



**RETURN BIDS TO:**  
**RETOURNER LES SOUMISSIONS À:**  
Bid Receiving Public Works and Government  
Services Canada/Réception des soumissions  
Travaux publics et Services gouvernementaux  
Canada  
800 Burrard Street, Room 219  
800, rue Burrard, pièce 219  
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

<b>Title - Sujet</b> Pavement Replacement	
<b>Solicitation No. - N° de l'invitation</b> EZ899-162871/A	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b>	<b>Date</b> 2016-05-18
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$PWY-031-7777	
<b>File No. - N° de dossier</b> PWY-5-38425 (031)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2016-05-24</b>	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Leung, Janie	<b>Buyer Id - Id de l'acheteur</b> pwy031
<b>Telephone No. - N° de téléphone</b> (604) 666-8228 ( )	<b>FAX No. - N° de FAX</b> (604) 775-6633
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> PWGSC - km205 - km229 Alaska Highway - Alaska Highway, BC	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

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

Solicitation No. - N° de l'invitation  
EZ899-162871/A

Amd. No. - N° de la modif.  
001

Buyer ID - Id de l'acheteur  
PWY031

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

File No. - N° du dossier  
PWY-5-38425

CCC No./N° CCC - FMS No./N° VME

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Amendment 001 has also been raised to address questions and to issue Addendum 1 and 2.

### **Questions and Answers**

Question 1: Are CCIL testing procedures required?

Response 1: All of the Contractor's quality control testing shall be completed within a mobile or stationary lab(s) (see Table 01 45 00 – 01 for details) which are compliant with CCIL requirements, but labs need not be CCIL certified. All testing shall be completed in accordance with the applicable ASTM, CSA, AASHTO, or BC MoT test procedure referenced with the contract specifications.

Question 2: Is there an As and When available for Quality Assurance testing as a department representative?

Response 2: No, PWGSC is not planning on issuing an As and When contract for Quality Assurance testing specific to this project.

Question 3: Culvert Replacement, With respect to culvert removal and replace would Public works Canada consider the following as viable strategies?

- Nondestructive culvert replacement culvert lining / Steel pipe inserts through existing culvert .
- Culvert Auguring new culvert(Beside existing) under the roadway and leave exiting in place
- Culvert Auguring new culvert (beside existing) under the roadway and seal existing culvert by grouting.

Response 3: PWGSC has considered these strategies and does not consider them to be appropriate at this time. The Contractor's tender bid submissions shall assume that the culvert removal and replacement work will be completed as detailed on the contract drawings and in the contract specifications.

Question 4: Can you just confirm if the optional work is for km205-229?

Response 4: No, the optional work is for km 225-229.

Please see attached Addendum 1 and 2.

**All other terms and conditions remain unchanged.**

## **Addendum 1**

The following changes/clarifications in the tender documents are effective immediately.

This Addendum 1 will form part of the contract documents

### **Changes to the Specifications**

#### **1. Section – Table of Contents**

##### **Delete:**

###### **Appendices**

- F Finished Grading Table  
*(Please Note: Appendix F to be provided during tendering process via Amendment)*
- G Colour Coded Grading Plan with Representative Cross Sections  
*(Please Note: Appendix G to be provided during tendering process via Amendment)*

##### **Insert:**

###### **Appendices**

- F Finished Grading Table
- G Colour Coded Grading Plan with Representative Cross Sections

##### **Insert:**

###### **Appendices**

- I PWGSC's: Confirmation of Prime Contractor's Main Responsibilities Under the Worksafe B.C. Occupational Health and Safety Regulations and Worker's Compensation Act

##### **Delete:**

###### **LIST OF CONTRACT DRAWINGS**

Sheet No.	Title	Drawing Number	Revision Number
1	Cover Page		
2	Project Location Plan, Key Plan, Drawing Index, Legend, and Control Monument Locations	C001	0
3	Plan Sta. Varies to Sta. Varies	C101 – C137	0
4	Typical Sections	C201	0
5	Culvert & Paint Marking Details	C202	0
6	Access Road & Asphalt Pavement Overlay Tie-In Details	C203	0
7	Rumble Strip Details	C204	0

##### **Insert:**

**LIST OF CONTRACT DRAWINGS**

Sheet No.	Title	Drawing Number	Revision Number
1	Cover Page		
2	Project Location Plan, Key Plan, Drawing Index, Legend, and Control Monument Locations	C001	0
3	Plan Sta. Varies to Sta. Varies	C101 – C137	0 / <u>1</u>
4	Typical Sections	C201	<u>1</u>
5	Culvert & Paint Marking Details	C202	<u>1</u>
6	Access Road & Asphalt Pavement Overlay Tie-In Details	C203	<u>1</u>
7	Rumble Strip Details	C204	<u>1</u>

**2. Section 01 11 10 – Summary of Work**

**Delete:**

- 1.4.1 Restrict work to within the limits of the work shown on the drawings.

**Insert:**

- 1.4.1 Restrict work to within the limits of the work shown on the contract drawings and as agreed to by the Departmental Representative.

**Delete:**

- 2.2.4 Complete the work in accordance with the staging requirements / dates detailed in Section 01 14 00 – Work Restrictions, Access Development, Construction Staging, and Restoration, Item 1.9.

**Insert:**

- 2.2.4 Complete the work in accordance with the staging requirements detailed in Section 01 14 00 – Work Restrictions, Access Development, Construction Staging, and Restoration, Item 1.8.

**Insert:**

- 2.7.1.14 PWGSC’s “Confirmation of Prime Contractor’s Main Responsibilities Under the Worksafe B.C. Occupational Health and Safety Regulations and Worker’s Compensation Act” (Appendix I).

**3. Section 01 14 00 – Work Restrictions, Access Development, Construction Staging, and Restoration**

**Delete:**

- 1.6.5 The Contractor shall install two PWGSC supplied Government of Canada “Accelerated Infrastructure Program” signs at each end of the project in a location approved by the Departmental Representative.

**Insert:**

- 1.6.5 The Contractor shall install one PWGSC supplied Government of Canada “Accelerated Infrastructure Program” sign at each end of the project in a location approved by the Departmental Representative.

#### 4. Section 01 25 20 – Mobilization and Demobilization

**Delete:**

- 1.1.1.4 Installation and removal (if requested) of two PWGSC supplied Government of Canada “Accelerated Infrastructure Program” signs at each end of the project. The signs will be approximately 1.2 m x 2.4 m in size and required two posts to secure in place.

**Insert:**

- 1.1.1.4 Installation and removal (if requested) of one PWGSC supplied Government of Canada “Accelerated Infrastructure Program” sign at each end of the project. The signs will be approximately 1.2 m x 2.4 m in size and required two posts to secure in place.

#### 5. Section 01 29 00 – Payment Procedures

**Insert:**

- 1.1.10 Progress Payments shall be submitted by the Contractor on a monthly basis unless accepted otherwise by the Departmental Representative. The Progress Payment shall use PWGSC’s Request for Progress Payment – Construction Contracts form (PWGSC-TPSGC 1792) available online at the following location:  
<http://www.tpsgc-pwgsc.gc.ca/app-acq/forms/formulaires-forms-eng.html>

**Delete:**

- 1.2.4 Survey data shall be collected at an accuracy of +/-0.025 m horizontal and +/-0.025 m vertical or better and shall be referenced / tie into the PWGSC’s monument / coordinate system as shown on the contract drawings.

**Insert:**

- 1.2.4 Survey data shall be collected at an accuracy of +/-0.020 m horizontal and +/-0.020 m vertical or better and shall be referenced / tie into the PWGSC’s monument / coordinate system as shown on the contract drawings.

#### 6. Section 01 35 00 – Special Procedures – Traffic Control

**Delete:**

- 1.3.1 Delay – The total amount of time vehicles are stopped by all flaggers or automated traffic control devices due to the contractors operations while driving through the limits of the work. The delay time includes the time for a vehicle to come to a stop position behind a queue of vehicles and then start moving again following a long queue of vehicles. The maximum allowable delay on this project is defined below in Section 3.2.6

– Traffic Management (15 min).

**Insert:**

- 1.3.1 Delay – The total amount of time vehicles are stopped by all flaggers or automated traffic control devices due to the contractors operations while driving through the limits of the work. The delay time includes the time for a vehicle to come to a stop position behind a queue of vehicles and then start moving again following a long queue of vehicles. The maximum allowable delay on this project is defined below in Section 3.2.1.7 – Traffic Management (15 min).

**Insert:**

- 2.1.2 Sign sizes used shall conform with the requirements of Appendix B.2: Sizes and Applications of Individual Signs of the BC Ministry of Transportation Traffic Management Manual for Work on Roadways – 2015 Office Edition (Interim).

**7. Section 01 35 33 – Health and Safety**

**Insert:**

- 1.1.8 PWGSC’s “Confirmation of Prime Contractor’s Main Responsibilities Under the Worksafe B.C. Occupational Health and Safety Regulations and Worker’s Compensation Act” (Appendix I).

**Insert:**

- 1.4.2.7 PWGSC’s “Confirmation of Prime Contractor’s Main Responsibilities Under the Worksafe B.C. Occupational Health and Safety Regulations and Worker’s Compensation Act” (Appendix I).

**Insert:**

- 1.5.1.1.11 Maps identifying the location of the nearest hospital(s) to the project site. The maps shall be of appropriate scale and sufficient detail allowing for their use to navigate to the hospital(s) in the event of an emergency.

**8. Section 01 45 00 – Quality Management**

**Delete:**

- 1.5.5 The Contractor shall not be entitled to payment for work that lacks the appropriate Quality Control documentation, verified by the Quality Control Manager, as required by the Contract.

**Insert:**

- 1.5.5 The Contractor shall not be entitled to payment for work that lacks the appropriate Quality Control documentation, verified by the Quality Control Manager, as required by the Contract or is subject to an unresolved NCR.

**Insert:**

1.7.2.6 Calibration and correlation of testing equipment (plant sensors, lab equipment, nuclear/density gauges, etc).

1.7.2.7 Mix design.

1.7.2.8 Asphalt plan mixing procedures (cold feed, sampling, AC flow rate, temperature control, records, weigh scale, etc.).

1.7.2.9 Professional standards (joints, placing temperature, rolling procedures, etc.).

**Delete:**

1.10.1 Testing required to provide Quality Control to assure that the work strictly complies with the Contract requirements shall be completed by the Contractor using a fully equipped, operational, and staffed onsite field laboratory during times of construction activity and gravel manufacturing and at a minimum include:

- .1 All testing required to confirm aggregate gradation, compaction, asphalt mix properties where specified.
- .2 All testing specified in the Contract Documents.
- .3 Any other testing required as a condition for deviation from the specified Contract procedures.

**Insert:**

1.10.1 Testing required to provide Quality Control to assure that the work strictly complies with the Contract requirements shall be completed by the Contractor using a fully equipped, operational, and staffed onsite field laboratory (except for tests noted otherwise in Table 01 45 00 – 01) during times of construction activity and gravel manufacturing and at a minimum include:

- .1 All testing required to confirm aggregate properties, aggregate gradation, compaction, and asphalt mix properties where specified.
- .2 All testing specified in the Contract Documents.
- .3 Any other testing required as a condition for deviation from the specified Contract procedures.

**Delete:**

1.10.2.2 The minimum QC testing frequencies as defined in the table below.

Table: Minimum QC Testing Frequencies		
Activity	Test / Inspection	Frequency
Manufacture – Gravel Shouldering, Culvert Bedding, & Crushed Base	Gradation	The more stringent of: 1 test per 3000 m <sup>3</sup> or 1 test for every two hours of

Gravel		manufacturing.
Screening / sorting riprap	Gradation	1 Test per every 1 day of production
Placement / Site Tolerance – Gravel Shouldering	Survey	2 points every 20 Stations on each side of road
Placement / Site Tolerance – Culvert Bedding, & Crushed Base Gravel	Survey	1 point every 2 m <sup>2</sup> of placed material.
Placement / Site Tolerance – BST/Base Material (following Full Depth Reclamation)	Survey	Final lift , 5 points Along Each Cross Section at 20 m Stations
Manufacture – Precast Concrete Barrier	Field Test of Plastic Properties (Air and Slump)	As per CSA Certified Manufacturing Plant QC Requirements
Manufacture – Precast Concrete Barrier	Compressive Strength Tests	As per CSA Certified Manufacturing Plant QC Requirements
Manufacture – Asphalt Aggregate	ASTM C-136, Dry Sieve Analysis of Aggregate	- Split Stockpile: 1 for each stockpile for every 2 hours of production. - One main stockpile: for every 300 t - Blend Sand: 1 for every 100t during stockpiling. - Natural filler: 1 for every 50t during stockpiling
Manufacture – Asphalt Aggregate	ASTM D-5821 Determining the Percentage of Fracture Particles in Coarse Aggregate	- Every second coarse aggregate sieve test
Manufacture – Asphalt Aggregate	ASTM C-117 Sieve Analysis of Aggregates by Washing (Field Lab)	- 1 per shift on reduced sample obtained from combined samples from the crusher
Manufacture – Asphalt Aggregate	ASTM C-136, Dry Sieve Analysis of Aggregate	1 of combined aggregate (off the belt) every 300t
Asphalt Products Test	Asphalt Tack Coat and Asphalt Prime	Contractor's option
Tests During Asphalt Plant Mixing	ASTM C-566 & D2216, Moisture Content	Aggregate: 2 tests/Lot Asphalt Mix: 1 on first Sub-lot and every second day.
Tests During Asphalt Plant Mixing	ASTM C-117 Sieve Analysis of Aggregates by Washing (Field Lab)	1 per shift on reduced sample obtained from combined samples from the plant cold feed.
Tests During Asphalt Plant Mixing	ASTM D-5581, Resistance to Plastic Flow Using Marshall Apparatus	One set of three briquettes for 1,200t or Lot, whichever is less
Tests During Asphalt Plant Mixing	Asphalt Extraction Test ASTM D-6307 Ignition Method	One per Lot
Tests During Asphalt Plant Mixing	Penetration of Bituminous Materials ASTM D -5	One per Manufacturer's Batch. Samples should be taken every 3000t of mix production
Tests During Asphalt Plant Mixing	Viscosity ASTM D-2171	Contractor's Option
Test During Asphalt Paving for	Core Samples	At start, two cores for each Sub-Lot.

Density Testing		After rolling pattern established, only one core for each Sub-Lot. All cores to be a minimum of 100mm diameter.
Test During Asphalt Paving for Density Testing	AASHTO T 245-97 Resistance to Plastic Flow Using Marshall Apparatus	One 15 kg sample for every sub-lot or minimum 1/day for field testing.

**Insert:**

1.10.2.2 The minimum QC testing frequencies as defined in the table below.

<b>Table 01 45 00 - 01: Minimum QC Testing Frequencies</b>		
<b>Activity</b>	<b>Test / Inspection</b>	<b>Frequency</b>
Manufacture – Gravel Shouldering, Culvert Bedding, & Crushed Base Gravel	Gradation	The more stringent of: 1 test per 3000 m <sup>3</sup> or 1 test for every two hours of manufacturing.
Screening / sorting riprap	Gradation	1 Test per every 1 day of production
Placement / Site Tolerance – Gravel Shouldering	Survey	2 points every 20 Stations on each side of road
Placement / Site Tolerance – Culvert Bedding, & Crushed Base Gravel	Survey	1 point every 2 m <sup>2</sup> of placed material.
Placement / Site Tolerance – BST/Base Material (following Full Depth Reclamation)	Survey	Final lift , 5 points Along Each Cross Section at 20 m Stations
Manufacture – Precast Concrete Barrier	Field Test of Plastic Properties (Air and Slump)	As per CSA Certified Manufacturing Plant QC Requirements
Manufacture – Precast Concrete Barrier	Compressive Strength Tests	As per CSA Certified Manufacturing Plant QC Requirements
Manufacture – Asphalt Aggregate	ASTM C-136, Dry Sieve Analysis of Aggregate	- Split Stockpile: 1 for each stockpile for every 2 hours of production. - One main stockpile: for every 300t - Blend Sand: 1 for every 100t during stockpiling. - Natural filler: 1 for every 50t during stockpiling
Manufacture – Asphalt Aggregate	ASTM D-5821 Determining the Percentage of Fracture Particles in Coarse Aggregate	Every second coarse aggregate sieve test
Manufacture – Asphalt Aggregate	ASTM C-117 Sieve Analysis of Aggregates by Washing (Field Lab)	1 per shift on reduced sample obtained from combined samples from the crusher
Manufacture – Asphalt Aggregate	ASTM C-136, Dry Sieve Analysis of Aggregate	1 of combined aggregate (off the belt) every 300t
<u>Manufacture – Asphalt Aggregate (Coarse Aggregates)</u>	<u>ASTM C127, Relative Density (Specific Gravity) and Absorption of Coarse Aggregate <sup>(1)</sup></u>	<u>The more stringent of: - 1 for each coarse aggregate gravel pit source</u>

		<u>- 1 for any change in nature or source of aggregates within a gravel pit</u>
<u>Manufacture – Asphalt Aggregate (Coarse Aggregates)</u>	<u>ASTM C142, Clay Lumps and Friable Particles in Aggregates <sup>(1)</sup></u>	<u>1 per every 3,000t of coarse aggregate manufactured</u>
<u>Manufacture – Asphalt Aggregate (Coarse Aggregates)</u>	<u>ASTM D6928, Resistance of Coarse Aggregate to Degradation by Abrasion in the Micro-Deval Apparatus <sup>(1)</sup></u>	<u>The more stringent of: - 1 for each coarse aggregate gravel pit source - 1 for any change in nature or source of aggregates within a gravel pit</u>
<u>Manufacture – Asphalt Aggregate (Coarse Aggregates)</u>	<u>ASTM D4791, Flat Particles, Elongated Particles, or Flat and Elongated Particles in Coarse Aggregate <sup>(1)</sup></u>	<u>The more stringent of: - 1 for each coarse aggregate gravel pit source - 1 for any change in nature or source of aggregates within a gravel pit</u>
Asphalt Products Test	Asphalt Tack Coat and Asphalt Prime	Contractor's option
Tests During Asphalt Plant Mixing	ASTM C-566 & D2216, Moisture Content	Aggregate: 2 tests/Lot Asphalt Mix: 1 on first Sub-lot and every second day.
Tests During Asphalt Plant Mixing	ASTM C-117 Sieve Analysis of Aggregates by Washing (Field Lab)	1 per shift on reduced sample obtained from combined samples from the plant cold feed.
Tests During Asphalt Plant Mixing	ASTM D-5581, Resistance to Plastic Flow Using Marshall Apparatus	One set of three briquettes for 1,200t or Lot, whichever is less
Tests During Asphalt Plant Mixing	Asphalt Extraction Test ASTM D-6307 Ignition Method	One per Lot
Tests During Asphalt Plant Mixing	Penetration of Bituminous Materials ASTM D -5	One per Manufacturer's Batch. Samples should be taken every 3000t of mix production
Tests During Asphalt Plant Mixing	Viscosity ASTM D-2171	Contractor's Option
Test During Asphalt Paving for Density Testing	Core Samples	At start, two cores for each Sub-Lot. After rolling pattern established, only one core for each Sub-Lot. All cores to be a minimum of 100 mm diameter.
Test During Asphalt Paving for Density Testing	AASHTO T 245-97 Resistance to Plastic Flow Using Marshall Apparatus	One 15 kg sample for every sub-lot or minimum 1/day for field testing.

**Note:**

(1) – Should the contractor choose, tests noted may be completed by a CCIL compliant offsite laboratory rather than an onsite laboratory.

**Insert:**

1.10.4.5 Immediately after completion of tests, provide all test results on Contractor-supplied forms acceptable to the Departmental Representative or on forms used by the BC Ministry of Transportation.

1.10.4.6 Initiate other Quality Control tests or procedures as necessary for ensuring production of a quality product and include them in the Quality Control Plan. Tests or procedures may also be introduced after the start of work as necessary as amendments to the Quality Control Plan.

1.10.4.7 Repair and fill all core holes created to collected quality control core samples as per the requirements of 1.4.7 of Section 32 12 16 – Hot Mix Asphalt Concrete Pavement.

#### **9. Section 01 78 00 – Closeout Submittals**

**Delete:**

1.3.3 Survey data shall be collected at an accuracy of +/- 0.025 m horizontal and +/- 0.025 m vertical or better and shall be referenced / tie into the PWGSC's monument / coordinate system as shown on the contract drawings.

**Insert:**

1.3.3 Survey data shall be collected at an accuracy of +/- 0.020 m horizontal and +/- 0.020 m vertical or better and shall be referenced / tie into the PWGSC's monument / coordinate system as shown on the contract drawings.

#### **10. Section 31 05 16 – Aggregates: General**

**Delete:**

3.4.9 Do not use conveying stackers.

3.4.10 Prevent ice and snow from becoming mixed into stockpile or in material being removed from stockpile.

**Insert:**

3.4.9 Prevent ice and snow from becoming mixed into stockpile or in material being removed from stockpile.

**Insert:**

3.3.3 The Contractor shall be responsible for all haul roads required to access aggregate sources. All haul roads used shall be maintained at the Contractor's expense and at the conclusion of the works, left in a condition acceptable to the haul road owner.

#### **11. Section 31 14 11 – Gravel Shouldering**

**Delete:**

3.1.1 Complete compaction and grading of BST/Granular Material from Full Depth Reclamation process and placement of Asphaltic Concrete pavement prior to placement of gravel shouldering."

**Insert:**

- 3.1.1 Complete compaction and grading of BST/Granular Material from Full Depth Reclamation process and placement of Asphaltic Concrete pavement prior to placement of gravel shouldering.

**12. Section 32 11 34 – Full Depth Reclamation**

**Delete:**

- 3.3.1 Regrade and move BST/granular material within the highway driving surface to achieve the design lines and grades as shown on the Contract Drawings and to the grades and elevations shown on the Finished Grading Table (see Appendix F). Note, achieving the design lines and grades and grades shown in the Finished Grading Table will require the reshaping and repositioning (cut high areas and fill low areas) of BST/granular material resulting from base preparation process. The design grades have been prepared such that the import of granular material from offsite are not anticipated.

**Insert:**

- 3.3.1 Regrade and move BST/granular material within the highway driving surface to achieve the design lines and grades as shown on the Contract Drawings and to the grades and elevations shown on the Finished Grading Table (see Appendix F). Note, achieving the design lines and grades and grades shown in the Finished Grading Table will require the reshaping and repositioning (cut high areas and fill low areas) of BST/granular material resulting from base preparation process (see Appendix G – Colour Coded Grading Plan with Representative Cross Sections for the reshaping and repositioning requirements for the BST/granular material). The design grades have been prepared such that the import of granular material from offsite are not anticipated.

**Delete:**

- 3.4.2 Compact the entire width of BST/granular material and all regrading within the limits of the Full Depth Reclamation. In areas of fill placement during regrading, place lifts a maximum of 200 mm thick and complete necessary compaction / proof rolling before placement of additional material through regrading.

**Insert:**

- 3.4.2 Compact the entire width of BST/granular material and all regrading within the limits of the Full Depth Reclamation. Place lifts a maximum of 200 mm thick and complete necessary compaction / proof rolling before placement of additional material through regrading.

**Delete:**

- 3.4.4 When testing the compaction of the BST/granular material using proof rolling, the material shall be considered compacted when upon completing a pass over the

BST/granular material, the BST/granular material exhibits no observed unsuitable deflections or rutting.

**Insert:**

- 3.4.4 When testing the compaction of the BST/granular material using proof rolling, the material shall be considered compacted when upon completing a pass over the BST/granular material, the BST/granular material exhibits no observed deflections or rutting.

**13. Section 32 12 16 – Hot Mix Asphalt Concrete Pavement**

**Delete:**

- 1.4.2 Submit Job Mix Formula (Mix Design) as per the requirements of 2.5 – Asphalt Mix and Job Mix Formula.

**Insert:**

- 1.4.2 Submit Job Mix Formula (Mix Design) as per the requirements of 2.4 – Asphalt Mix and Job Mix Formula.

**Delete:**

- 1.4.6.2 Asphalt mix tonnage quantity summary and copies of the weigh scale tickets for each load of asphalt mix received at the placement operation.

**Insert:**

- 1.4.6.2 Asphalt mix tonnage quantity summary and copies of the weigh scale tickets for each load of asphalt mix received at the placement operation. Weigh scale tickets shall include:
- Truck number
  - Weigh ticket number and net weight of load
  - Date, time, and location by station of delivery

**Insert:**

- 1.4.6.4 Material application rate dimensions and calculations shall be provided for each lot and each 10 truck loads of asphalt concrete pavement placed during the applicable shift.

**Delete:**

- 1.4.8 Loose samples: The Contractor shall allow for the collection of 2 loose samples per sub-lot by the Departmental Representative from the paver screed or behind the paver screed at random locations. The loose samples shall be collected for quality control and payment adjustments purposes.

If requested by the Departmental Representative, the Contractor shall collect 2 loose samples per sub-lot from the paver screed or behind the paver screed at random

locations. The loose samples shall be collected for quality control and payment adjustments purposes. The volume of each samples shall be as directed by the Departmental Representative. The Contractor shall deliver the samples to the Departmental Representative within 24 hours of being collected, to a designated storage location as directed by the Departmental Representative.

**Insert:**

- 1.4.8 Loose samples: The Contractor shall allow for the collection of 2 loose samples per sub-lot by the Departmental Representative from the paver screed or behind the paver screed at random locations. The loose samples shall be collected for quality assurance (payment adjustments purposes) and as appeal samples should they be needed.

If requested by the Departmental Representative, the Contractor shall collect the 2 loose samples per sub-lot from the paver screed or behind the paver screed at random locations requested by the Departmental Representative. The volume of each samples shall be as directed by the Departmental Representative. The Contractor shall deliver the samples to the Departmental Representative within 24 hours of being collected, to a designated storage location as directed by the Departmental Representative.

**Insert:**

- 1.4.9 Upon submission and acceptance of the Asphalt Mix Design by the Departmental Representative, the Contractor shall prepare and submit to the Departmental Representative blank aggregate samples for correlation of the Contractor's, Departmental Representatives, and appeal laboratory ignition ovens. The Blanks shall be prepared in accordance with BC MoT 2012 Standard Specifications for Highway Construction, Section 502, Appendix 3 – Blank Aggregate Sample Preparation. The Departmental Representative will randomly select which of the individual blanks will be used by each party. Within 3 working days and prior to any mix production, the Contractor and the Departmental Representative shall prepare and test asphalt mix samples in accordance with Section 502, Appendix 4 – Ignition Oven Correlation of the BC MoT 2012 Standard Specifications for Highway Construction.

**Delete:**

- 2.1.1 Aggregate materials shall be in accordance with Section 31 05 16 – Aggregates General and the requirements of this specification section.

**Insert:**

- 2.1.1 The Contractor shall provide their own source(s) of aggregate materials for Hot Mix Asphalt Concrete Pavement. Aggregate materials shall be in accordance with Section 31 05 16 – Aggregates General and the requirements of this specification section.

**Delete:**

- 2.1.3 Aggregate shall fully comply with specifications and Contractor shall recognize and satisfy himself as to type and amount of work that may be necessary to produce material required.

**Insert:**

- 2.1.3 Aggregate shall fully comply with specifications and the Contractor shall recognize and satisfy himself as to type and amount of work (including washing or other means as necessary) that may be needed to produce the material in accordance with the requirements of these specifications.

**Delete:**

- 2.1.6.1.3 Shall be free from coating of clay, silt, or other deleterious material, and shall meet requirements in Table 32 12 16 – 01.

Table 32 12 16 – 01: Requirements for Coarse Aggregates		
Test Reference #	Procedures	Requirement
ASTM C127	Maximum Water Absorption: % by mass	2
ASTM C142	Maximum % by mass of clay balls and friable particles	1.0
ASTM D5821	2 Fractured Faces: Minimum % by Mass retained on the 4.75mm sieve	90
ASTM D5821	1 Fractured Faces: Minimum % by Mass retained on the 4.75mm sieve	98
ASTM D6928	Maximum Micro-Deval abrasion loss factor, %	18
ASTM D4791	Flat and Elongated Particles, Max.% by weight	5

**Insert:**

- 2.1.6.1.3 Shall be free from coating of clay, silt, or other deleterious material, and shall meet requirements in Table 32 12 16 – 01. The tests referenced in Table 32 12 16 – 01 shall be completed to the minimum frequencies listed in Table 01 45 00 – 01 (Section 01 45 00 – Quality Management).

Table 32 12 16 – 01: Requirements for Coarse Aggregates		
Test Reference #	Procedures	Requirement
ASTM C127	Maximum Water Absorption: % by mass	2
ASTM C142	Maximum % by mass of clay balls and friable particles	1.0
ASTM D5821	2 Fractured Faces: Minimum % by Mass retained on the 4.75mm sieve	90
ASTM D5821	1 Fractured Faces: Minimum % by Mass retained on the 4.75mm sieve	98
ASTM D6928	Maximum Micro-Deval abrasion loss factor, %	18
ASTM D4791	Flat and Elongated Particles, Max.% by weight	5

**Insert:**

- 3.5.17 Taper over 40 m the asphalt concrete pavement at Sta. 229+000 or the location for limit of Construction as directed by the Departmental Representative to match the existing

lane width, cross fall, and profile.

#### 14. Section 32 15 60 – Roadway Dust Control

**Delete:**

- 2.1.1 If necessary, extract water from local sources ensuring extraction method conforms with PWGSC's permit requirements (PWGSC permit available upon request).

**Insert:**

- 2.1.1 If necessary, extract water from local sources ensuring extraction methods and locations conform with PWGSC's permit requirements (PWGSC permit available upon request). If extracting water under PWGSC's permit, the Contractor will be responsible to report water extraction volumes on a weekly basis to PWGSC using the supplied tracking sheet.

#### Changes to Contract Drawings

**Delete:**

Drawings C101, C102, C103, C104, C105, Plan Profile Sta. Varies To Sta. Varies – Rev 0 – Issued for Tender – Dated: 16/03/24

**Insert:**

Drawings C101, C102, C103, C104, C105, Plan Profile Sta. Varies To Sta. Varies – Rev 1 – Issued for Addendum #1 – Dated: 16/05/12

**Delete:**

Drawings C201 – Typical Sections – Rev 0 – Issued for Tender – Dated: 16/03/24

**Insert:**

Drawings C201 – Typical Sections – Rev 1 – Issued for Addendum #1 – Dated: 16/05/12

**Delete:**

Drawings C202 – Culvert & Paint Marking Details – Rev 0 – Issued for Tender – Dated: 16/03/24

**Insert:**

Drawings C202 – Culvert & Paint Marking Details – Rev 1 – Issued for Addendum #1 – Dated: 16/05/12

**Delete:**

Drawings C203 – Access Road & Asphalt Pavement Overlay Tie-in Details – Rev 0 – Issued for Tender – Dated: 16/03/24

**Insert:**

Drawings C203 – Access Road & Asphalt Pavement Overlay Tie-in Details – Rev 1 – Issued for Addendum #1 – Dated: 16/05/12

**Delete:**

Drawings C204 – Rumble Strip Details – Rev 0 – Issued for Tender – Dated: 16/03/24

**Insert:**

Drawings C204 – Rumble Strip Details – Rev 1 – Issued for Addendum #1 – Dated: 16/05/12

**Attachments**

1. Appendix F: Finished Grading Table – May 2016
2. Appendix G: Colour Coded Grading Plan with Representative Cross Sections – Tender Amendment No. 1 – 16/04/04
3. Appendix I: PWGSC's: Confirmation of Prime Contractor's Main Responsibilities Under the Worksafe B.C. Occupational Health and Safety Regulations and Worker's Compensation Act
4. Contract Drawings: C101 – C105, C201 – C204

**All other terms and conditions remain unchanged.**

## **Addendum 2**

**The following changes/clarifications in the tender documents are effective immediately.**

**This Addendum 2 will form part of the contract documents**

### **Changes to the Specifications**

#### **1. Section 01 25 20 - Mobilization and Demobilization**

##### **Delete:**

- 1.2.1 Payment for Mobilization and Demobilization will be made on the basis of the Price per Unit Bid for Mobilization in the Bid and Acceptance Form. The Price per Unit Bid shall include all costs associated with the items of work listed in 1.2 Definition above.
- 1.2.2 The Lump Sum arrangement for Mobilization and Demobilization shall be a maximum of 10% of the Total Tender Price. If the Lump Sum arrangement is greater than 10% of the Total Tender Price, payment for the Mobilization amount greater than 10% will only be authorized when the contract has achieved completion.

##### **Insert:**

- 1.2.1 Payment for Mobilization and Demobilization will be made on the basis of the Price per Unit Bid for Mobilization & Demobilization in the Bid and Acceptance Form. The Price per Unit Bid shall include all costs associated with the items of work listed in 1.1 Definitions above.
- 1.2.2 The Lump Sum arrangement for Mobilization and Demobilization shall be a maximum of 10% of the Total Tender Price. If the Lump Sum arrangement is greater than 10% of the Total Tender Price, payment for the Mobilization & Demobilization amount greater than 10% will only be authorized when the contract has achieved completion.

##### **Insert:**

- 1.2.4 Payment for Mobilization and Demobilization (Optional Work) will be made on the basis of the Price per Unit Bid for Mobilization & Demobilization (Optional Work) in the Bid and Acceptance Form. The Price per Unit Bid shall include all costs associated with mobilization and demobilization type work listed in 1.1 Definitions above (excluding 1.1.4) but related strictly to the optional work items listed in Unit Price Table B (Optional Work).
- 1.2.5 The Lump Sum arrangement for Mobilization and Demobilization (Optional Work) will be made by Lump Sum based on the percentage of optional work (Item No. 17 – 28 of Unit Price Table B (Optional Work)) undertaken by PWGSC and accepted by the Departmental Representative. For example, should 2 km of work be completed (limit of construction Km 227+000) with quantities for Item No. 17 - 28 equaling 50% of estimated quantities, 50% of the Lump Sum payment item for Mobilization & Demobilization (Optional Work) will be paid.

#### **2. Section 01 35 00 – Traffic Control**

**Insert:**

1.1.3 Payment for the cost of Traffic Control (Optional Work) will be made on the basis of the Price per Unit Bid for Traffic Control (Optional Work) in the Bid and Acceptance Form. The Price per Unit Bid shall include traffic control tasks related strictly to the optional work items listed in Unit Price Table B (Optional Work) including any amendments to the Traffic Management Plan, construction signage, traffic flaggers, automated traffic control devices, pilot vehicles, temporary concrete barriers and privacy fence (if required), temporary gravel surfacing and shouldering (if required), and all other items necessary for the successful completion of the task.

1.1.4 Measurement for Payment for completion of the Traffic Control (Optional Work) will be made by Lump Sum based on the percentage of optional work (Item No. 17 – 28 of Unit Price Table B (Optional Work)) undertaken by PWGSC and accepted by the Departmental Representative. For example, should 2 km of work be completed (limit of construction Km 227+000) with quantities for Item No. 17 - 28 equaling 50% of estimated quantities, 50% of the Lump Sum payment item for Traffic Control (Optional Work) will be paid.

**3. Section 01 45 00 – Quality Management**

**Insert:**

1.1.3 Payment for the cost of Quality Management (Optional Work) will be made on the basis of the Price per Unit Bid for Quality Management (Optional Work) in the Bid and Acceptance Form. The Price per Unit Bid shall include quality management tasks related strictly to the optional work items listed in Unit Price Table B (Optional Work) including costs for the completion and adherence to the Quality Management Plan including Quality Control and all other items necessary for successful completion of the work.

1.1.4 Measurement for Payment for completion of the Quality Management (Optional Work) will be made by Lump Sum based on the percentage of optional work (Item No. 17 – 28 of Unit Price Table B (Optional Work)) undertaken by PWGSC and accepted by the Departmental Representative. For example, should 2 km of work be completed (limit of construction Km 227+000) with quantities for Item No. 17 - 28 equaling 50% of estimated quantities, 50% of the Lump Sum payment item for Quality Management (Optional Work) will be paid.

**Changes to Contract Drawings**

**Delete:**

Drawings C131, C137 - Plan Profile Sta. Varies To Sta. Varies – Rev 0 – Issued for Tender  
– Dated: 16/03/24

**Insert:**

Drawings C131, C137 - Plan Profile Sta. Varies To Sta. Varies – Rev 1 – Issued for  
Addendum #1 – Dated: 16/05/12

**Attachments**

1. Contract Drawings: C131, C137

**All other terms and conditions remain unchanged.**