

The following changes to the tender documents are effective immediately and will form part of the contract documents:

Specification 02 81 00

Delete: 1.4.2 Install an abrasive blasting, negative pressure containment to achieve 100% containment of dust and debris generated during surface coating removal.

Replace with: 1.4.2 Install a negative pressure containment to achieve 100% containment of dust and debris generated during surface coating removal.

Delete: 1.4.5 Using procedures prescribed in Section 01 74 21 and Section 02 83 12, remove and dispose of the following:

1. By means of abrasive blasting remove lead-containing surface coatings present on 63 floor beams.
2. By means of abrasive blasting remove lead-containing surface coatings present on the top chord of 7 trusses.
3. By means of abrasive blasting remove lead-containing surface coatings present as identified on the Contract Drawings.

Replace with: 1.4.5 Using procedures prescribed in Section 01 74 21 and Section 02 83 12, remove and dispose of the following:

1. Remove lead-containing surface coatings present on 63 floor beams by means of abrasive blast cleaning or alternate means as approved by the Departmental Representative.
2. Remove lead-containing surface coatings present on the top chord of 7 trusses by means of abrasive blast cleaning or alternate means as approved by the Departmental Representative.
3. Remove lead-containing surface coatings present as identified on the Contract Drawings by means of abrasive blast cleaning or alternate means as approved by the Departmental Representative.

Delete: 1.12.9.3 Milestone Inspection - Bulk Removal Inspection

1. Inspection during abrasive blasting, monitoring removal methods, site deficiencies, performing occupied air monitoring, etc.

Replace with: 1.12.9.3 Milestone Inspection - Bulk Removal Inspection

1. Inspection during removal of lead paint, monitoring removal methods, site deficiencies, performing occupied air monitoring, etc.

Specification 02 83 12

Delete: 1.3.3 Comply with requirements of this Section when performing following Work:

1. Removal of lead based paint from surfaces using abrasive blasting.

Replace with: 1.3.3 Comply with requirements of this Section when performing following Work:

1. Removal of lead based paint from surfaces using abrasive blasting or alternative methods as approved by the Departmental Representative.

Delete: 3.2.3 Provide a flexible containment system for the abrasive blasting work. The design shall include fully sealed joints, air impermeable sheeting, and resealable doors. The containment shall control environmental emissions to prevent any release of airborne dust, debris, or water. Cover the containment frame with Hipp Wrap heat-shrinking polyethylene sheeting, installed with the Hipp attachment system and tape.

- .4 Thoroughly examine the structure to verify its ability to support the containment system, including the wind loads that would be expected to be imparted on the system. Consider the weight of the structure including abrasive to be used, workforce, and equipment. The containment design must be approved by a professional engineer.
- .5 The Hipp shrink wrap shall be installed by a contractor trained and experienced in the application of this system.
- .6 The maximum length of any supporting Hipp cord shall be 18.3 meters (60 feet), and shall be tied to scaffold or other fixed structure. Take care to ensure heat welds have been fused correctly and cords are not damaged by installation. Provide padding to protect the membrane from any damage caused by scaffold poles or other components that could tear the plastic when shrunk around the structure.
- .7 Floors and lower side of walls shall have reinforced fabric and adequate support to maintain a seal and protect surfaces from damage due to the accumulation of blast media. Provide plywood panels to protect the containment walls from damage caused by the abrasive blast.
- .8 Punctures, tears, or other damage to poly should be immediately repaired using Hipp shrink tape or patching using Hipp shrink wrap. All paint removal shall be stopped until necessary repairs are made.

Replace with: 3.2.3 Provide a flexible containment system for the lead abatement work. The design shall include fully sealed joints, air impermeable sheeting, and resealable doors. The containment shall control environmental emissions to prevent any release of airborne dust, debris, or water. Utilize a containment frame covered with Hipp Wrap heat-shrinking polyethylene sheeting, installed with the Hipp attachment system and tape, or with an alternate system approved by the Departmental Representative.

1. Thoroughly examine the structure to verify its ability to support the containment system, including the wind loads that would be expected to be imparted on the system. Consider the weight of the structure including any abrasive to be used, workforce, and equipment. The containment design must be approved by a professional engineer.
2. The approved containment system shall be installed by a contractor trained and experienced in the application of this system.
3. The maximum length of any supporting Hipp cord shall be 18.3 meters (60 feet), and shall be tied to scaffold or other fixed

structure. Take care to ensure heat welds have been fused correctly and cords are not damaged by installation. Provide padding to protect the membrane from any damage caused by scaffold poles or other components that could tear the plastic when shrunk around the structure.

4. Floors and lower side of walls shall have reinforced fabric and adequate support to maintain a seal and protect surfaces from damage due to the accumulation of blast media. Provide plywood panels to protect the containment walls from damage caused by any abrasive blast.
5. Punctures, tears, or other damage to the containment system should be immediately repaired. For Hipp wrap, poly should be repaired using Hipp shrink tape or patching using Hipp shrink wrap. All paint removal shall be stopped until necessary repairs are made.

Specification 05 50 00

Delete: 2.1.13 Skateboard deterrents: Hemispherical design, solid stainless steel, brushed finish.

Replace With: 2.1.13 Skateboard deterrents (concrete): Hemispherical design, solid stainless steel, brushed finish. Install at 610 mm on centre as per manufacturer's instructions.

Add: 2.1.16 Skateboard deterrents (steel handrail): Solid aluminum flat handrail deterrents. Install at 610 mm on centre as per manufacturer's instructions. Provide isolation coating between dissimilar metals as required.

Drawing D01:

Delete: Note 1-8: Remove existing Sidewalk, Pedestrian Railing, Stringer, Steel sidewalk bracing and expansion joints at east approach span. See Section 10/D08

Note 1-9: Remove Existing Deck at east approach span as directed by the Departmental Representative. See Section 10/D08

Replace With: Note 1-8: Remove existing Sidewalk, Pedestrian Railing, Stringer, Steel sidewalk bracing and expansion joints at east approach span. See Section 10/D07

Note 1-9: Remove Existing Deck at east approach span as directed by the Departmental Representative. See Section 10/D07

Drawing D02:

Delete: Note 2-10: Remove Existing Deck at east approach span as directed by the Departmental Representative. See Section 11/D08

Replace With: Note 2-10: Remove Existing Deck at east approach span as directed by the Departmental Representative. See Section 11/D07

Drawing D03:

Delete: Note 3-13: Remove existing curb barrier, bridge railing and expansion joints at east approach span. See Section 12/D08.

Note 3-14: Remove Existing Deck at east approach span as directed by the Departmental Representative. See Section 12/D08.

Replace With: Note 3-13: Remove existing curb barrier, bridge railing and expansion joints at east approach span. See Section 12/D07.

Note 3-14: Remove Existing Deck at east approach span as directed by the Departmental Representative. See Section 12/D07.

Enquiries received during the Solicitation Period:

1. Appendix 5 of the Invitation to Tender project documents identifies the requirement for Coating Contractor to hold a valid "SSPC Society of Protective Coatings QP6 certification for Thermal Sprayed (Metalizing) Contractor."
Western Industrial Services Ltd (WISL) does not hold a QP6 certification. Since the majority of work performed in Canada, outside of a few select activities in select markets, seldom requires SSPC certifications of any sort, it is not feasible for most contractors to apply for and maintain certification.
An application to certification process could take a year plus, and requires the applicant to always have such projects underway and available for audit.
WISL does have successful experience in the application of metalizing and can provide multiple references of metalizing projects
WISL also has SSPC certified coating applicators and Protective Coatings Inspectors.

There is only one certified contractor in Canada, and five in the USA (along the east coast).

Since there is only one certified contractor in the country, we would like to see the requirement for QP6 certification removed. The requirement for QP6 certification prevents competitive pricing and disqualifies contractors that are able to properly apply metalizing. An item to note is that the actual quantity of surface to be metalized is quite small. The metalizing itself is also a small portion of the work involved in the overall process of accessing, preparing and coating.

We would suggest that the joint standard by SSPC (Society of Protective Coatings) / American Welding Society (AWS) / NACE International be used.
The standard is - SSPC- CS 23.00/ AWS C2.23M/NACE No. 12 Specification for the Application of Thermal Sprayed Coatings (Metalizing) of Aluminum, Zinc, and their Alloys and Composites for the Corrosion Protection of Steel identifies a process for the testing and approval of the thermal sprayed coating applicator(s) that will be working on the project by means of Pre-award evaluation, demonstration, validation.

- Response: Appendix 5 is modified (see Amendment 11).

2. Specification Division 01 – Section 01 55 26:

In reference to spec 01 55 26, please provide a drawing or mark-up showing the extents of snow clearing on PTH 44 that the Contractor is responsible for. Alternatively, please provide distances from SU-1 and SU-5 for which the contractor is responsible for off-bridge snow removal. We are trying to determine how much snow removal will be required past the bridge approach slabs on PTH 44.

- Response: The Contractor shall be responsible for snow clearing along PTH 44 within the extent of the Work Zone as defined in Specification 01 55 26 (see also Addendum 5).

3. Information Requested:

1. DRW D01 Notes 1-8 and 1-9 reference Section 10/D08 but D08 are details 1-6 and no section 10. Please clarify which page and section number?
2. DRW D02 Note 2-10 reference section 11/D08 but D08 are details 1-6 with no section 11. Please clarify which page and section number?
3. DRW D03, Note 3-13 and 3-14 reference Section 12/D08 but D08 are details 1-6 with no section 11. Please clarify which page and section number?
 - Response: See clarifications above. On DRW D01 notes 1-8 and 1-9 should reference 10/D07. On DRW02 note 2-10 should reference 11/D07 and on DRWD03 notes 3-13 and 3-14 should reference 12/D07.

4. Information Requested:

1. What is the load capacity of the existing road deck during stage 2?
2. Demolition between spans as shown in D06 section 5 and D07 Section 8?
 - Response: The load capacity during stage 2 remains as currently posted at 36 t. The demolition distance in 5/D06 and 8/D07 can be found using dimensions shown on the plans.

5. The following request for equal has been received:

Type	Specified Part Number	Proposed Equal Part Number
A	ATBO-20BLEDE15-347-R2-4K-5K (5000K)	PRV-PA1B-750-9-T2R-MA-XXX (Finish TBD)
D	247L-20LEDE10-347-4K-R5-AY (4000K)	LXF-PA1-50-740-9-5WQ-FL-XXX (Finish TBD)

- Alternate fixture types A and D meet the requirements as equivalent alternates.

6. The following request for equal has been received:

Type	Manufacturer	Specified Part Number	Manufacturer	Proposed Equal Part Number
E	LUMARK	WPSLED10	Lithonia	TWR1 LED ALO 40K 347 DDBTXD

- Alternate fixture type E does not meet the requirements as equivalent alternates.

7. What is the required spacing on the skateboard deterrent on the top of the pedestrian access handrail and on the retaining walls?
- Response: Install skateboard deterrents at 610 mm on centre (see above).
8. Is there a proposed connection detail on the skateboard deterrent on the Pedestrian access handrail as the spec calls for Brushed SS skateboard deterrents which will need to somehow fasten to the Galvanized HSS. Is this to be bolted through the HSS after Galvanizing in order to attach the deterrent?
- Response: Skateboard deterrents to be bolted to the HSS handrail shall be an appropriate type suitable for mounting to a flat steel rail (see above). Install as per manufacturers instructions using self tapping screw and/or epoxy to anchor to the railing.

9. Specification Division 01 – Section 01 55 26 Item 1.14 and 01 52 00 Item 1.11:

Please confirm that the design for the proposed sidewalk area takes into account the use of standard snow clearing equipment.

- Response: The sidewalk was designed for 4.8 kPa uniform live load. Specific snow clear equipment and procedures can be reviewed during construction as part of the snow and ice management plan review.

10. Specification Division 03 – Section 03 30 00:

Please confirm is the contractor permitted to reduce the speed through the traffic area for a period of time following the placement of new concrete. If so, to what maximum speed and to what maximum duration?

- Response: As indicated on the Contract Drawings C12 to C15, the posted speed across the bridge during construction is 30 km/h as the posted speed in this area is typically 50 km/h. This was reviewed with Manitoba Infrastructure (MI) during the design phase. Any further reductions in speed, and proposed durations following placement of concrete can be reviewed as part of the traffic management plan review during construction. At a minimum, such a request would need to be limited to off-peak hours on weekdays, not adjacent to statutory holidays. New signal timing would also need to be provided for review. These proposed speed reductions and durations will also need to be reviewed with MI as per Specification 01 55 26.

11. Appendix 5 – should there be an attached form that the Contractor would fill out when providing the information asked for under Appendix 5 – Qualification Form?

- Response: The bidder is free to format responses as they chose, however, as noted: provide Project details including title, location, construction cost, dates, role, and client reference contact, as well as any other appropriate information (such as the name of the individual where appropriate) to fully demonstrate each item.

12. Would it be acceptable to move the construction joint between Stage 1 and Stage 2 deck concrete from the location shown to a location below the north barrier (final location as agreed upon with the Engineer)? This would allow us to pour the sidewalk in stage 1 and then pour the entire WB lane in stage 2 construction works.

- Response: Bids shall be based on what is currently shown on the Contract Drawings. The location of the construction joint between Stage 1 and Stage 2 can be reviewed in detail with the Departmental Representative during construction of the Works.

13. After Stage 1 is constructed does the Contractor still need to provide bird netting on the permanently constructed works, ie the north sidewalk?

- Response: Nesting birds within the project limits pose a schedule risk to the project. Please refer to Specification 01 35 43 Clause 1.7.3 and revised Clause 1.7.6 (See Addendum 4) as well as Clarification 2 from Addendum 4.

14. Drawing E03 and S49:

With reference to drawing E03 Plan 1 – West Ramp requires to remove existing luminaires and reinstall them in new locations. Drawings S49 provides a pre-set anchor unit schedule for Types A to C, but it does not show a Type D in the Drawing. Please confirm the stud diameter and length for Type D.

- Response: Luminaire code Type D are intended to be installed in the re-purposed poles. The details for the anchors for this pole are shown on Sheet 5A – West Abutment SU1 Sections and Detail from the 1993 Deck Rehabilitation Drawings Set. Anchor bolts are shown on this plan as being 18 mm diameter by approximately 675 mm long and 90 degree hooks with 75 mm of thread above the finished concrete.

END OF ADDENDUM NO. 7