NEW WESTMINSTER

July 30, 2013

ADDENDUM #3
NWIT-13-17
4th Street Pedestrian Overpass
New Westminster, BC

This addendum modifies the Invitation to Tender only as noted:

ADDITIONAL INFORMATION

Please see Tender Addendum 3 from Associated Engineering (29 pages following)

Please acknowledge this addendum on page 8 of 9 in the Bid Form.

END OF ADDENDUM #3

Yours truly,

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Date:	July 29, 2013	**File:**	20132297
To:	Keith Whiteley, A.Sc.T.		
From:	Craig Schaper, P.Eng.		
Project:	**4th St Ped Overpass**		
Subject:	**Tender Addendum 3**		

MEMO

This Addendum forms part of the Bid Documents and amends the original Contract Requirements, Specifications, and Drawings.

1. Revised "General Notes" **DWG 2297-102 (Rev 2)** includes additional note for precast panel roughening.

2. Revised "Site Plan" **DWG 2297-103 (Rev 2)** includes updated electrical details.

3. Revised "General Arrangement Drawing" **DWG 2297-104**, and "Construction Sequence" **DWG 2297-128**, include re-positioning of structure 585 mm towards the park.

4. Revised "Deck Concrete Details" **DWG 2297-112** and "Deck Reinforcement Details" **DWG 2297-113** include dimension revisions and additional lifting hook details for the precast panels.

5. Revised "Hinged Ramp & Fence Details" **DWG 2297-122** includes the revision of checkered plate to plate with anti-skid coating.

6. Revised Electrical Drawings **DWG 2297-601** and **DWG 2297-602** includes updated electrical details.

7. Revised Landscaping Drawings **DWG L1** includes updated electrical details and re-positioning of structure 585 mm towards the park.

8. Updated Utility As-Built Drawings from the previous park construction have been received, and are issued with this addendum to replace the previous hand-drawn utility as-built sketches.

9. **Responses to Queries**:

   Q1. Our elevator contractor has asked the following question regarding the elevator cab. Could you please confirm if the side walls of the elevator are to be clear glass? There is no mention of glass cab walls in Specifications. Section 14 21 23. Part 2.4.2 mentions car shell walls to be stainless steel, and Part 2.4.9 mentions plastic laminate.

   R1. Yes, we confirm that the elevator side walls and doors are clear glass, and following clauses of Specification Section 14 21 23 are revised as follows:

   Clause 2.3.10.1 is revised to the following: "A hoist way entrance shall be provided for each landing served, both front and rear where applicable. Entrances shall consist of flush metal doors of stainless

steel #4, built-in hanger assembly, fascia, toe guard, hanger cover, header, hanger track assembly and structural supports. Fascia plates shall be furnished and mounted both front and rear of each hoist way, where applicable. Frames: Entrance frames shall be of bolted construction for complete one-piece unit assembly. All frames shall be securely fastened to fixing angles mounted in the hoistway and shall be of UL fire rated steel."

Clause 2.3.10.3 is revised to the following: "Doors: The hoistway elevator shaft doors shall be glass doors to match the same dimensions, materials and design as the elevator cab doors."

Clause 2.4.2 is revised to the following: "The car shell walls shall be furniture steel core with stainless steel finish. Glazing to be provided on the East and West side walls below and above the handrails. Where walls contain doors, the wall return panels shall be formed stainless steel, No. 4 Finish. The car ceiling shall be furniture steel, finished to semi-gloss enamel."

Clause 2.4.4 is revised to the following: "The car entrance shall be provided with single or two speed slide door of stainless steel #4 and laminated safety glass construction. The car entrance soffit, jamb and transom shall be formed stainless steel to match adjacent wall finish."

Q2. Please confirm if we are allowed to have access to site from [west park entrance] through the park.

R2. Access of a limited number of personnel pickup trucks will be allowed along the park path to the area behind the concession building alongside the overpass site. The maximum loaded weight that will be allowed for any delivery truck is 11 tonnes. The safety and access of the public along the park path takes precedence over delivery truck access. The City reserves the right to halt delivery truck access along the park path if the City considers public safety is being compromised. The Contractor must repair any damage to the path caused by the vehicle access along the path.

Q3. Re: Section E on Dwg 2297-107. Please provide information about the location of existing storm collector & connection of the new drain pipe to existing storm collector.

R3. The drain pipe from the soffit of the pile cap is to be directed to the center of the screenwall, with the pipe day-lighting 600mm above grade at the front of the screenwall, with a 150 mm protrusion of the pipe.

Q4. Re: Section F on Dwg 2297-112. Please provide information on the connection of the drain pipe to existing storm outlet.

R4. The drain pipe from the deck is to be directed below ground to the Pull-box Drain (Invert El. 6.45m) at the top of the staircase to the east of the Concession Building. A cored hole through the wall of the pull-box

is required, together with grouting the new pipe into the opening.

Q5. Can the City accommodate the coordination of railway traffic with railway companies? We believe that it will be more cost effective since the City is to approve all operations and schedules prior to the commencement of work.

R5. The City is entering into agreements with the railway companies for access to the adjacent construction via their property, and liaison between the City and the railway companies will continue for items such as full closures. However, the practicality of daily coordination with the railway companies and daily operations with the railway flagman, and any additional arrangements the Contractor may make with the railway companies, remains the responsibility of the Contractor.

Q6. Re: Section 31 23 10 1.3.1 On & Off Site Construction Management. Is the contractor to provide vehicle wheel wash facility? If so, where is it to be located?

R6. A vehicle wheel wash facility will not be required.

Q7. Is there any indication of contaminated ground water related to site?

R7. See response to Addendum 01 Bid Query 3. There is no contamination risk that we are aware of.

Q8. Will the owner provide access off Front St. to the East parking lot to allow access to the site from the East?

R8. No, access will not be provided from the east marine platform due to load restrictions on this structure.

Q9. Re: Sec 26 00 50 (1.6) (.2) states the following: “The Contractor is to do the following work at both sites.” Please clarify the locations of 2 sites.

R9. Delete “at both sites” from the first sentence of Clause 1.6.2 of Specification Section 26 00 50.

Q10. Re: Dwg 2297-601 – Note 6 .What is the existing lighting control system? Note 2 states there is an existing FA system. What is the existing FA system?

R10. The new type B luminaire is to tie into the existing lighting control system. The remainder of the lighting is to have a new lighting control system as shown on revised drawing 2297-602 issued for this addendum. There is no existing FA system.

Q11. Re: Sec 26 00 50 (1.6) (.1) – Says to install new 600V, 100Amp, 4W, 3 Phase service. Where will this service be located? Electrical drawing shows us utilizing existing Panel "A" for our power requirements.

R11. Revise Specification Section 26 00 50 Clause 1.6.1 to the following: "New service to be single phase 100A and fed from existing, relocated transformer on the west side of the bridge staircase. Three phase power to the elevator is being provided by an add-a-phase unit. Refer to revised drawings 2297-601 and 2297-602 issued for this addendum for further details."

Q12. Can Armtec be used as an approved alternate for the precast concrete scope?

R12. No, metal decking will not be accepted as an alternative to the deck precast stay-in-place forms.

Q13. Will all city services be relocated prior to us starting or will we need to be coordinating that work as we progress?

R13. The relocation of the city services is presently being done, and the intention is for this work to be completed prior to the Contractor mobilizing to site.

Q14. Where is the temporary power source located that will be provided for the 3 laydown areas and on the site?

R14. Firstly, please note that the lay-down area to the west of the park entrance is no longer available. Please refer to Addendum 1 which clarified the locations of the main laydown area (between the railway corridor and Front Street) and the temporary laydown area (to the north of Front Street) if required for final preparation of the overpass framework prior to erection.

Power source on site: Single-phase power will be available from the existing relocated Hydro transformer box. Three-phase power is available either with the use of an add-a-phase unit at this transformer box, or from the distant 3-phase transformer box at the east end of the park, as pointed out at the bidders meeting.

Power source at Lay-down Areas: Power source will only be provided for standard single-phase trailer / office demand to the lay-down areas. This will coordinated with the Contractor after contract award; the City will require at least one-week to supply the power source requirements.

Q15. Drawing 2297-102 Rev.1 indicates the main girder and splice plates are 350WT category 3. Are these the ones that are built up on drawing 111 section c? Are the splice plates the ones show on drawing 110 connecting the W 530's? If not please indicate which ones they are.

R15. The “main girders” (and their associated “splice plates”) requiring 350WT Category 3 are all girders labeled W530x109.

Q16. When will we be receiving the electrical details mentioned as “electrical details to come” on the electrical drawings?

R16. The additional electrical details are provided in the revised electrical drawings included in this addendum.

Q17. There is a discrepancy in the electrical drawings. The prints show 2 Type A lights on one print and no lights on the other. Attached are the drawings with the areas of question circled in red. What should we allow for?

R17. There is only one “Type A” light that is described in the legend, as well as shown on the Layout (DWG 2297-601) and Elevation (DWG 2297-602). There are two down-lights mounted on the underside of the bridge, one up-light in the pit, one down-light over top of the elevator, there are two pairs (four luminaires total) mounted on the diagonal columns as an up-light and a down-light. For further clarification, refer to “4th St OP Lighting Concept” sketches included in this addendum.

Q18. Please confirm that we will require Engineered Stamped drawings for the following items:
a. Louvres
b. Traffic Control Plans
c. Steel Erection Procedures
d. Structural Glazed Assemblies
e. MSE Walls

R18. Yes, submittals for these items require the stamped drawings from a professional engineer registered in the Province of British Columbia.

Q19. How large does the precast mock-up have to be?

R19. No precast mock-up is required for this project. Instead, provision should be made to allow the Consultant to inspect the first production unit, prior to the production of the remaining units, to ensure that all specifications have been met.

Q20. If over-excavation is required due to poor soil conditions will it be considered as an extra? Who takes on this risk?

R20. We do not anticipate poor soil conditions within the recently constructed park platform. However, any necessary over-excavation due to conditions outside the Contractor's control will be covered using the Force Account Work Rates and cost of materials.

Q21. For Concrete, how large does the onsite "trial pour" have to be?

R21. The purpose of a "trial pour" is to test the pumpability of the deck concrete mix proposed by the Contractor. The contractor may use the deck trial pour concrete as concrete in a substructure element.

Q22. Are the precast panels to be prestressed?

R22. No, the details shown for the precast concrete stay-in-place panels include reinforcing steel only.

Q23. Will PVC piping for the electrical ducting be adequate on the steel structure?

R23. The specifications call for rigid PVC piping, which is adequate and appropriate for the application.

Q24. Are there any product specifications on the fire alarm or smoke detectors?

R24. Yes, please refer to the drawings and specifications, and the elevator supplier's cut-sheets.

Q25. What is being referred to on .16 on page 15?

R25. Specification Section 26 00 50 Clause 3.1.16 is not relevant to this project and is deleted.