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ADDENDUM No. 3

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

Time & Date of Distribution: 9:00am Wednesday, August 16, 2023

Items:

1. Immediately following issuing addendum No 2, a number of requests came in for a time extension and so the Municipality has agreed to **extend the tender closing date until Tuesday August 22nd, 2023 at 4:00:00pm.**

2. Question: Will the Municipality accept E-bonds as part of the tender submission? How are the bid bond or certified cheque to be delivered?

Answer: The Municipality will accept E-bonds as part of the submissions. Any contractors submitting bid bonds or certified cheque with an electronic submission are to scan photocopies or electronic copies of the documents will be accepted, provided that the original hard copy will be sent via courier immediately such that the Municipality will have hard copies during the tender review/evaluation process.

3. Question: Can you confirm the purpose of the 3 traffic control items (A3, B4, and C7)?

Answer: A3 - The overall traffic control plans are your intent on dealing with traffic around the bridge/construction site during the construction project. These plans are drawings outlining the locations and what signage is to be installed.

B4 – These are the traffic signals for the temporary by-pass roadway because it is only a single lane at the temporary bridge and two way traffic flow must be maintained. Highway bridge jobs or similar have these overhead lights, generators, signal system, etc. required to make sure that traffic flow is maintained 24/7 without interruptions.

C8 – Would be for installing all traffic signage, barriers, and cones, etc. and maintaining it throughout the duration of the contract. Signage would be in accordance with OTM Book 7 for your given layout (temporary) and for the duration of the bypass roadway while it is being used.



- 4. Question: Could you clarify the U/S Abutment Elevation?
Answer: The u/s of the abutment shall be 185.1m, which is also the top of the concrete pile cap/footing.
- 5. Clarification: Discrepancy on the abutment wall height between drawing S3 & Drawing S3.1. The abutment walls are expected to be 1475 mm tall up to the start of the bearing seat/pedestals.
- 6. The item B19 is for subdrain required below the deck ballast wall which will ties into the abutment wall drains. There will be not requirement for a subdrain under the approach slabs.
- 7. Question: Can you confirm the intent of Item B5. The typical road cross sections on drawing C3, it appears the intent would be to pulverize the existing asphalt/surface treatment.

Answer: Contractor can choose to remove the surface treatment or in-place reclaim via scarifying or pulverizing. Contractors will be required to ensure that the scarified/pulverized pieces of surface treatment are small enough to work into any new roadway granular. Due to the relatively small quantities, pulverizing/scarifying the surface treatment can be don't with excavators, dozers and/or graders which ever the Contractor believes will do the best job breakdown the surface treatment. The intent is not to have a specialized pulverizing machine brought in for the limited quantities.

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 #3