



ADDENDUM #3 – ITT No. ENG 23 – 01

Tillicum and Lampson Active Transportation Improvements

May 24, 2023

The following is an addendum to all bidders. **Bidders are to reference receipt of Addendum #3 in their submission.**

This addendum shall form part of the above referenced invitation to tender ITT No. ENG 23-01 document and is to be read, interpreted, and coordinated with all other parts. The following revisions supersede the information contained in the original instructions and specifications issued for the above-named project.

1. Change to the *Closing Date* from *June 1, 2023* to *June 5, 2023 at 2pm*. No further extensions will be provided.
 - Refer to *Invitation to Tenderers – Page 1/1*
 - Refer to *Instructions to Tenderers – Page 2/4, Section 3.1*
2. No further questions will be received/answered after *May 26, 2023*.
3. Change all traffic signal line items (excluding those under 1.9.4S) to 26 56 01 1.9.1/34 41 13 *1.9.1*
 - Refer to *Form of Tender – Pages 8 and 11* (attached)

Question #1: Would precast curbs from Surespan be a suitable alternative to the specified Sanderson curbs?

Answer #1: Yes, Surespan curbs as per the attached shop drawings (including markups) are a suitable alternative. Single bull nose should be used for every start and stop of barriers. Double bull nose should be used in cases where there is only a single barrier.

Question #2: How do we determine the location of concrete road base? Would it be possible to add in a unit rate per square metre for this unless firm extents can be provided?

Answer #2: We do not have concrete road base that we know of. If encountered, it should be reinstated to a minimum of 200mm thickness.

(cont. next page)

Question #3: General note #12: Requires temporary hot mix asphalt patching at locations specified but no locations are specified.

Answer #3: Temporary hot mix asphalt patching shall be completed where RRFB conduit trenches cross Tillicum Road at Selkirk Ave and at Esquimalt Gorge Park. 50mm lower course tapered up to existing road grade paid by square metre under Section 32 12 16. Cold milling, lap joint and upper course paving to be paid under contract unit rates.

Question #4: Does the TMP need to be engineered?

Answer #4: The TMP does not need to be engineered but does need to be prepared to MoTI standards (Category 1) by a certified traffic control professional to an acceptable level of detail.

Question #5: Will programmable message boards be required?

Answer #5: Programmable message boards will be required for 2 weeks ahead of construction starting and the following 2 weeks after construction has started (4 weeks total) on each side of the project. It will also be required for major disruptions to traffic flow/access like milling/paving etc. The duration required will be based on the contractor's schedule for this work with 2-week advanced notice.

Question #6: Does this project require provision of a powered office trailer?

Answer #6: No.

Question #7: Who will turn traffic signals off and on before and after the workday?

Answer #7: The contractor will be responsible for maintaining traffic signal/streetlighting infrastructure for the duration of the project as prime contractor.

Question #8: For Division 34 – Transportation items, do the unit rates for concrete and asphalt removals, common excavation, concrete/asphalt reinstatement, and line painting apply, or should these be allowed for in the lump sum pricing?

Answer #8: All items up to the underside of the upper course of asphalt are included in the lump sum pricing. Cold milling, lap joint and upper course paving to be paid under contract unit rates.

UNIT
PRICE
CONTRACT

ENG 23-01
TILlicum AND LAMPSON – ACTIVE
TRANSPORTATION IMPROVEMENTS
FORM OF TENDER

FORM OF TENDER
REVISED – ADDENDUM #3
PAGE 8 OF 17

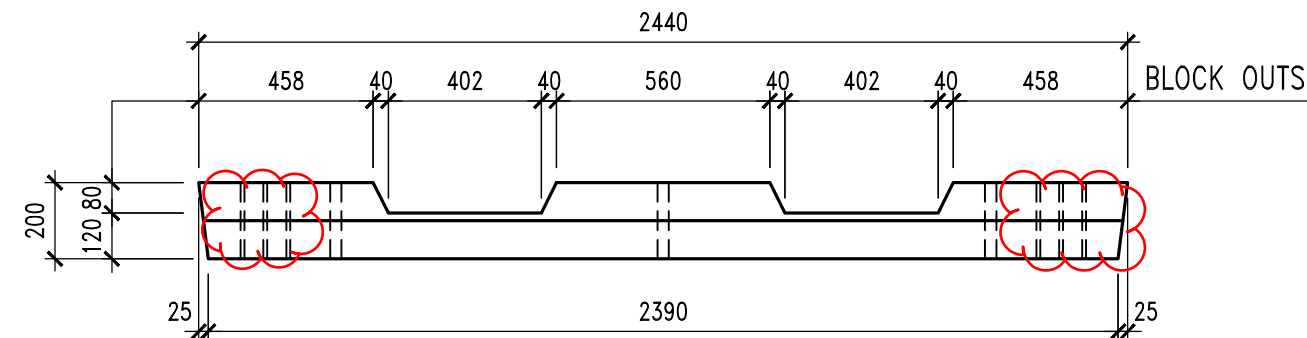
32 92 20		Seeding				
	1.8.1	Seeding	Square Metres	34		
DIVISION 33 - UTILITIES						
33 40 01		Storm Sewers				
	1.6.5	Catchbasin/Lawn Basin Lead 150mm Diameter SDR28 PVC c/w Tee Connection to Storm Sewer.	Lineal Metres	1		
	1.6.9	Tie-ins to Existing Storm System	each	2		
33 44 01		Manholes and Catch basins				
	1.5.2	Catch basin Top Inlet Per ToE STD DWG	Each	2		
	1.5.2	Adjust Manhole to Finished Grade Includes Third Party Manholes	Each	18		
	1.5.3	Adjust Valves, Junction Boxes, Inspection Chambers to Finished Grade	Each	37		
	1.5.4	Remove Existing Catchbasins c/w Cap of Existing Leads - Offsite Disposal	Each	2		
DIVISION 34 - TRANSPORTATION						
34 41 13		Traffic Signals				
	26 56 01 1.9.1/ 34 41 13 1.9.1	Pole Modifications - Lampson St at Esquimalt Rd	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	RRFB - Lampson St at Fernhill Rd	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	Pole Modifications - Lampson St at Old Esquimalt Rd	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	Pole Modifications - Lampson St at Wurtele PI (Optional)	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	RRFB - Lampson St at Devonshire Rd	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	RRFB - Lampson St at Colville Rd	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	RRFB - Lampson St at Craigflower Rd	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	Overhead Lane Sign – Tillicum Rd at Esquimalt Gorge Vale Golf Course	Lump Sum	1		
	1.9.4S	Supply and Install New Sign and Post Including Base – including coring and grout	Each	32		
	1.9.4S	Supply New Sign and Install on New or Existing Post	Each	42		
	1.9.4S	Relocate Existing Sign	Each	2		
Lampson Active Transportation Improvements Subtotal						

UNIT
PRICE
CONTRACT

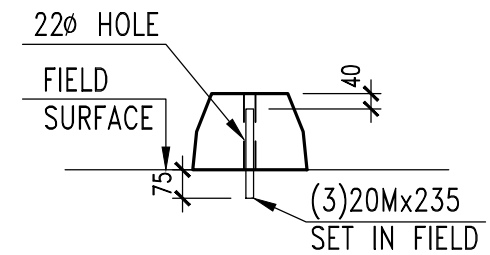
ENG 23-01
TILlicUM AND LAMPSON – ACTIVE
TRANSPORTATION IMPROVEMENTS
FORM OF TENDER

FORM OF TENDER
REVISED – ADDENDUM #3
PAGE 11 OF 17

DIVISION 33 - UTILITIES						
33 40 01		Storm Sewers				
	1.6.5	Catchbasin/Lawn Basin Lead 150mm Diameter SDR28 PVC c/w Tee Connection to Storm Sewer.	Lineal Metres	4.5		
	1.6.9	Tie-ins to Existing Storm System	each	1		
33 44 01		Manholes and Catch basins				
	1.5.2	Catch basin Top Inlet Per ToE STD DWG	Each	1		
	1.5.2	Adjust Manhole to Finished Grade Includes Third Party Manholes	Each	15		
	1.5.3	Adjust Valves, Junction Boxes, Inspection Chambers to Finished Grade	Each	24		
	1.5.4	Remove Existing Catchbasins c/w Cap of Existing Leads - Offsite Disposal	Each	1		
DIVISION 34 - TRANSPORTATION						
34 41 13		Traffic Signals				
	26 56 01 1.9.1/ 34 41 13 1.9.1	Pole Modifications - Tillicum Rd at Craigflower Rd	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	RRFB - Tillicum Rd at Selkirk Rd	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	RRFB - Tillicum Rd at Gorge Park	Lump Sum	1		
	26 56 01 1.9.1/ 34 41 13 1.9.1	Overhead Lane Sign - Tillicum Rd at Gorge Park	Lump Sum	1		
	1.9.4S	Supply and Install New Sign and Post Including Base – including coring and grout	Each	10		
	1.9.4S	Supply New Sign and Install on New or Existing Post	Each	30		
	1.9.4S	Relocate Existing Sign	Each	2		
	1.9.4S	Supply New Post and Base Including Coring	Each	2		
	1.9.4S	Remove Existing Sign and/or Post and Return to Public Works	Each	2		
Tillicum Active Transportation Improvements Subtotal						

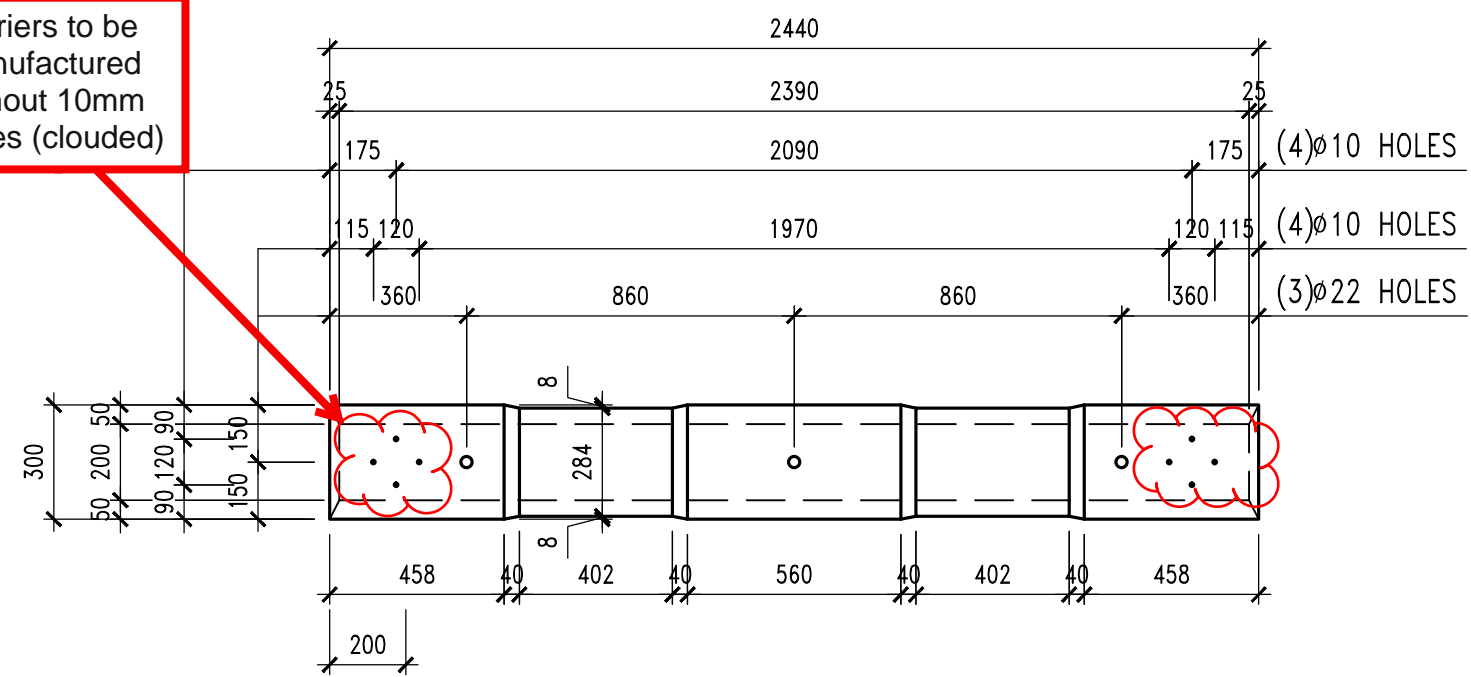


FRONT VIEW
SCALE: 1:20

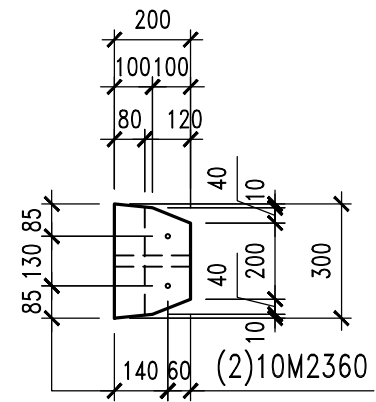


INSTALLATION

Barriers to be manufactured without 10mm holes (clouded)



POURING PLAN
SCALE: 1:20



RIGHT SIDE VIEW
SCALE: 1:20

DRAWING DEVELOPED IN ACCORDANCE WITH
BC MOT STANDARD SPECIFICATIONS FOR
HIGHWAY CONSTRUCTION – SECTION 941

ISL REVISION

HANDLING:
– ROLL OVER IN THE FORMS AND THEN STRIP
–SHIP & STORE FLAT
–INSTALL WITH BELTS OR FORKLIFT

REV	DATE:	DESCRIPTION	BY
1	AUG.24.2022	ISSUED FOR APPROVAL	D.L.
0	AUG.15.2022	ISSUED FOR APPROVAL	D.L.

MARK	QTY.	DESCRIPTION
10M2360	2	10M x 2360 LG.

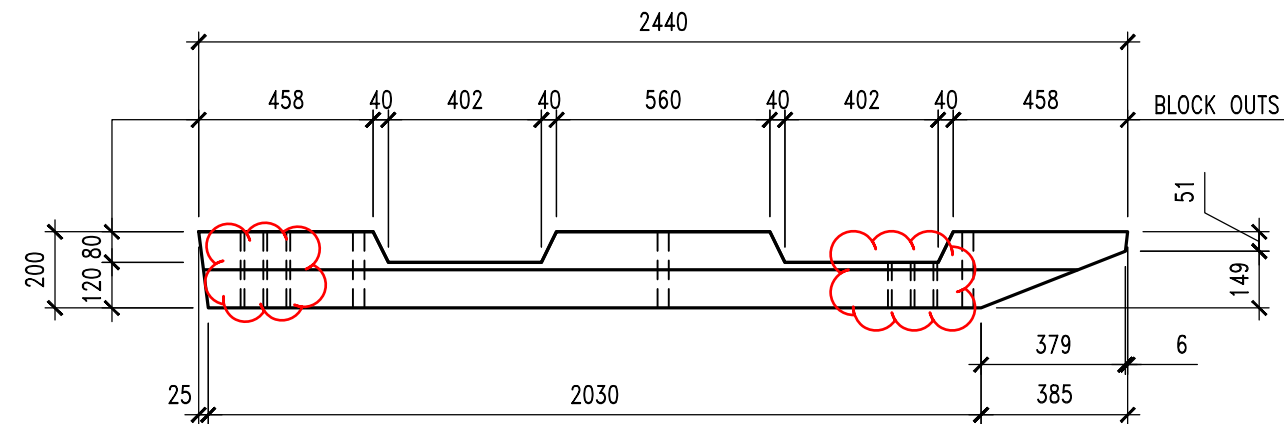
7777 KEELE STREET SUITE 218
CONCORD, ON. L4K 1Y7
CANADA

3271 DRINKWATER RD.
DUNCAN B.C. V9L 6P2
CANADA

PROJECT: **BARRIERS FOR PROTECTED BIKE LANES**

DRAWN BY: D.L.	CHK'D BY: J.M.	ENGINEER: J.M.
1 OF 1	SURESPAN PROJ. NO.	QUANTITY: 1 DRAWING NO.: BBL-1

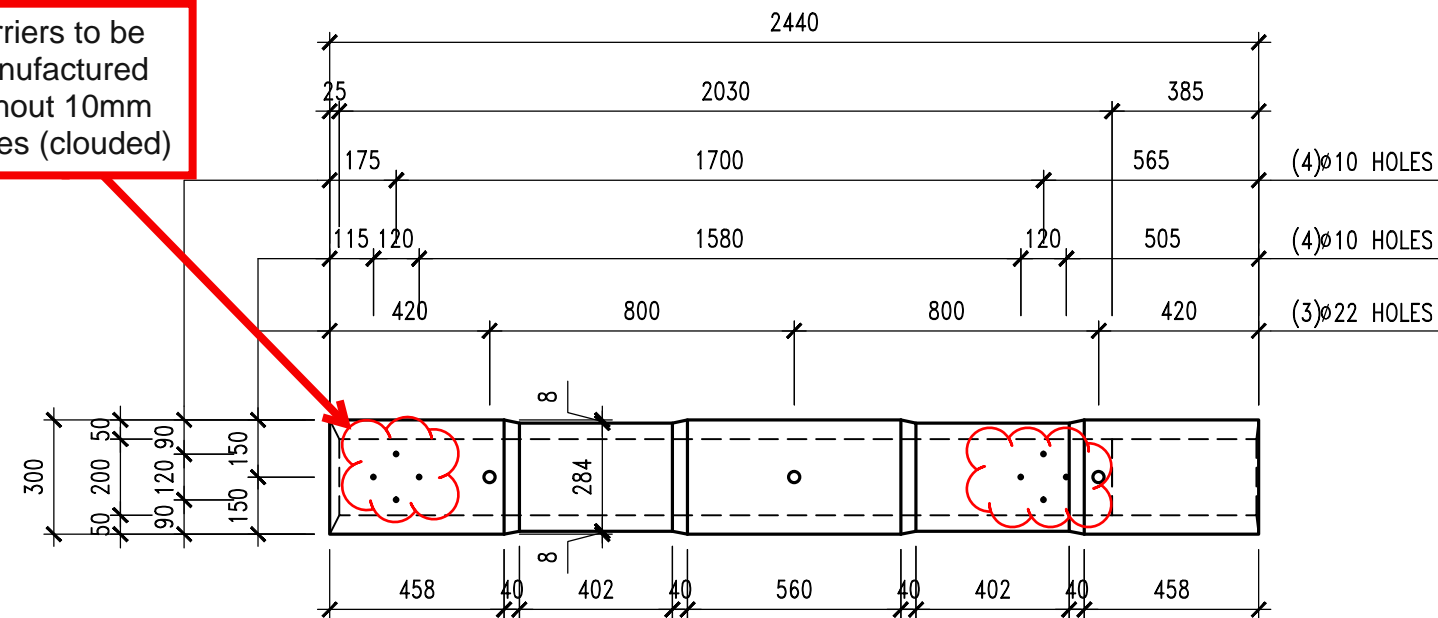
VOL.(ft ³ /m ³)	3.82/ 0.108
EST. WEIGHT (kg)	270
PRODUCTION NOTE! CONC. STR = 30 Mpa CONC. STRIPPING = 20 Mpa EST. WEIGHT BASED ON CONCRETE DENSITY OF 2510kg/CU.METER	



FRONT VIEW

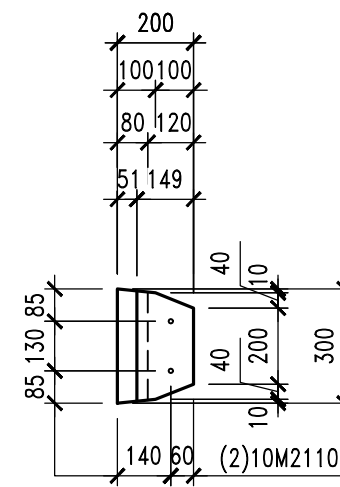
SCALE: 1:20

Barriers to be manufactured without 10mm holes (clouded)



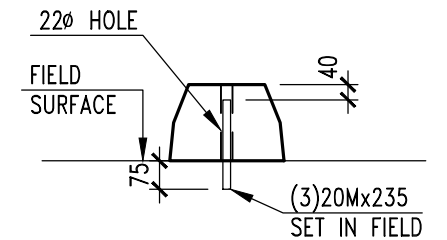
POURING PLAN

SCALE: 1:20



RIGHT SIDE VIEW

SCALE: 1:20



INSTALLATION

HANDLING:
- ROLL OVER IN THE FORMS AND THEN STRIP
-SHIP & STORE FLAT
-INSTALL WITH BELTS OR FORKLIFT

DRAWING DEVELOPED IN ACCORDANCE WITH
BC MOT STANDARD SPECIFICATIONS FOR
HIGHWAY CONSTRUCTION - SECTION 941

ISL REVISION

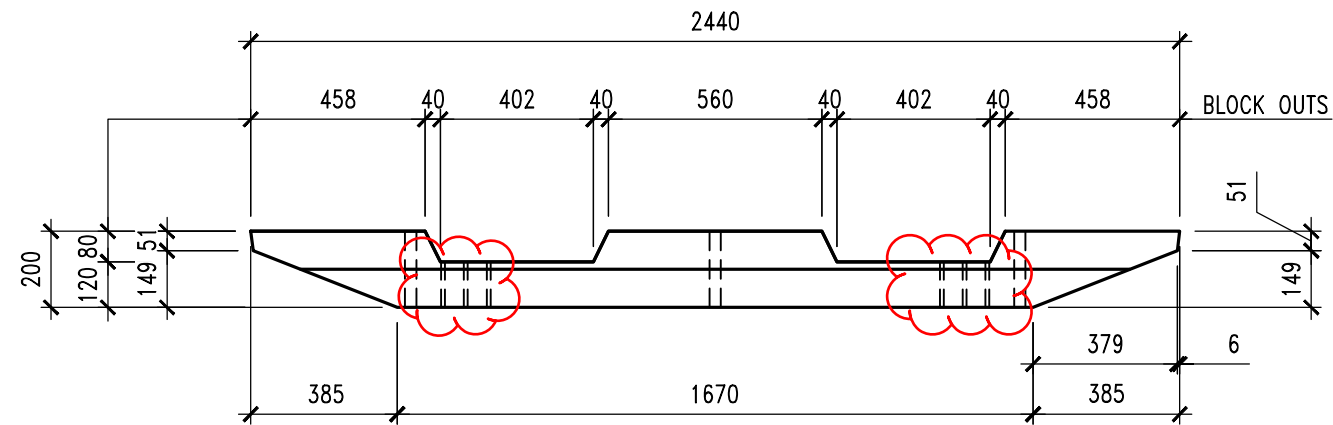
VOL.(ft ³ /m ³)	3.57/ 0.101
EST. WEIGHT (kg)	250.5
PRODUCTION NOTE! CONC. STR = 30 Mpa CONC. STRIPPING = 20 Mpa EST. WEIGHT BASED ON CONCRETE DENSITY OF 2510kg/CU.METER	

REV	DATE:	DESCRIPTION	BY	MARK	QTY.	DESCRIPTION
0	APR.25.2023	ISSUED FOR APPROVAL	T.M.	10M2110	2	10M x 2110 LG.

Precast Design Solutions Inc.
7777 KEELE STREET SUITE 218
CONCORD, ON. L4K 1Y7
CANADA

SURESPAN STRUCTURES
3271 DRINKWATER RD.
DUNCAN B.C. V9L 6P2
CANADA

PROJECT: BARRIERS FOR PROTECTED BIKE LANES			
DRAWN BY: T.M.	CHK'D BY: J.M.	ENGINEER: J.M.	
1 OF 1	SURESPAN PROJ. NO.	QUANTITY 1	DRAWING NO. BBL-2



Technical drawing of a structural member showing dimensions and hole locations. The drawing includes a side elevation and a cross-section.

Side Elevation Dimensions:

- Total length: 2440
- End spacing: 385
- Internal spacing: 1670
- End spacing: 385
- Internal spacing: 565
- Internal spacing: 1310
- Internal spacing: 565
- Internal spacing: 505
- Internal spacing: 120
- Internal spacing: 1190
- Internal spacing: 120
- Internal spacing: 505
- Internal spacing: 420
- Internal spacing: 800
- Internal spacing: 800
- Internal spacing: 420

Hole Specifications:

- (4) $\phi 10$ HOLES
- (4) $\phi 10$ HOLES
- (3) $\phi 22$ HOLES

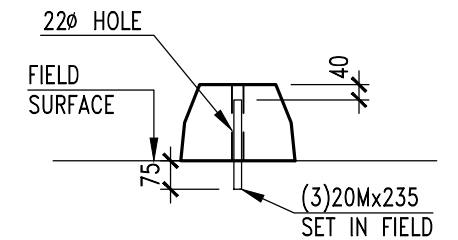
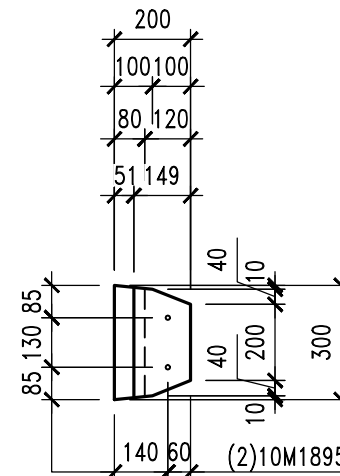
Cross-Section Dimensions:

- Total width: 300
- Top flange thickness: 50
- Web thickness: 200
- Bottom flange thickness: 50
- Internal spacing: 90
- Internal spacing: 120
- Internal spacing: 90
- Internal spacing: 150
- Internal spacing: 150

Other Dimensions:

- End spacing: 458
- Internal spacing: 40
- Internal spacing: 402
- Internal spacing: 40
- Internal spacing: 560
- Internal spacing: 40
- Internal spacing: 402
- Internal spacing: 40
- Internal spacing: 458

A red arrow points to a clouded area in the cross-section, indicating a specific detail or note.



DRAWING DEVELOPED IN ACCORDANCE WITH
BC MOT STANDARD SPECIFICATIONS FOR
HIGHWAY CONSTRUCTION – SECTION 941

VOL.(ft ³ /m ³)	3.25/ 0.092
EST. WEIGHT (kg)	231

PRODUCTION NOTE!

CONC. STR = 30 Mpa
 CONC. STRIPPING = 20 Mpa
 EST. WEIGHT BASED ON CONCRETE DENSITY
 OF 2510kg/CU.METER

PROJECT:			
BARRIERS FOR PROTECTED BIKE LANES			
DRAWN BY:	CHK'D BY:	ENGINEER:	
T.M.	J.M.	J.M.	
1 OF 1	SURESPAN PROJ. NO.	QUANTITY	DRAWING NO.
		1	BBL-3