

**PWC-2025-45**  
**Rehabilitation of County Structure B145 (Combermere Bridge)**  
**Located on County Road 62 (Combermere Road)**

**Addendum No. 01**

Bidders are advised that the County of Renfrew has amended the above Request for Tenders as follows:

**1) Submission Date:**

Electronic submissions must be received by **2:00 p.m.** local time, **November 14, 2024.**

Bidders are also advised of the following questions that have been received along with the answers provided:

**Question 1:**

Sheet 11 shows an area of partial depth removal at 100mm and the re-instatement legend shows 50mm. Please clarify if the partial depth is actually 100mm or 50mm.

**Answer 1:**

The partial depth removal along County Rd. 62 is 100 mm and the reinstatement is also 100 mm. The 50 mm asphalt reinstatement is for the 50 mm deep x 300 mm wide asphalt keys at the limits of asphalt removal only.

**Question 2:**

On sheet 1 in the Bearing and Exp joint Strip seal replacement # 18 stage 1 traffic says we can only remove and replace the shoe plates and bearings on the three south girders and stage 2 traffic do the north girders. Please clarify why this staged this way. all 5 girders need to be jacked simultaneously with a maximum of 1.5mm differential between adjacent jacks. This will also increase the cost of the concrete work on the substructure as it will need to be staged as well. There is only 2.5m<sup>3</sup> total for all the bearing pedestals on the abutment and for the shear blocks that can't be poured until after the bearings and plates are installed.

**Answer 2:**

Shoe plate removals shall be staged as indicated in the drawings. Traffic live loads are not permitted directly above girders during shoe plate removal to limit demand on the girders. The girders are comprised of plate and angle that are riveted together. It is expected that the rivets in the bottom flange connecting the plate, angle, and existing shoe plate will need to be removed to facilitate shoe plate removal.

**Question 3:**

on sheet 11 it shows that a section of guiderail needs to be replaced. Please clarify where this is to be paid as I see no guiderail Item in the SOP.

**Answer 3:**

The guiderail repair is to be paid for as part of Item 1 – “Sitework including Mobilization and Demobilization”. This is also reflected in the F-provision for this item.

**Question 4:**

I don't see any route and seal between the approach slab asphalt and the roadway asphalt. This is something that is normally done to prevent damage to the new asphalt. Is this required and where would it be paid if so?

**Answer 4:**

Route and seal between the approach slab asphalt and roadway asphalt is not required.

**Question 5:**

Item #43 Concrete Sealing, for the jammed girder portion. Is there just one jammed girder and will both sides of the girder need to be sealed?

**Answer 5:**

There is only one girder that is jammed against the ballast wall on the east abutment. Refer to Sheet 12 of the drawing for sealing detail and extents.

**Question 6:**

Item 33 SP states this item is to included Repairs to the Expansion Joint Armoring. Please clarify what repairs are required to the armoring

**Answer 6:**

Repairs to the armoring include reaming out holes, as required, to fit new countersunk bolts. The welded connection between steel armoring angles and headed concrete anchors have failed in numerous locations. Headed anchors with failed welds exposed within the concrete end dams shall be re-welded to steel armoring to the satisfaction of the contract administrator. For bidding purposes, the Contractor shall assume 10 anchors will require preparation and re-welding to the steel armoring. This work shall be paid under Tender Item No. 33 “Expansion Joint Seal”. For bidding purposes, the Contractor shall assume all bolts are either seized, sheared off, broken, or failed in any other way. It shall be the Contractor’s responsibility to extract all bolts and re-tap all threaded holes.

**Question 7:**

Item 33 SP says that contractor shall extract all damaged or sheared off bolts. Can you please provide a qty for this as there are more than 180 bolts in total. If even 33% are damaged (likely more) then not really fair for the contractor to assume the county's risk on this.

**Answer 7:**

Repairs to the armoring include reaming out holes, as required, to fit new countersunk bolts. The welded connection between steel armoring angles and headed concrete anchors have failed in numerous locations. Headed anchors with failed welds exposed within the concrete

end dams shall be re-welded to steel armoring to the satisfaction of the contract administrator. For bidding purposes, the Contractor shall assume 10 anchors will require preparation and re-welding to the steel armoring. This work shall be paid under Tender Item No. 33 "Expansion Joint Seal". For bidding purposes, the Contractor shall assume all bolts are either seized, sheared off, broken, or failed in any other way. It shall be the Contractor's responsibility to extract all bolts and re-tap all threaded holes.

**Question 8:**

Q.01: What is the duration of this Project and the accepted start date of the project.

**Answer 8:**

Construction is expected to begin May 1, 2025 and construction shall be completed by October 31, 2025.

**Question 9:**

For bidding purposes, please provide a quantity of damaged bolts in the expansion joints that will required re-tapping.

**Answer 9:**

For bidding purposes, the Contractor shall assume all bolts are either seized, sheared off, broken, or failed in any other way. It shall be the Contractor's responsibility to extract all bolts and re-tap all threaded holes.

**Question 10:**

Please provide existing structural drawings if available

**Answer 10:**

All available structural drawings are now available for download through Bids & Tenders.

**Question 11:**

Please provide detail for removal and reconnecting new gusset plates showing welds and/or bolts required.

**Answer 11:**

Existing gusset plate connections can be seen on existing structural drawings now available for download on Bids & Tenders.

**Question 12:**

For the structural steel, on general notes' item #6, it says all structural steel shall conform to Grade 350W, however it also says ASTM A588. These are 2 different grade of steel. Which one should we follow?

**Answer 12:**

Rolled sections shall conform to either CAN/CSA G40.20/G40.21 or ASTM A588. All other steel (for example, steel plate) shall conform to CAN/CSA G40.20/G40.21 Grade 350W.

**Question 13:**

We would like to request a 2 weeks extension to the closing date?

**Answer 13:**

Extension has been granted by Addendum No. 1.

**Question 14:**

Please confirm original manufacturer of expansion joints as seals are proprietary and will need to match existing joint.

**Answer 14:**

Unfortunately the County does not have this data. The Contractor is to confirm original manufacturer of the expansion joints in the field prior to ordering joint seals.

**Question 15:**

Item # 31, Environmental Protection During Coating of Steel and Steel Railing Systems. Please clarify what steel railing systems need to be coated.

**Answer 15:**

Coating of steel railing systems is not required for this project.

**Question 16:**

Can a detail be provided for Item # 20 Dowels into concrete?

**Answer 16:**

Dowel details are shown on Detail 'A' and Detail 'B' of Sheet 5 in the Contract Drawings.

**Question 17:**

Is there expected to be any type C removals on the exterior faces of the two exterior parapet walls?

**Answer 17:**

Contractor shall provide the Contract Administrator access to sound the exterior parapet walls. The Contractor Administrator will identify areas for repair during construction.

**Question 18:**

What is your budget for this rehabilitation?

**Answer 18:**

The 2025 Capital Budget has yet to be set by the County of Renfrew.

**Question 19:**

Can you extend the deadline?

**Answer 19:**

Extension has been granted by Addendum No. 1.

**Question 20:**

Are the drawings for the existing expansion joints available?

**Answer 20:**

Details are available in the original structural drawings but there are no shop drawings available for the existing expansion joints.

**Question 21:**

Please clarify the requirement for re-installing the planter boxes on the bridge with new plants and potting soil. The boxes are not there currently which leads me to believe they remove them in early October. If the county doesn't place them in the spring of 2025 then there will be no need to incur this cost as the project completion is October 31st, 2025.

**Answer 21:**

Planter boxes are placed on the bridge in the spring. If the planter boxes are in place prior to construction commencing, the contractor shall remove the planter boxes and place them back on the structure in spring 2026 with new potting soil and flowers in accordance with the contract documents. If the planter boxes are not in place prior to construction commencing this item will be not be paid and the work will not be required.

**Question 22:**

Please clarify if work is permitted on the top side of the bridge while the superstructure is jacked in the air?

**Answer 22:**

Work is permitted on the superstructure during the jacked state. Scaffolding is not permitted to be hung from the structure in the jacked state. Additional limitations are provided on the Contract Drawings and specifications.

**Question 23:**

Is it possible to extend the bid closing for this tender?

This is a large tender with a multiple subcontractors who are concerned about being able to submit a quote on time.

A two (2) week extension to close on November 14 is preferred.

A one (1) week extension to close November 7 would also be appreciated.

**Answer 23:**

Extension has been granted by Addendum No. 1.

**Question 24:**

We and several potential subcontractors would appreciate a one-week closing date extension which would allow sufficient time to provide accurate and competitive pricing.

**Answer 24:**

Extension has been granted by Addendum No. 1.

**Question 25:**

There is a difficulty in obtaining pricing from Subcontractors with the respect to Coating and Structural steel within the timeframe given for this Bid. Would the County respectfully grant an extension for this closing. This would ensure that the best possibly pricing is obtained as it will give the Subcontractors regarding the Structural Steel and Coating enough time to provide pricing.

**Answer 25:**

Extension has been granted by Addendum No. 1.

**Question 26:**

Sheet 2 section 1 shows Construction fencing, modular or equivalent. Would TC-51C's be allowed as they have a smaller footprint and less likely to cause a trip hazard for pedestrians and less likely to be struck by passing ATV's.

**Answer 26:**

A physical barrier separating pedestrians from the work zone is required. A TC-51 configuration may be presented to the Contract Administrator for reviewed and potential acceptance during construction.

**Question 27:**

Sheet 9 Note 3 states that concrete for end dam repair shall be Wabocrete 2. This should not be paid for in Item 40 as it is not concrete. Please provide a quantity for this as this is considerable more expensive than concrete and needs to be ordered and cannot be returned if not used.

**Answer 27:**

An additional tender item will be added to separately to address supply, delivery and placement of Wabocrete with a tender quantity of 0.5 m<sup>3</sup>. An addendum will be released to reflect this change shortly.

**Question 28:**

Item # 10 says only 142m of line painting. Based on the tender drawings there is approx 568m of road lines (opss muni payment horizontal length in metres of 10cm wide line excluding gaps) and approx. 12-13m for the deck drain locations. Can you please clarify the qty in the schedule of prices.

**Answer 28:**

Item #10 quantity has been updated to 575 m. An addendum will be released to reflect this change shortly.

--End of Addendum--