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City of Hamilton

REQUEST FOR TENDERS

Contract Number: C15-20-19 (H)

Red Hill Valley Parkway Resurfacing

ADDENDUM 2

The following queries and responses, issued by the Procurement Section shall form part of the **Request for Tenders** documents for the above, and the revisions and additions noted herein and any attachments shall read in conjunction with all other documents. This Addendum shall, however, take precedence over all previously issued **Request for Tenders** documents where differences occur.

Included in this Addendum are: 3 Pages for Addendum 2

1. Responses to Vendor Submitted Questions

Question 1

There is no tolerance or specification as to what is classified as a “dip”, or what smoothness specification we need to meet. Is it safe to assume we must meet MTO specifications for a "dip" and smoothness?

Response 1

To clarify, the intent for conducting pre and post construction Profilograph assessment is solely for the identification of the dip repair areas, and to confirm that the areas have been repaired. SP 34 and SP 35 have been revised to establish tolerances for the repaired areas and criteria for identifying the dip repair areas.

Question 2

In addendum #1 SP 42.02.03.05 was revised and refers to a monolithic mat produced along the mainline. Can the City please confirm if this is mainline is considered EP to EP, are the shoulders to be pulled in echelon with the mainline or can the shoulders be pulled after

Response 2

For the purpose of paving in echelon, mainline is considered Edge of Pavement (EP) to EP.

2. Special Provisions – Tender Items

2.1 Remove Special Provision 34.05.02 sub-section **a. Tolerances Determined by Straight Edge**, and replace it with the following:

a. Tolerances Determined by Straight Edge:

Tolerances shall be measured using a rigid metal straight edge, 3m in length, which has been approved by the Project Manager.

Tolerance measurements shall be carried out by the Contractor for quality control. In addition, at any time, the Contractor may be required to take additional tolerance measurements at the direction of and in the presence of the Project Manager or his representative.

The tolerances of the pavement surface shall be such that when tested with a 3 m long straight edge placed anywhere, including the edge of the pavement, in any direction on the surface, except across the crown or drainage gutters, there shall not be a gap between the bottom of the straightedge and the surface of the pavement greater than 6 mm.

2.2 Remove Special Provision **SP35. Dip Repairs**, and replace it with the following:

SP35. DIP REPAIRS

Dip areas are to be repaired prior to resurfacing the RHVP, in order to re-establish a smooth rideable surface. Dip repair shall include any required milling, planing, sweeping, removal and disposal of millings, the supply, placement of tack coat, and placement and compaction of Hot mix asphalt.

Areas of repair will be determined by the Project Manager upon inspection and evaluation of the pre-condition profilograph results for the existing road surface. Any gap between the bottom of the straightedge and the surface of the pavement greater than 14.5 mm shall be considered as a DIP and shall be repaired.

The quantities given are for estimating purposes only, and the actual areas to be repaired shall be determined by the Project Manager upon inspection and evaluation of the pre-condition profilograph results for the existing road surface.

Payment for dip repairs shall be as per SP37 – Asphalt Milling, SP41 Tack Coat, and SP42 – Superpave Asphalt.

END OF ADDENDUM 2

Bidders submitting a bid have made any necessary inquiries with respect to addenda issued by the City and have provided for all addenda in their Tender submission.

All addenda will be posted on the City's bid opportunities portal at: hamilton.bidsandtenders.ca