

TOWNSHIP OF CENTAL FRONTENAC
TENDER NO. PW2017-09: Burke Settlement Bridges

ADDENDUM NO. 2

TENDER ISSUED: April 4, 2017

ADDENDUM ISSUED: April 17, 2017

This addendum is issued prior to receipt of tenders and shall amend and / or clarify the work as follows:

Question and Answers:

1. Can we put in a detour to have enough room to work on the bridge?

Answer:

The contractor is permitted to implement a detour for structure B15 only to facilitate the work. Cost associated with this detour and its maintenance are to be carried under the items.

Structure B16 is not to be closed other than the time specified elsewhere in the contract documents. One lane shall remain open as per Ontario Traffic Manual Book 7. The contractor may be required to construct a working platform to complete the work. Any and all associated cost with this work platform and traffic staging shall be carried in the concrete removal item.

2. Drawing C1-B16 references Asphalt spillways; there is no payment item for this work.

Answer: An additional item has been added to the contract documents, Item 47 – Asphalt Spillways has been added. Please see attached revised item/quantity tables

3. Drawing C1-B16 has a note to remove North East Masonry Wall; there is no payment item for this work.

Answer: Please refer to Page 5 of the Item Specific Special Provision for Item 27 – Full Depth Concrete Removal

4. Drawing D3-B15 has a note to remove Masonry Wall; there is no payment item for this work.

Answer:

Please refer to Answer 3

5. Drawing D3-B15 has a note to excavate 150mm of existing material from the road base. There is no payment item.

Answer: Item 48 - Earth Excavation has been added. A total of 150mm of earth excavation will be required for both B15 and B16 structures. The quantity for Item 48 reflects excavation for both structures to the limits identified under the contract documents.

6. Payment Item 4 and 28 Concrete Removal Type A – Does this item include the exterior curb to be removed or is this covered under Items 3 and 25 Removal of Existing Guiderail System.

Answer: Yes, the exterior curb is to be included under Items 3 and 25 – Removals of existing guide rail system.

7. Payment Item 4 and 28 Concrete Removal Type A allows for 100mm concrete removals for the entire deck surface area. This would make the Scarifying items redundant.

Answer: The location of Type A removals will be determined following sounding of the deck and will localize in the areas of delamination as determined by the Contract Administrator. The deck is to be scarified prior to sounding of the deck to determine the extent of the Type A patch removal locations.

8. Payment Item 8 Reinforcing Steel is a provisional item. We should be given a quantity so all contractors are pricing the same assumption.

Answer: Please assume 20m of 15M bar. This Lump Sum price will cover the supply and installation of steel where required in the areas of Type A, B and C removals as determined by the Contract Administrator. This item is not limited to structure B16 and is extended to structure B15 as well.

9. The Form and pump items reference to refacing the entire abutments and wingwalls at the digression of the engineer. Is this your intension as this will affect how contractors will have to price the provisional dewatering items. Also, there should be a note added to the SP's to scabble the existing surfaces to receive the refacing in accordance to OPSS 930. Will dowels be required in the refacing?

Answer: OPSS 930 is the referenced specification as per this item and shall be followed along with the tender SP. The quantities indicated suggest that only minor Type C removals will be required. The form and pump item should reflect the removal quantities. The contractor shall assume that removals may be required as far as the top of the footing. The provisional dewatering item should reflect this. Dowels shall not be required for patches.

10. Compensation for the railings are to be included in items 19 and 42 which are paid by the cubic meter. Can a separate item be added which will include the transition to guardrail. Also, can an overall length be provided for each structure.

Answer: The transitions are to be included in Items 19 and 42. The total length from one end of the transition to the other, inclusive of the railing system spanning the deck is approximately:

Structure B15: 11.1 m

Structure B16: 9.7 m

11. Can you provide a traffic plan which will allow traffic on B16 during construction. Minimum lane widths are 3m and the travelled portion of the road appears to be 4m. Type A patches will need to be repaired in stages prior to the shutdown for the overlay, there is no payment for this work or are we to utilize steel plates. Also, can there be the same shutdown for waterproofing and paving operation.

Answer: Type A deck repairs shall be completed with the overlay and intermittently covered with ¾” steel plates. The contractor is to supply 4 (4x8) plates to cover the structure prior to placement of the overlay. The plates will be covered under the overlay items for both structures.

12. I can't find a supplier for your BASF 4x4 concrete. Both CBM and Lafarge tell me its too long of a haul time for that type of concrete to the site. Can a bagged type of proprietary product be used and can the deck be divided up into separate pours as pouring a bagged product mixed on site will go much slower. Two separate days might be required for no traffic to facilitate the pours. If a proprietary product is acceptable, which product would you suggest to use?

Answer: Due to the availability issues of the above noted product, the contractor shall use a proprietary bagged product. SikaQuick 1000 or approved equivalent shall be used for the overlay for structure B16 only. The contractor is permitted to complete the placement of the overlay for structure B16 on two separate days. The placement shall be scheduled such that the placement is completed on two consecutive days and shall not be left incomplete over the weekend. As noted in Answer 11, the SikaQuick 1000 product or approved equivalent shall also be used for the Type A patches.

13. With regards to the CFT Burke Settlement tender, I believe there are a couple of errors in the insurance section of the document. Within a couple items of the insurance section “engineer” is used, when it should be “contractor”. If it's not amended, our insurance would not respond to a claim and the engineer (Greer Galloway) would be held responsible.

Answer: Sections of the General Special Provisions are amended as follows:

Commercial General Liability Insurance – is deleted in its entirety

Environmental Impairment Liability

The Contractor shall effect and maintain Environmental Impairment Liability with a limit of not less than \$2,000,000. Per Incident /Annual Aggregate. Coverage shall include Third Party Bodily Injury and Property Damage including on-site and off-site clean-up. Such insurance shall be maintained for a period of two years subsequent to conclusion of services provided under this Agreement.

The Policies shown above shall not be cancelled unless the Insurer notifies the Township in writing at least thirty (30) days prior to the effective date of the cancellation. The insurance policy will be in a form and with a company which are, in all respects, acceptable to the Township.

14. Can you clarify where the thrie-beam is to be included in the tender items? I assume its to be included in tender items 19, 42 for the Concrete Parapet Base for Railing as the posts are included there but its not stated. My guide rail sub-contractor has posed the question to me. He didn't think it would be in items 20, 43 Steel beam Guide Rail Type M, and asked for clarification.

Answer: The thrie-beam is included under Items 19 and 42 – Concrete Parapet Base for Railing.

Revised Item Table

Burke Settlement Road – Bridge B15 remains the same.

Burks Settlement Road – Bridge B16						
Item	OPSS / SP	Description	UNIT	QTY.	UNIT COST \$	TOTAL PRICE \$
24	SP	Erosion and Sediment Control	LS	1		
25	SP	Temporary Advance Information Signs (TC-64)	ea	4		
26	OPSS 180, SP	Removal of Existing Guide Rail System	LS	1		
27	OPSS 928, SP	Concrete Removal – Full Depth	m3	4.75		
28	OPSS 928, SP	Concrete Removal – Partial Depth – Type A	m3	2		
29	OPSS 928, SP	Concrete Removal – Partial Depth – Type B	m3	2		
30	OPSS 928, SP	Concrete Removal – Partial Depth – Type C	m3	0.5		
31	OPSS 930, SP	Concrete Patches, Form and Pump	m3	4.5		
32	OPSS 932, SP	Crack Injection	m	10		
33	OPSS 928	Scarify Concrete Deck – 40mm	m2	22		
34	OPSS 929	Abrasive Blast Cleaning for Overlays	m2	22		
35	OPSS 930, SP	Place Concrete Overlay – 40mm – Fast Set	m3	1.1		
36	OPSS 914	Bridge Deck Waterproofing	m2	25		
37	OPSS 308	Tack Coat	m2	25		
38	SP	Asphalt on Deck – 40mm HL3	m2	25		
39	OPSS 314	Granular A	t	90		
40	SP	Asphalt – 50mm HL3	m2	245		
41	OPSS 511, OPSD 810.010, SP	Rip Rap	m2	13		
42	SP	Concrete Parapet Base for Railing	m3	1.4		
43	OPSS 721, OPSD 912.185	Steel Beam Guide Rail, Type M	m	46		
44	OPSD 922.532, SP	Supply and Install New Energy Attenuator End Treatment	ea	2		
45	OPSD 912.255 SP	Leaving End Treatment	ea	2		
46	OPSS 517, SP	Dewatering (Provisional)	LS	1		
47	OPSS 312, OPSD 605.040	Asphalt Spillways	each	4		
48	OPSS 206	Earth Excavation	m3	90		
				ITEM TOTAL		
				HST		
				TOTAL		

(A signed copy of this addendum must be included in Tender submission.)

I /WE hereby acknowledge receipt of this addendum.

Signed (must be Signing Officer of Firm)

Position

Name of Firm