

ADDENDUM NO. 1

5P468-22-0077/A

Phase 8 – North Mountain Slope Stabilization OL4079 / RL4086
Cape Breton Highland National Park, Inverness County, Nova Scotia

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

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Section 01 29 00

Part 1.2.14 Unit Price Item 7

- a) Add additional unit to part 1.2.14 with the following:
 - .3 The supply and installation of 2 Typical One Post Signs as shown sub-drawing numbered 2D are incidental and will not be paid for separately.

Section 01 35 00.06

Part 1.12 Traffic Interruptions

- a) Delete all of Part 1.12 and replace with the following:
 - .1 Any traffic interruptions greater than ten (10) minutes must have prior approval of the Departmental Representative.
 - .2 Requests should be provided to the Departmental Representative at least one (1) week in advance of the planned interruption, providing details on the period, timing, and nature. Requests with less than 72 hours notice may be rejected without consideration.
 - .3 Liquidated Damages for unapproved traffic interruptions: Parks Canada Agency (PCA) and the Contractor agree that the maximum cumulative time delay to traffic through the Contract limits shall be ten (10) minutes. In the event that this time limit is not met by the Contractor, PCA will suffer damages which are very difficult to identify with precision because of the nature of the project. PCA and the Contractor agree that a fair pre-estimate of the amount of set damages is One Thousand Dollars (\$1,000.00) per 15 minute interval or part thereof for which the traffic delay extends beyond maximums identified. Therefore, the parties agree that the Contractor shall pay to PCA for each and every 15 minute increment the traffic delay extends after maximum time limit identified, the sum of One

Thousand Dollars (\$1,000.00) determined by the parties hereto to be liquidated damages, not a penalty.

.4 During the school year, delays for school buses shall be avoided. Any bus delays reported will be subject to road rental clause.

Section 31 33 13 Rock Anchors

Part 2.4 Mortar Pads

- a) Replace Section 2.4 Mortar Pads of the Rock Anchor Specification (Section 31 33 13) with the following:

2.4 Mortar Pads

.1 Where required, prepare the rock surface at each anchor location to accept the bearing plate for uniform loading (cutting, chipping, and/or mortar levelling pad). Cutting and chipping shall be the preferred method of providing a uniform surface for bearing plates where possible. Use of mortar pads shall be subject to approval by the Departmental Representative.

.2 The rock surface shall be cleaned of all loose, fractured rock prior to constructing the mortar levelling pad and no loose rock or debris shall be incorporated into the levelling pad. Each prepared rock surface to be approved by the Departmental Representative prior to installing the rock anchor.

.3 The mortar used to construct the mortar levelling pad shall have a minimum compressive strength of 25 MPa at three (3) days and 35 MPa at twenty-eight (28) days when tested in accordance with CSA A23.2-1. Mortar pad mix designs or product information sheets shall be submitted to the Departmental Representative for approval prior to use.

.4 The bearing pads should have a nominal width of 25 mm greater than the steel plates on all four sides and should taper out 20 degrees from vertical from the edge of the pad to the rock surface. The thickness of the bearing pad is to be kept to a minimum to suit the rock face conditions but shall not be less than 50mm or more than 150mm.

- b) For additional drawing G01/G03 "TYPICAL ONE POST SIGN (WARNING & REGULATORY) 2D" Change the dimension circled in red ("3000 preferred") to the following: "DIRECTION OF THE DEPARTMENTAL REPRESENTATIVE"

By submission of its bid, the Bidder confirms that it has read and understands the requirements expressed in all addenda and has included all costs of these requirements in its Total Bid Amount.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.

