

## Questions and Answers No. 01

Question 1: Dwg B – 03 How much of Each of the existing piles is to be removed? Are they to be set to a certain elevation?

Answer 1: No official survey of the fender system has been completed. Approximately 150mm shall be removed from all piles such that they are all at a consistent elevation. The exact elevation will be determined on site by the Departmental Representative.

Question 2: What is the elevation of the July 2020 water level and the level of the top of the rock ballast?

Answer 2: No official survey of the fender system has been completed. In July 2020, the top of rock ballast was approximately 200-250mm above the water level.

Question 3: We are unclear about the connection of the Fender System to the existing Piles that have to be cut off.

Answer 3: There are 19mm diameter drift pins through the lower horizontals and embedded 150mm deep into the vertical piles.

Question 4: We are also unclear of how much of the pile has to be removed. Elevations and dimensions would be appreciated.

Answer 4: See Response to Question 1.

Question 5: Is there a drawing of all of the piles holding up the fender system?

Answer 5: There is no drawing of the piles holding up the fender system. There are approximately 120 piles.

Question 6: Is the fender connected to the existing center pivot pier? If so, is there any details?

Answer 6: The fender is resting on the concrete cap of the pivot pier foundation. The fender is not physically connected to the concrete.

Question 7: Dwg B -04 What is the distance between the top of the rock ballast in the fender and the water level of the proposed elevation. Is there a weight or volume of the rock ballast that is required?

Answer 7: The distance between the top of rock ballast and the water level is 100mm. The depth of rock ballast shall be 800mm throughout the fender system. It is estimated that there will take 105m<sup>3</sup> of rock ballast to fill the entire fender system.

Question 8: We question of the timing of the concrete replacement on the East and West Piers for April 14, 2021. Without the bridge open it will be extremely challenging to adequately remove the damaged concrete and then complete the rebar and repairs. Will there be opportunity for the bridge to be open for the preparation work on the piers well in advance of April 14, 2021 Also as indicated in the specifications placing concrete upon or against surface at temperature below 5 Degrees Celsius is prohibited. We cannot guarantee that the pier will not be 5 degrees or below before April 14, 2021. The average daytime high is 10 degrees Celsius and 0 degrees at night in mid-April in Parry sound.

**Answer 8: The concrete can be temporarily heated to the achieve the required temperatures. If the work is to be completed after April 14, 2021, the Contractor will be responsible to relocate any steel plates and ramps required for the concrete work every time the bridge operates.**

Question 9: Will the bridge be able to open to accommodate the adequate abrasive blast cleaning of the concrete at the bridge piers then the placement of a bonding agent?

**Answer 9: The bridge can be opened in order to accommodate adequate access for the concrete repairs. Coordination will be required with WFN to operate the bridge.**

Question 10: The March 31, 2021 date for the Drum Girder is very quick as it will be very challenging to get the contract signed, complete the site measurements, prepare the shop drawings, have them approved, then ordering and manufacturing as well as the installation of the material before March 31, 2021

**Answer 10: If the drum girder work is to be completed after April 14<sup>th</sup>, the work will have to be completed at night outside the bridge operation hours. All steel will have to be properly braced throughout the work while the bridge is in operation.**

Question 11: Will the deck project for the installation of new deck boards affect the East and West Rest Pier Repairs with the inconsistency of materials and likelihood of splitting the new boards with the M16 screws so close to the end of the boards?

**Answer 11: Revised B-07 is attached to the amendment.**

Question 12: Dwg B – 01 hole size for the drift pins are inconsistent in this and following drawings. Please confirm. Also, would lag bolts be a suitable replacement?

**Answer 12: The hole size shall be as stated on B-01 “Holes for drift pins to be pre-bored not less than 0.8mm nor more than 1.0mm smaller than the drift pin diameter”. Lag Bolts are a suitable replacement.**

Question 13: Dwg B – 06 What is PL8 mean

**Answer 13: PL8 means an 8mm thick plate.**

Question 14: Dwg – B-07 The note on the photo indicates that the conduit is to be protected throughout construction. How is it to be included/attached to the new concrete works?

**Answer 14: The conduit shall be anchored to the concrete with stainless steel hardware in accordance with Section 26 05 00.**

Question 15: Dwg – 10 is the south bent in the section, A or F?

**Answer 15: The south pile is Pile F.**

Question 16: Page 1 of section 01 74 19 is not included in the specification document

**Answer 16: The entire specification is attached to the amendment.**

Question 17: Please indicated which Closeout requirements/submittals are required. It is not viable to expect warranty any portion of a bridge well over 100 years old that is beyond its design life and deemed in almost critical condition. Tender wording cannot be binding on specifications that indicate this as the bridge has been determined to be beyond the ability to being it back to meet current codes. This should be acknowledged.

**Answer 17: A 12-month warranty is required for all work that is completed under this contract.**

Question 18: As a follow up of the above items. Please confirm that an instruction manual equipment and systems, maintenance materials, etc., are not required as part of this project?

**Answer 18: Instruction manual and maintenance materials are not required for this contract. Cut sheets and installation shop drawings shall be submitted for inclusion in the O&M Manual. Revised Section 01 78 00 is attached to the amendment.**

Question 19: Bid and Acceptance Form. The Unit Price Table does not seem to include; the Steel in drum girder in the center pivot pier; The replacement of Bent 12m; the replacement of the ladder on the truss; repair timber trestles including shimming, replacing timber bracing and hardware,

**Answer 19: All items that are not included in the unit price table shall be included in the lump sum price.**

Question 20: Can the bridge be brought to the open position during the nighttime closures in order to facilitate removals/concrete placement? Or are we required to do all work with bridge in closed position?

**Answer 20: See response to Question 9.**

Question 21: Will the spring start up work (March-April) affect our ability to leave the road plate design on page B-15 until April 14<sup>th</sup>?

Answer 21: The road plate design may need to be temporarily moved in order for the operators to complete a few practice swings. This work will need to be coordinated with WFN.

Question 22: We request a two week extension to the tender closing date in order to ensure competitive and reliable pricing from suppliers and subcontractors.

Answer 22: In accordance with Amendment 1, the tender closing is extended to Thursday March 4, 2021 at 2pm.