

Solicitation No. – N° de l'invitation  
EA011-180203/A

Amd. No. - N° de la modif.  
4

Buyer ID – Id de l'acheteur  
pwd005

Client ref. No. - N° de ref. du client  
R.082266.001

File No. N° du dossier  
PWD-7-40027 (005)

CCC No./N° CCC – FMS No/N° VME

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### ADDENDUM NO. 3

R.082266.001 – Access Road Upgrades – Cape Race, NL

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

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#### Specifications:

1. Section 01 14 00 – Work Restrictions, 1.6 - Special Requirements:
  - a. ADD Clause 1.6.11 – Road-cut USM and ditch-cut USM
    - i. USM produced over the entire project may be placed in the various existing pits and quarries along the Cape Race Access Road as approved by the Departmental Representative.
    - ii. Do not excavate in the pits and quarries to bury any material.
    - iii. Do not place USM in pits and quarries located on the seaward side of the Cape Race Access Road.
    - iv. Do not place USM within the Mistaken Point Ecological Reserve.
    - v. USM must be spread to generally conform to the contours and elevations around the upper perimeter of the pits and quarries.
    - vi. Do not overfill the pits and quarries.
    - vii. USM beyond the capacity of the approved pits and quarries must be disposed off-site.
    - viii. Cap the top of the disposed USM with available salvaged organic material.
    - ix. This organic material must be placed and finished to the satisfaction of the Departmental Representative.
  - b. ADD Clause 1.6.12 – Bridge Loading
    - i. The existing bridges are designed to accommodate loading in accordance with CL-625, Canadian Highway Bridge Design Code (Latest Edition).

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## Drawings:

1. Drawing No. C-29 – Details 1 of 3
  - a. Section D – Typical Asphalt Road Section – Stn. 3+000 to 3+485
    - i. Change current note which reads “Slope at max. 2:1 to tie into existing. Where steeper slopes are required, slope at max. 1.5:1 slopes using Turf Reinforcement Mats.” TO “Slope at max. 2:1 or max. 1.5:1 to tie into existing as specified and detailed on the drawings.”