the Specifications.

(c) The work includes demolition (and subsequent reinstatement) of a portion of the concrete deck at the high mast light pedestal location, as described in the Specification and as indicated on the Drawings. No other portion(s) of the concrete deck structure are to be demolished during the work.

14. Liquidated Damages/Loss of Revenue: Invitation to Tender - General Conditions 5.10 – Assessments and Damages for Late Completion – Page 56 of 117 – “...the Contractor shall pay Canada an amount equal to...(c) the cost incurred by Canada as a result of the inability to use the completed Work for the period of delay...”. Should this clause be considered Liquidated Damages? If so, can you please provide the anticipated daily cost for delay for consideration in our tender.

Canada’s Response:

Delayed work cannot be established or defined at this time as there is no Contract in place. Canada does not have an anticipated daily cost. If there is any delayed work, the determination of cost would be between the Departmental Representative of Canada and the awarded Contractor.

15. (a) Line item 7c calls for the removal of the South Jetty Fender Logs. There does not appear to be a corresponding line item for the West Jetty?
(b) Line item 9b calls for the removal of the South Jetty Fender Piles. There does not appear to be a corresponding line item for the West Jetty?
(c) Please define the difference between a floating fender and a fender log?

Canada’s Response:

(a) Per clause 1.3.66 of Section 01 11 55 (General Instructions), the global term “South Jetty,” as used in the Specifications, is a general (and historical) term referring to the footprint of the existing timber deck structures and concrete deck structures within the EGD Work Site and includes both the West Jetty area (e.g., the West Timber Jetty) and South Jetty area (e.g. the South Timber Jetty) as shown on the Drawings (and as indicated on Reference Drawings and in Data Reports appended to the Specifications). Line Item 7c in the Unit Price Table covers selective site demolition of all fender logs within the EGD Work Site. In the same way, Line Items 9b and 9c cover structural demolition of all timber fender piles and corner dolphin piles, respectively. Line Items 21a and 21b cover subsequent reinstallation of designated timber fender piles and corner dolphin piles, respectively, as shown on the Drawings.

(b) See response to question above.

(c) The fender logs covered by line item 7c in the Unit Price Table are one and the same as the floating fenders shown on the Drawings (e.g. Drawings CSM1, CSM2, D1, D2 and D3).

16. With the recent issuance of Addendum No. 2, we are in receipt of revised drawings (both full size and half size formats) and the previously issued tender drawings. Due to discrepancies in the revision numbers on the drawings (i.e. recently issued drawing C4 indicates Rev. 0 in the bottom corner but Rev. 1 in the revision table), we request a revised section 00 01 10 Specification Index – Drawings (bound separately) – Pages 6, 7, 8 and 9 of 9 indicating the drawings to be incorporated into the tender and their respective revision number.”

Canada’s Response:

The revision number for the applicable Drawings issued in Addendum 002 is shown correctly within the Revision Box on the Drawings, and bidders should ignore the number in the bottom right-hand corner of the Drawings. A revised Specification Index will not be issued at this time.

17. Can the Contractor deviate from the jetty loading limitations under the approval of our demolition engineer?

Canada's Response:

Section 01 11 55 (General Instructions) clause 1.17.9 describes the live load limits on the existing South Jetty structures. The referenced load rating layout Sketch 2 by KM Engineering supplemented by more recent record drawings for west and south crane pad rehabilitation works (all as contained in Specification Appendix D), describe vehicle and live loading restrictions on the existing South Jetty structures. Those maximum load limits apply to the existing complete jetty structures, and shall not be exceeded. During the work, however, lower live load limits may apply on partially demolished structures. Any such lower live load limits are to be determined by the Contractor's professional engineer registered or licensed in the Province of British Columbia, in preparation of the proposed demolition method and sequencing of work, and submitted to Departmental Representative as part of the Construction Work Plan referenced in clause 1.6.1 of Section 02 41 16.01 (Structure Demolition).

18. (a) Have any of the Eastern Approach piles or footings been replaced or modified?
(b) Is the contractor to assume reference drawing "EGD South Landing Wharf Dwgs (Timber 1940, scanned)" is representative of the Eastern Approach?
(c) Are there any as-built drawings for the Auxiliary Approach?
(d) Does Line Item 9g of the Unit Price Table include the demolition costs for the Eastern Approach and Auxiliary Approach?

Canada's Response:

- (a) *The timber piles and footings of the East Approach Structure are believed to be essentially unchanged since original construction in 1940, except that additional piles were installed subsequently for the Auxiliary Approachway structure (pile bents 5X to 15X on the south side of the curved East Approach Structure, per the steel-piled deck contract record drawings circa 1985).*
- (b) *The reference drawing set "EGD South Landing Wharf Dwgs (Timber 1940, scanned)" is to be taken as generally representative of the East Approach Structure, except where modified by subsequent construction of the Auxiliary Approachway structure (pile bents 5X to 15X on the south side of the curved East Approach Structure, per the record drawings circa 1985), and except where modified during construction of the small concrete retaining wall on the north side of the East Approach Structure (as shown on the record drawings for the steel-piled deck contract, circa 1985), and except where subsequent rehabilitation and/or repairs have been documented in the Appendices to the Specification.*
- (c) *There are no known record drawings for the Auxiliary Approachway (i.e. the tangential jetty structure leading more directly towards the South Jetty Access Road, pile bents 5X to 15X on the south side of the curved East Approach Structure). The extent of this Auxiliary Approachway structure can be identified by comparison of the record drawings for the steel-piled deck contract circa 1985 with the reference drawing set "EGD South Landing Wharf Dwgs (Timber 1940, scanned)". For bid purposes, the structural form and details for the Auxiliary Approachway shall be taken as being similar to the East Approach Structure.*
- (d) *Line item 9g in the Unit Price Table is to include the demolition costs for the East Approach Structure and the Auxiliary Approachway.*

19. Section 01 35 33 requires a full Registered Occupational Hygienist to be on site full time. Would a Certified Construction Safety Officer be acceptable?

Canada's Response:

Yes, a Certified Construction Safety Officer is acceptable.

20. We would like to request that the deadline for submitting question be extended to May 7th

Canada's Response:

The solicitation document SI04 indicates that enquiries should be received no later than five (5) calendar days prior to the date set for solicitation closing. Therefore the deadline is currently May 7, 2015.

ATTACHMENT LIST AMENDMENT 004

- a) ADDENDUM 003

All other terms and conditions remain unchanged.

ADDENDUM 003

This Addendum 003 is issued to provide notice of the following changes to the Specifications:

1. *Canada makes revision to Clause 3.7.2 in Specification Section 01 35 13.43 – Special Project Procedures for Contaminated Sites as follows:
“All work shall be performed and all steps taken to prevent interference or disturbance to fish and wildlife. The Contractor shall visually inspect the TRB system and sheet pile perimeter wall prior to removal to avoid interference or disturbance to herring spawn. The TRB system and sheet pile perimeter wall must not be removed if visible herring spawn is present. All activities must comply with the BMPs of the EMP concerning herring spawn. The Contractor shall immediately notify the Departmental Representative of any observed herring spawn.”*
2. Within Section 01 11 55 (General Instructions) replace Clause 1.30.1 with: “Within ten (10) working days after Notice of Award, submit to the Departmental Representative the name of the third party licensed surveyor, member (in good standing) of the Association of British Columbia Land Surveyors (ABCLS), member (in good standing) of the Applied Science Technologists & Technicians of British Columbia (ASTTBC) with certification/designation as a Registered Site Improvement Specialist (RSIS), or Professional Engineer registered to practice in the Province of British Columbia who will be responsible for the preparation and submittal of the hardcopy Record Drawings (for “as-built” purposes) for the constructed works, as appropriate to the portion of the work under consideration.”
3. Within Section 01 11 55 (General Instructions) replace Clause 1.30.2 with: “Record Drawings, describing the final accurate “as-built” condition of the constructed works, prepared by the Contractor’s third party licensed surveyor, Registered Site Improvement Surveyor (RSIS), or Professional Engineer as appropriate to the portion of the work under consideration, shall be submitted to the Departmental Representative as required by Section 01 78 30 (Closeout Submittals).”
4. Within Section 02 21 13 (Surveying and Positioning Control) replace Clause 1.1.3 with: “The Contractor may complete Progress Surveys using in-house survey resources. The Contractor shall employ a third-party (i.e., do not use the Contractor’s own survey crew to manage survey work) licensed professional surveyor, member (in good standing) of the Association of British Columbia Land Surveyors (ABCLS), member (in good standing) of the Applied Science Technologists & Technicians of British Columbia (ASTTBC) with certification/designation as a Registered Site Improvement Specialist (RSIS), or Professional Engineer registered to practice in the Province of British Columbia who will be responsible for conducting the Pre-Construction and Post-Construction Surveys.”
5. Within Section 02 21 13 (Surveying and Positioning Control) replace Clause 1.5.2.2 with: “The Contractor’s third party licensed surveyor, Registered Site Improvement Surveyor (RSIS), or Professional Engineer shall stamp all Departmental Representative-accepted Pre-Construction and Post-Construction Surveys. The surveyor does not need to stamp the Progress Surveys.”

END OF ADDENDUM 003