

**Requisition No. EZ899-172568/A**

**The following changes in the tender documents are effective immediately. This addendum will form part of the Contract documents.**

**Answers (A) to Questions/Requests (Q) Received:**

Q.1 At the site visit we discussed that there is a concrete slab under about a third of the parking lot at Pac Highway port of entry that doesn't show up on the drawings. How should we bid this item?

A.1 *The existing asphalt layer is to be stripped and removed, and a thicker layer of asphalt (min. 75mm) is to be placed over the existing concrete layer. See included Sketch 001 for area of parking lot with underlying concrete layer.*

Q.2 Regarding the cross sections for Pavement structure they are showing the base and sub-base to be repaired to depths "as required". How should we price this removal and grading work? Due to it being a lump sum contract we would have to assume that we are removing and replacing to bottom of sub-base and regrading at all locations. This will add quite a bit of money to the price if not clarified.

A.2 *For the Pacific Highway site (Sheet C002) - As indicated with different hatching and notes specifying the pavement structure details on Sheet 3, there are only two locations expected to require the asphalt pavement structures shown on Sheet 03 (C003):*

- *The widened areas where 176 Street meets Highway 15 – full pavement structure including asphalt, base, and subbase is required.*
- *Rounded corners on Secondary Inspection return lane – provide asphalt, and base and subbase gravel as required to repair soft areas and for levelling.*

*For the Abbotsford-Huntingdon site (Sheet C001) - As indicated with different hatching and notes specifying the pavement structure details on Sheet 3, there are only two locations expected to require the asphalt pavement structures shown on Sheet 03 (C003):*

- *The widened commercial lane areas at USA/Canada Border – full pavement structure including asphalt, base, and subbase is required.*
- *Intersection of Sumas Way and 1<sup>st</sup> Avenue - full pavement structure including asphalt, base, and subbase is required*

*The remaining areas (majority of project area) are just to have existing asphalt removed, regrade base gravels to ensure drainage, and repave with thicknesses as noted.*

- Q.3 The tender document doesn't clearly state what we are required to provide for bonding. Can you please confirm what type of bonding is required?
- A.3 *Refer to General Instructions - Construction Services - Bid Security Requirements, specifically G108 – Bid Security Requirements. This can be found at the following website link: <https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual/5/R/R2710T/17>*
- Q.4 On the Concrete band structure detail it's showing us drilling a 600mm long bar 150mm deep into existing concrete/asphalt on both sides but there's only a 300mm slot to achieve this. From a constructability standpoint we feel like this can't be achieved?
- A.4 *May use 350mm long bar, 150mm deep into existing concrete with 50mm overlap.*
- Q.5 Is it possible to get an extension for a week? We are quite busy in our estimating department right now.
- A.5 *The tender has been extended by a week as requested. The revised closing date is now 14:00 PDT on March 17<sup>th</sup>, 2017, as per Amendment 001.*
- Q.6 Would you be able to provide the electrical as-built drawing for the Pacific Highway Port of Entry Site? As there are no electrical drawings available, we would like to get as-builts of the existing to price the electrical work required for relocating the lamp post and signage described on drawing A-03 and C002.
- A.6 *See included electrical as-built drawing E301 as requested.*
- Q.7 Could you please clarify the total # of traffic detector loops right on USA/Canada border at 28 176 Street, Surrey, BC (drawing is just showing reinstate existing traffic detector loops)?
- A.7 *There are three (3) traffic detector loops to be reinstated where noted on Drawing C002.*

**Additional Clarifications:**

Additional Clarification #1 – See included Sketch 002, labelling the sub-base/subgrade layer in the concrete pavement structure details on Sheet C004.

Additional Clarification #2 – See included colour copies of Sheets A-02 and A-04, to better show the suggested phasing (original drawings provided are in black and white).

**END OF ADDENDUM**