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ADDENDUM No. 1

Contract 251449 – Dayton Road Culvert #20 & #21 Replacement

The Municipality of Huron Shores
Dayton Road Culvert #20 & #21 Replacement
Date of Distribution: Thursday, April 23, 2026
Number of pages: 3

The following items and clarifications shall be acknowledged and included for in any Tenderer submissions for the above noted culvert replacements.

Items:

Question 1 - Based on site conditions discovered during construction, would it be acceptable to pour a mud mat up to the underside of the new headwall to provide a clean and stable work surface?

Answer – Yes. Placement of a working mud mat to support formwork for the headwalls and keep the work area clean is acceptable.

Question 2. Would you approve pouring the concrete in two lifts with continuous rebar, stopping 6" below the underside of the culvert to allow for backfill and culvert installation, followed by patching and pouring the second lift, and then drilling and epoxying new anchor bolts?

Answer 2 – Pouring the headwall in two lifts is acceptable provided that the rebar is continuous across the joint and a water stop (WATERSTOP EC, by W.R. Meadows) or another equal material.

AIL will be supplying hooked anchor bolts for any wet-setting of anchors by Contractors. The anchor bolts are 19 mm diameter, 225 mm long standard J bolts.

If a contractor wishes to drill and epoxy the anchor bolts along the bottom of the culvert at the headwalls, this is acceptable. Contractor will need to carry the additional cost of drilling, cleaning and supply and install of the epoxy chemical anchoring adhesive. The contractor will install and set the equivalent sized (galvanized) anchor with a minimum 200mm embedment including the washer & nuts and any tightening afterwards required for each anchor location. Each headwall is expected to require 27 anchors. **Note: the treaded rod anchors will be supplied by the Culvert supplier.**

Question 3. Is it acceptable to incorporate a superplasticizer in the concrete mix to increase the slump range and improve flowability and consolidation?

Answer 3 – TULLOCH agrees with the approach. Improved flowability on the concrete would be necessary to ensure that voids within the ribs along the culvert are filled during the concrete placement. Contractors are responsible to submit a concrete mix design which will outline any admixtures that the concrete supplier plans to add for construction ease while meeting the concrete specifications.

Question 4. Contractor Scheduling – When is the culvert expected to be available?

Answer 4 – Contractors shall expect that the arch pipes will not be available for delivery to the site until the 2nd full week of July 2026.

Clarification – The inlet and outlet of the diversion channel or by-pass system shall be staged upstream and downstream of the turbidity currents. Contractors shall understand that the locations of the turbidity curtains will be amended and adjusted for site conditions, but the bypass system should be outside the isolation area.

Clarification – Stockpiling of excess earth/topsoil material during the project. Contractor shall be responsible for stockpiling of the material along the municipal ROW or at an approved location during the construction and all stockpiles shall be surrounded by silt fencing or other means to prevent any sedimentation. Stockpiles shall be located sufficiently away from any watercourse and should not negatively impact any surface drainage features. All planned locations for any stockpiles shall be agreed upon by the Contract Administrator in advance of material placement.

Clarification – There has been an additional item added to the provisional items which will cover the excavation and replacement of the existing in-situ materials back into their original locations (provided they are clean and of suitable quality for re-use). The intent for this item is to cover the install and compaction of native materials along the edges of the roadway shoulders or regions beyond the areas of influence on the culvert to prevent the need to installing unnecessary granular 'B' or granular 'A' materials where the existing material is suitable for re-use. Contractors shall use the attached Form of Tender – Rev 1 with their submission which has the Item D4 added. Quantities used by reinstating with native materials where possible are expected to reduce the quantities shown for the similar granular/topsoil quantities.

Clarification – Quantities of Earth Excavation beyond the planned limits as required to install the by-pass system or diversion channel shall be included for in the diversion system pricing item.

There will be no quantities assigned for earth excavation and or reinstatement of those materials once the new culverts are in place. The pricing for the creation, maintaining and restoring the disturbed areas as part of the diversion/by-pass system shall include all labour, equipment and materials necessary for the by-pass system and shall be included for in this item.

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

Company Name: _____

Received by (PRINT NAME): _____

Signed:

Date:

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