ADDENDUM No. 3

Tender: **Cape Forchu Lookoff Platform – MODY**

Dated: **August 30, 2022**

Here are the responses to the questions received today from a prospective bidder:

Q1: I do not see a detail for the frame on GL 3B2 to 5B2, along GLB2. Should we assume that the supporting is similar to the section shown for GL B1? Furthermore, it looks like the footing at intersection of GL 5 and GL B2 will be in the rock ledge (see photo below). Should the platform be 490mm + 100mm higher than this point, or are we to excavate this rock to lower the platform? We've measured the height difference from the top of this rock ledge to the bottom of the ramp, which works out to be 2475mm. On the plans, the total ramp slope is 1930mm. Should we figure on removing this mass of rock to allow the landing at the pave to remain at the same height, or should the landing be higher? Furthermore, the flat grass area is 1570mm higher than the end of the ramp, which only leaves 360mm of difference form the top of the platform to the current grade. There would need to be approximately 230mm of topsoil to come out of this area as well.

Answer: Yes, you can assume the platform section along GL B2 is similar to that along GL B1 with the exception of the beam size as shown on the platform framing plan view (S-04).

a. The expectation for the post at the intersection of GL 5/B2 is that the rock ledge you have circled would be excavated to suit the proposed platform elevation. The platform should **not** be raised as that will substantially increase the run for the given ramp slopes and the slope of the ramps cannot change as they need to meet the requirements of NBCC for accessibility. So as per their measurements of the difference in grade being 2475mm versus our ramp rise of 1930mm, the difference will require excavation of that rock ledge to suit.
b. It is acceptable for the ~230mm of topsoil to be removed to suit the proposed elevation. In this scenario it should be ensured that the grade continues to slope away from the building.

Q2: Regarding the footings on rock, the depth shows 0 to 1524mm. Does this mean that the footing is permitted to be cast directly on top of the rock with no rock removal required (aside from drilling the rebar into the rock)?

Answer: For posts landing directly on exposed rock (with no soil overburden) it is expected that the post base plate can be placed directly on the rock with a grout levelling pad and the anchor bolts from the baseplate can be grouted directly into the rock with no need for the pier footing. If further direction on this is requested, we can provide additional sketches outlining this.

Q3: What is the length of the anchor bolts? Are the anchor bolts to be cast in place, or are we permitted to epoxy them in place afterwards? If the anchor bolt length is longer than the height of the footing (if the footing is on rock), are the anchor bolts to be embedded into the rock, the rock to be excavated to achieve the desired anchor bolt length, or are the anchor bolts to be cut short?

Answer: Anchor bolts should be min 8” (203mm) lg. with ~2”(51mm) projection above the baseplate for double nuts. Anchor bolts can be either cast in place or epoxied afterwards. If the pier is too short, such that the 8” anchor bolt would otherwise hit the rock. Provide longer anchor bolts and instead of the rebar being embedded into the rock, embed the anchor bolts into the rock by the same amount. If further direction on this is requested, we can provide additional sketches outlining this.

Q4. How much of the site are we permitted to close off to the public during construction? For how long are we permitted to close off sections of the site? Are there any portions of the site which should remain open (eg. Access to the trail to the south of the lighthouse)?

Answer: From the middle of September 2022 to the first week of May 2023, the whole area where the construction activity will take place can be closed off to public. The lower parking area and the trail loop can remain open.

Q 5. The footing at GL A3 will be on old concrete (see photo). Does this concrete have to come out or can the foundation bear on this similar to the “foundation on rock” detail?

Answer: The footing may be placed on this old concrete similar in design to the foundation on rock detail/comments.

6. How should we address the possibility of hitting rock hidden just below grade that may require excavation?

Answer: Outside of the exposed rock ledge that will require excavation, It should generally be assumed rock lies within a short excavation distance from the surface, ~2-3' from grade level based on site observations.

7. It looks like the access ramp will intercept the slope around GL F, and that there will be a major re-grading required in this area, especially to maintain the path that accesses the staircase to the upper platform. How should this area be treated? Are we to install guards to satisfy the provisions of NBC 9.8.8.1 1)b)?

Answer: If the re-grading of the slope becomes too steep as to require a railing, it could be change ordered once determined if its required or not.

Q8. Question from a steel fabricator:
For the guardrail system I'm leaning towards quoting a welded-wire-mesh panel inside the guardrail as the "mesh" aspect of the guardrail as the most cost-effective option.
Note that this is not a "netting" product which would be much more expensive and is something I do not have experience with in galvanized netting.
I would propose quoting one of the two options:

1) Quote welded wire mesh, we supply & install all aspects of the guardrail as qualified in our quote letter only (using the specific WWM as noted).
2) RKO supply base guardrail/handrail framework to accept "netting". Netting is supplied and installed by others on-site.

Please let me know what you'd like here, or ask the consultant what they are looking for in terms of a product.

Answer: It is acceptable for the "Netting" to be a welded-wire-mesh. The "Netting" was a generic description of the guard rail as to be see through, but also to meet the requirements of the NBC to not allow an object larger than 100mm to pass through it. The only requirement is that the weld-wire-mesh must also be galvanized.