

ADDENDUM



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| ADDENDUM No. | 001 | PROJECT No. | 19-0035-09 |
| DATE | 9 September 2021 | | |
| CONTRACT No. and NAME | Apron III, IV & V Rehabilitation 0230-00-21-01 | | |
| OWNER | Saskatoon Airport Authority | | |
| ENGINEER | Jeffrey Lo, P.Eng., on behalf of Avia NG Inc. | | |
| NUMBER OF PAGES | 1 | | |
| ATTACHMENTS | None | | |

THIS ADDENDUM IS TO BE READ WITH AND CONSTITUTES PART OF THE TENDER DOCUMENTS.

A. AMENDMENT. Section 01 15 50 – Special Provisions

1. Field Office

- a. Delete requirement to supply, service, maintain, removal and restoration of site offices for the use of the engineer.

B. AMENDMENT. Section 01 54 00 – Security Requirements

1. Daily Security (1.4)

- a. Delete requirement to for the Contractor to provide security personnel.

C. QUESTION/ANSWER REGISTRY

1. **QUESTION:** *Are Placticade Lo-Pro Airport Barricades a reasonable alternative to the Trinity barricades as noted in the drawings?*
ANSWER: Placticade Lo-Pro Airport Barricades is an acceptable product.
2. **QUESTION:** *MACSEAL 6690-4 Mod an acceptable alternative to Crafcro 522? Our supplier has ensured that this product is used at Hamilton Airport, North Bay Airport, Sudbury Airport, Kapaskasing Airport, Timmins Airport, Cochrane Airport, Red Lake Airport, Thunder Bay Airport, Peterborough Airport in Ontario.*
ANSWER: MACSEAL 6690-4 Mod is an acceptable product.
3. **QUESTION:** *Can you confirm that the contractor will be required to provide the Engineer a site office with power and internet as per section 01 50 00 9.0*
ANSWER: Not required. Refer to item A above.
4. **QUESTION:** *Is the security personnel required as per section 01 54 00 supposed to be commissionaires or will the airport be providing them such as previous projects? Can you clearly define what security measures the Contractor has to account for.*
ANSWER: The Owner will supply airport security escorts for reasonable duration of the work. Scheduling of escorts will occur with the successful Tenderer with one (1) week notice required. Escort will be provided to monitor the crews while working in one (1) active work area. One (1) additional escort will be provided to escort crews and vehicles between the access gate and the active work area. Refer to item B above.

The access gate must be closed and locked, unless attended to by a security escort. To reduce time waiting for the gate to close, the Contractor may station a gate attendant for the purposes of access control.

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5. **QUESTION:** *Can you confirm how big or how many tonnes the test strip will be as outlined in section 01 15 50 6.1*

ANSWER: The test strip will be 100 to 150 tonnes and incorporated in the project scope. Location of test strip to be determined in coordination with the successful Tenderer and will generally be a less operationally impactful and lower traffic area.

Test strip requirement can be waived provided that the Tenderer's proposed staff are familiar with and have successfully paved using the same mix within the preceding 90 calendar days.

6. **QUESTION:** *Is it necessary to price in an engineering office?*

ANSWER: Not required. Refer to item A above.

7. **QUESTION:** *Is it possible to mill/pave simultaneously in Stage 1 & 2? Ideally we would mill everything and then pave everything to avoid multiple mobilizations.*

ANSWER: Not possible due to the need to maintain aircraft operations.

8. **QUESTION:** *Is it possible to joint seal simultaneously in Stage 1 & 2*

ANSWER: Joint sealing for the entire contract area (areas from Stage 1 and 2) at the same time is permitted, provided that joint sealing occurs prior to reflective cracking, and no later than five (5) calendar days after paving. Crews will be required to work on a pull-back basis giving way to aircraft operations. Airport security escorts will direct crews when to pull back and to a safe location. When directed, crews must remove all personnel, equipment, materials and debris as required to ensure safe and uninterrupted aircraft operations. It is expected that the crews will be equipped with a vacuum sweeper truck to follow immediately behind and clean up any dust or debris that is generated. No claims will be considered for delays due to aircraft traffic if the Contractor chooses to joint seal separate from the contract staging.

INSTRUCTIONS:

Tenderers shall review and incorporate the amendments as part of the tender submission. Tenderers shall include a signed copy of all Addenda (excluding attachments) as part of their tender submission.

RECEIVED BY:

TENDERER'S COMPANY NAME

NAME AND TITLE OF REPRESENTATIVE

SIGNATURE

DATE

----- END OF ADDENDUM 001 -----