

The following changes/clarifications in the tender documents are effective immediately.
This addendum will form part of the contract documents.

1.0 Q. There are 5 retaining walls identified in the new drawing package. Are those new scope items? If so, is there more information available; design criteria?

Note: There is no retaining wall construction being done as part of this contract.

At these locations the 5.2 m clearing width needs to be widened by 1 to 2 metres to permit the walls to be constructed. These areas will be identified by the Departmental Representative in the field before the Contractor reached them. They are on steeper side slopes. Payment for this additional clearing will be made under Item 31.1.4.a (Clearing for localized widening areas and bridge work.)

2.0 Q1. In addendum 3 – response 3, it is mentioned a Danger Tree Assessment Sheet and map showing locations would be provided. Can the information be provided for the 331 danger trees inside and outside the alignment?

Q2. As mentioned in Addendum#2 please provide the Danger Tree Assessment Sheet and a map showing locations of each of the danger trees as well as a table with approximate GPS location of the danger trees.

The 31 danger trees located away from the trail are shown on the “2016 Wildlife and Danger Tree Assessment Report” previously available on the Buyandsell site. Contained within the Highway #4 WDTA Site assessment Report are approximate GPS co-ordinates for these danger trees.

The additional 300 danger trees along the trail alignment are an estimated number only. They have not been individually identified at this time and will be agreed on site with the Departmental Representative.

3.0 Q. Is contractor expected to install temporary crossings for the proposed bridges that span 30 & 40 meters?

The Clearing Contractor can approach the longer bridges from both directions and will not be required to cross over these larger watercourses. Where access is available from both ends of the bridges, it will be the Contractor’s decision when to approach bridges from either end or to cross the watercourses.

4.0 TIMBER:

To further clarify the cutting of merchantable timber, it shall be cut into the maximum lengths manageable for removal and storage, as agreed with and approved by the Departmental Representative. In any case, lengths shall not be less than 2.6m

5.0 Q. Will an extension to the contract time be granted due to weather delays?

No. Due to the restrictions of cutting trees during the bird nesting season the falling work needs to be completed by the date in the Contract (March 12.) Heavy rains and days lost due to weather is a known condition on the west coast of Vancouver Island and shall be accounted for in the Contractors schedule.

6.0 Q. Request for Reconsideration for the use of Alternative Materials for the Geofabrics

Geocomposite geotextile to meet both the woven and non-woven general physical properties outlined above. The product can be a combined geotextile product (NAUE Combigrid 30/30 or approved equal) or an individual woven and non-woven geotextile placed together.

7.0 Q. If I understand the danger tree pay item correctly 31.1.5, if the danger tree is over 120mm then the cut is paid under 31.1.5 and the skidding/hauling is paid under '31.1.9 Transporting Merchantable Timber'? I ask because there is no specific mention of how the >120mm timber that isn't to be disposed in the woods is going to be handled. Are we also to assume 10% or 30 of the danger trees will be disposed into the woods? – From the response in Addendum 7 Answer 9.

Correct. The cutting of the danger trees along the trail will be paid under item 31.1.5. If any timber over 120mm diameter is salvaged the cost for salvage will be paid under item 31.1.9. If this material is left in the forest there will be no additional payment. Branches under 120 mm diameter (except smaller twigs, needles, and leaves. Shall be removed. The cost for removing this material shall be included in the danger tree item 31.1.5.

8.0 Q. Referring to Addendum 7 Response 4, if a danger tree assessment will not be made available prior to tender closing, we would like to request an average DBH be provided for bidding purposes. If additional trees need to be cut to create a path for the danger tree, please advise on those assumptions as well.

An inventory of danger trees along the trail route has not been done. It is expected that the bidders have familiarized themselves with the forest along the alignment to determine approximate sizes of trees to be removed. If another tree needs to be removed to permit access to a danger tree, it will be included in the count for danger trees.

9.0 Q. In addendum 5 Response 6 it mentions that temporary access roads will not need to be grubbed. Addendum 7 Response 16 mentions geotextile requirement for the temporary roads. Should this be revised to only have geotextile under permanent access build up? Please confirm.

No. On the temporary access roads a geofabric will be placed directly over the undisturbed ground and the temporary access built on this. This will provide additional strength to the temporary access and make removal for the temporary access (work to be done by others) cleaner.

10.0 Q. Regarding the new clearing items 31.1.4.a & b clearing for localized widening areas and bridge work and Clearing for Wick Road. I am assuming you want only clearing done in these two items, not grubbing.

Correct. These two items are for clearing and removal of the cut trees and bushes only. No grubbing is required.
