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ADDENDUM No. 2

Municipality of Huron Shores Potomac Bridge Replacement TULLOCH Project 22-0887

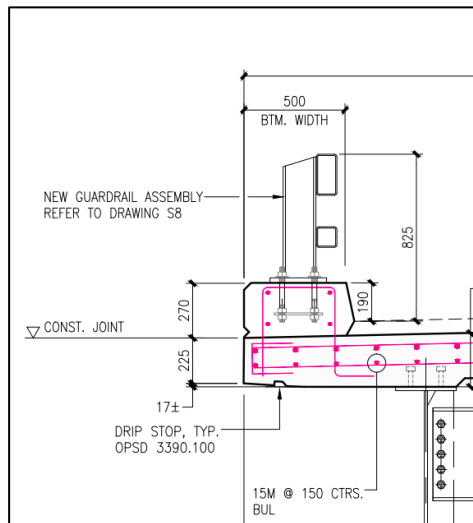
Time & Date of Distribution: 1:45pm Monday, August 14, 2023

Items:

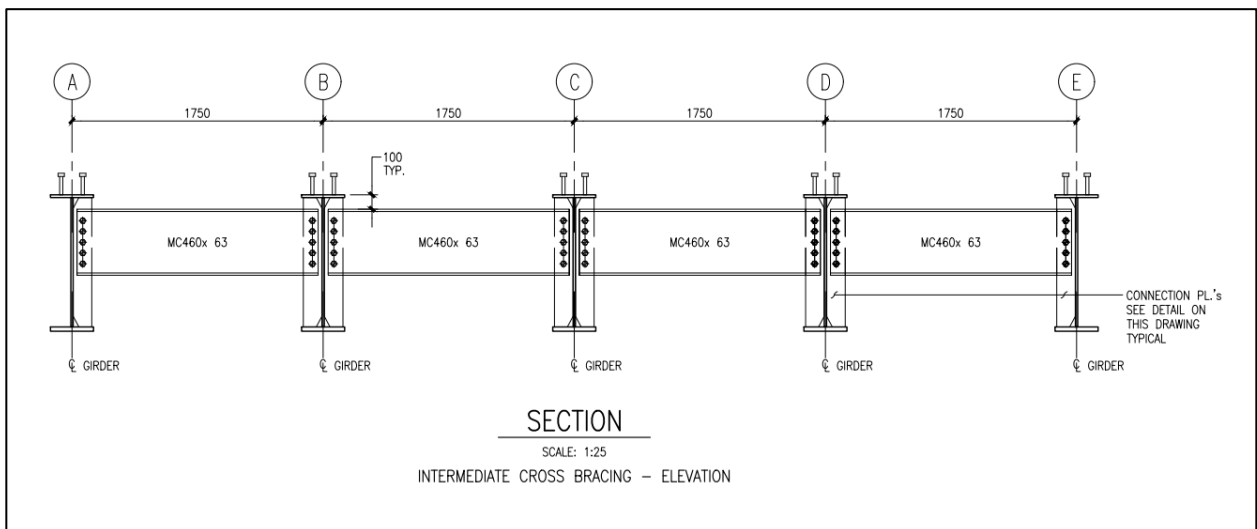
1. Question: Would there be an acceptable W section to substitute for the WWF950x228 girder section?
Answer: Yes – however the sections will be much heavier and we would need to adjust the camber values accordingly. For this tender, if a W-section is being used, Contractors shall use a W920x271 would be an alternative, with the same matching bottom flange thickness as the WWF plate girder. Adjustments to the bearing seat elevations will also be required.
2. Question: Would it be acceptable to provide the girders as Grade 350AT/A588 CAT 2 being the primary tension members with the secondary members (diaphragms, shoe plates, etc.) provided as 350A/ASTM A588?
Answer: Yes. Everything outside of the plate girders can exclude the toughness criteria in the steel designation. The atmospheric corrosion requirement will be required to all diaphragms.
3. Question: For the coating area would you prefer to have the coating extend from the face of the abutment to the end of the girder in lieu of the 100mm offset value?
Answer: The coating should be revised to 1000mm in total length and start from the ends of the girders and include the end diaphragms/stiffener plates, etc. all steel in the “end zone” shall be coated similarly including the shoe plates.
4. Question: For the weathering steel is it acceptable to provide the steel in the areas outside of the coating zone as bare, as rolled mill finish weathering steel.?
Answer: The beams within the coating zones must be blast cleaned as per OPSS 906.07.01.01.

5. Question: Are splices allowed in the beams?
 Answer: Beam splices will be allowed at the 1/4pt +/- of the span (6.1m +/- from end of girders) with alternating splice points in adjacent girders. The spacing of the bracing lines will be adjusted to move the 1st brace points closer to the splice location. The splices shall be detailed such that the full capacity of the bridge girders are achieved.

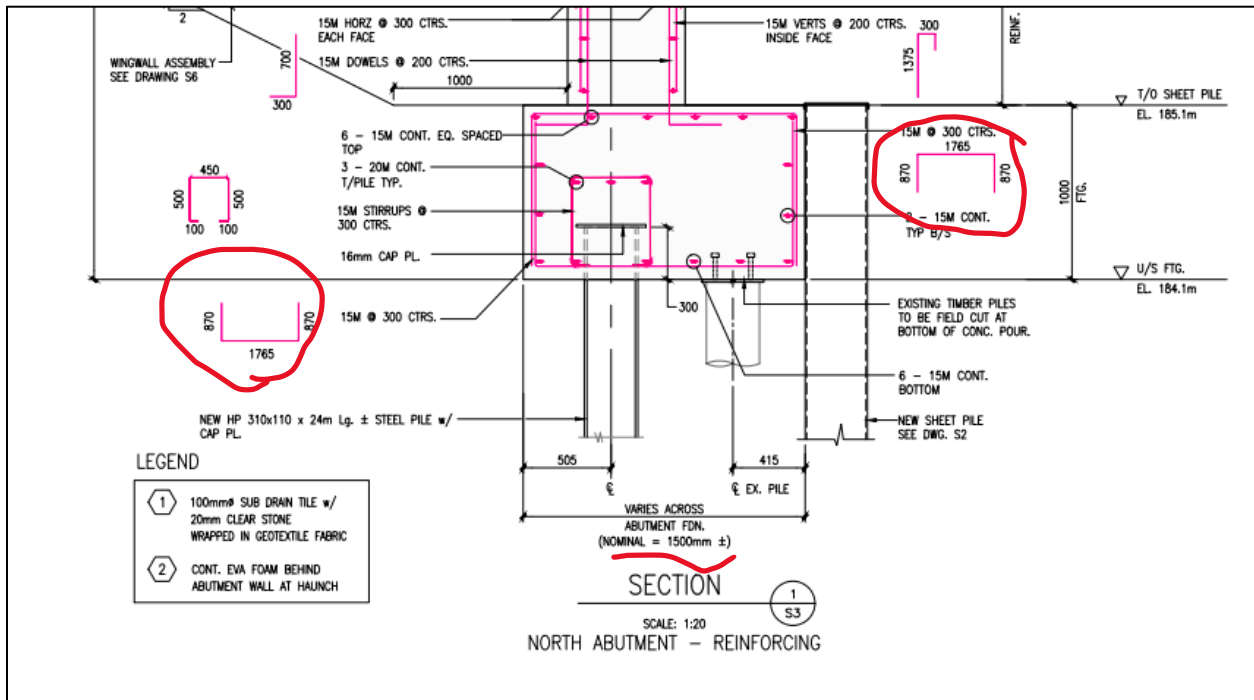
6. Clarification: The top portion of the wingwalls shall have a matching reveal built into the top portion of the wall to match that of the curb as shown in the snip it below from Dwg S4.



7. The end and intermediate bracing section on Dwg S7 is shown flat with a typ 100mm offset from the top flange, however this should be a target offset. The girders have varying elevations to create the cross fall on the bridge deck and the bracing elevation can be adjusted to step with the girders or the holes in the connection plates adjusted on either side of the WWF to make the bracing elevations match across bridge width (fabricators preference).



8. The thickness of the concrete ballast wall/haunch that overlaps down the back of the abutment wall shall be 425mm. There is a discrepancy on Dwg S5 that shows the thickness as 375mm and this should be revised to 425mm as shown on Dwg S3.1
9. The length of the 'C' bars in the concrete pile cap/footing was shown at 1765mm,



and this should be revised to 1365mm, given the nominal footing width is expected to be 1500mm

10. Contractor shall carry the costs to install and maintain turbidity curtains around the limits of the abutment work while working within the High Water Mark and also hoarding off the zone for installation/excavation of the stand pipe intake line.
11. The closing date will be extended by 1 day and now close on Friday August 18th, 2023 at 4:00:00pm and at location as per the original tender documents.



Please sign this page and email to matt.kirby@tulloch.ca immediately to indicate receipt of this document.

Company Name: _____

Received by (PRINT NAME): _____

Signed: _____ Date: _____

22-0887 Addendum #2