

Attn: Bidders

DATE: May 26, 2020

PROJECT No.: 0837-053

PROJECT NAME:

Little Qualicum Pedestrian Bridge  
Tender 20-031

From: Ali Sadeghi, P.Eng.

1 Pages Following

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## AD-03

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1. This Addendum shall be read in conjunction with and considered as an integral part of the Contract Documents; revisions supersede the information contained in the original drawings, specifications or previously issued Addendum.
2. Tender Price submitted shall include all items of this Addendum.
3. No consideration will be allowed for any extras due to any bidder not being familiar with the contents of this Addendum.

Addendum Information: Changes are noted in **RED**.

### CLOSING DATE:

The tender closing date has been extended. The new closing date is on or before 15:00 hours, **Wednesday, June 3, 2020**.

### QUESTIONS AND ANSWERS

- Q1:** *It may be difficult to get the gravels delivered with a weight ticket. The pits in this area do not have a scale. They all sell by the CY measure. If you would accept the conversion factor that the City of Nanaimo uses (2.43 TE/M3) we could address the volumes in that fashion. Otherwise, we may need to purchase gravels at Lafarge's pit in Courtenay.*
- A1:** 2.43 Tonne per cubic metre conversion factor will be acceptable.
- Q2:** *The deck attachment method to girders (clips) and deck joint detail yield concern with cracking at deck panel joints. Has the cracking of deck joints been made a previous concern?*
- A2:** Alternative method will also be considered as a hybrid system with the use of grout and an Insulmastic 9892 Paraseal or approved equivalent product to close the gap between the panels.
- Q3:** *Will there be clarification on the leniency of the release of flows from the dam operators and if this may be pushed back by a negotiated time period?*
- A3:** At this time the water release is outside of the RDN's jurisdiction. A request will be made for the schedule of the release at a later date which will depend on stream flows (typically on a weekend in early September). No confirmation can be made if the request will be acceptable.
- Q4:** *Will the client provide bird sweeps with their environmental monitor prior to clearing and tree removal?*
- A4:** Please see answer **A6** on Addendum 2.
- Q5:** *Special Conditions Items #7 and #8 describe Access Road Improvements and Protection of Existing Access Roads. These conditions use language such as "road improvement may include grading and resurfacing" and "completely reinstated in a manner acceptable to the Consultant and Regional District of Nanaimo". After visiting the site it's understood that road improvements are required. The road improvements could be priced at the discretion of the contractor to perform the contract work. However, we cannot know the expectations of the final reinstated road condition, or the limits of its boundaries. Could you please define the "reinstated"*

road work and provide limits to the referenced “access road”. Please consider a unit rate pay item with an estimated area.

- A5:** The intention here is to address and correct any damages to the existing road in the course of work completed by successful bidder and ensure the road is returned to at least the same condition found. This can be reviewed and documented with the successful bidder at the onset of project.
- Q6:** *In regard to the steel girders for the bridge, would CSA G40.21 – 350AT category 3 steel be an acceptable substitute for category 2?*
- A6:** As per “STRUCTURAL STEEL” section of the General Notes, for items identified as fracture critical, CSA 40.20/40.21 350AT Category 2 or better is accepted. As such 350AT category 3 will be acceptable.
- Q7:** *Would it be acceptable to move the field splice to within approx. 12” of the centre of the girder span? This allows the use of stock 60 ft. lengths of plate, so there would be no intermediate splices. I have an engineer reviewing this configuration, but would like to get your comment on the acceptability of it before committing to it in our bid.*
- A7:** It's acceptable to have the splice at or close to the center of the girders. The splice shall be designed in accordance with Canadian Highway Bridge Design Code CAN/CSA S6-14
- Q8:** *With regards to the MOTI specs and coatings do you anticipate the owner covering the expense of the Quality Assurance as per 216.09.01 or do you envision something else?*
- A8:** The Owner representative will complete the requirements for quality assurance of the painted steel sections.
- Q9:** *What is the acceptable digital format for the bond?*
- A9:** A digitally verifiable electronic bond with digital signatures and seals as outlined by the Surety Association of Canada.
- Q10:** *Do you have a contact name & phone number that might have been involved in this project already?*
- A10:** We encourage bidder to contact BC Hydro directly and request the contact information for the current Distribution Field Manager - Courtenay & Qualicum Districts.

END OF AD-03



Per: \_\_\_\_\_  
Ali Sadeghi, P.Eng.

CC: Mark Dobb- RDN  
Kurtis Felker- RDN