

533-2026 ADDENDUM 2

LOUISE BRIDGE SUBSTRUCTURE REHABILITATION AND RIVERBANK STABILIZATION WORKS

URGENT

**PLEASE FORWARD THIS DOCUMENT TO
WHOEVER IS IN POSSESSION OF THE
BID/PROPOSAL**

ISSUED: August 6, 2026
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**THIS ADDENDUM SHALL BE INCORPORATED
INTO THE BID/PROPOSAL AND SHALL FORM
A PART OF THE CONTRACT DOCUMENTS**

Template Version: Addendum 2026-03-10

Please note the following and attached changes, corrections, additions, deletions, information and/or instructions in connection with the Bid/Proposal, and be governed accordingly. Failure to acknowledge receipt of this Addendum in Paragraph 10 of Form A: Bid/Proposal may render your Bid/Proposal non-responsive.

PART E – SPECIFICATIONS

- Add: E4.7.4(b) to read: Restoration of pre-existing mown turf areas shall be restored in accordance with CW3510, Sodding.
- Add: E4.7.4 (c) to read: Restoration of riverbank areas shall be restored in accordance with CW3540.
- Revise: E10.4.8(b) to read: Upon Substantial Completion, restore all riverbank areas disturbed by construction to original pre-construction condition, as shown on the Drawings, or as approved by the Contract Administrator.
- Revise: E14.1.1(a) to read: This Specification will cover all operations related to the design, installation, maintenance, and removal of temporary rock access berms to facilitate pier rehabilitation, and riprap installation in the river at Piers SU2 and SU4 beyond the Site Development Work described in E10.
- Revise: E16.3.2(b)(i) to read: Hammer sound the existing masonry block to the upper limits of the proposed Phase 1 concrete jacket. Removal all obviously fractured and loosened faces of limestone blocks as directed by the Contract Administrator to create a reasonably sound substrate.
- Revise: E16.3.2(b)(ii) to read: Sandblast the remaining limestone block surface to remove dirt, debris in accordance with SSPC-SP7 Brush-off Blast Cleaning.
- Revise: E20.7.6(a)(ii) to read: All existing surfaces and exposed reinforcing steel are to be sandblasted to reveal a clean substrate and shall be kept clean until concrete placement.
- Add: E20.7.6(a)(v) to read: Notwithstanding the foregoing, surface of existing concrete pier jackets near river level shall only require removal of loose material in addition to the removals shown on the drawings. The surface does not require roughening as identified in E20.7.6(a)(i). However, the surface shall be cleaned to removed dirt and debris in accordance with SSPC-SP7 Brush-off Blast Cleaning. Bonding grout in accordance with E20.7.6(a)(iv) is not required.

NOTE TO BIDDERS: QUESTIONS AND ANSWERS BELOW DO NOT FORM PART OF THE CONTRACT

QUESTIONS AND ANSWERS

Q1: Is specification D2.3.b.iv supposed to state the following: "Supply and placement of underwater riprap along the north riverbank on the ~~west~~ east side of the bridge."?

A1: Correct, this has been revised in Addendum 1.

Q2: Can you confirm the Contractor Pollution liability insurance should be for one million dollars rather than the one hundred thousand dollars suggested in digits in D.9.1.e?

A2: This has been revised in Addendum 1.

Q3: D.9.3 states that subcontractors shall carry a \$10 million CGL policy. A large proportion of subtrades only carry a \$5 million CGL policy. Given that the General Contractor will be carrying a \$10 million CGL, can the requirements in D.9.3 be relaxed to allow subcontractors to carry a \$5 million CGL policy? Without this, many subcontractors will need to either carry the costs of an umbrella policy or the General Contractor will need to carry a Wrap Up Policy for the project in lieu of subcontractors meeting the \$10 million requirement.

A3: This has been revised in Addendum 1. The subcontractor insurance shall be in comparable form. It is the Contractor's decision whether to accept lower Commercial General Liability Insurance from a subcontractor based on their scope of work.

Q4: E.7.3. a. only speaks to the bridge closure for the SU1/SU5 bearings. When can the bridge be closed for the SU2/SU4 bearing replacements?

A4: The Tender currently contemplates that the bearing replacement work at SU2 and SU4 will occur during the summer closure period identified between July 4, 2027 and August 29, 2027 as outlined in E7.3.2(a)(iii).

Q5: Referencing E.7.3.a, can you confirm that the Contractor does not need to adhere to all three sub bullets i, ii, and iii?

A5: The bearings at SU1 have to be replaced within 14 days of casting the SU2 Stage 1 jacket. Similarly, the SU-5 bearings have to be replaced within 14 days of casting the SU4 Stage 1 jacket. Theoretically these could be combined if the cast/closures overlap. The 14 day timeline is required, as we want to mitigate risk of exposing the bridge to large temperature swings prior to expansion bearing replacement once the concrete jacket is cast. Currently the tender contemplates bearing replacement and related Stage 2 works Pier cap work during the summer bridge closure.

Q6: With reference to D16.5, please confirm if the approvals already obtained or in the process of being obtained by the City/Tetra Tech satisfies the requirements in this clause.

A6: The City is currently in the process of obtaining a Waterways Permit, which should be issued prior to closing of the Tender. Underground structures approval has been received. Transport Canada is within its advertising period and will be issued prior to closing of the contract. DFO emergency authorization has been obtained. These anticipated approvals are not expected to alter the requirements as specified in the Tender.

Q7: What time of year is the revegetation/naturalization of the riverbank anticipated to take place (see D20.2)?

A7: As identified in E4.7.4, the Contractor is to restore all areas impacted by construction and as further clarified in this Addendum. Revegetation and naturalization of the riverbank areas by the City of Winnipeg Naturalist

Services Branch is expected to occur after the Contractor has completed work within that quadrant of the riverbank.

Q8: Given that the elevation and extents of the temporary rock berm is to be determined by the contract administrator and is shown clearly in the tender drawings, can you provide what aspects Tetra Tech intends to review for the shop drawings for the temporary access berms (see E.3.1.6.a)?

A8: See E14.3.1 and E14.5. The drawings illustrate the maximum extents of riverbank disturbance. The Contractor is responsible for the design of the rock access berms including stability, material selection as approved by the Contract Administrator, and verifying the extents of the designed berm cross-section within the maximum extents. The intention is to work with the Contractor to determine the minimum plan view dimension of the berm the contractor can work within to complete the works and optimize to reduce placement and removal time in the river and disturbance to the river bottom. The plans show the maximum possible work are approved by regulatory agencies, with berm top located just above the 2025 winter ice level. If the winter ice elevation differs this winter, berm top may need to be modified.

Q9: E.14.1 describes the temporary access platform work (ie: pay items A.3.i and A.3.ii) includes access for the rockfill columns and rip rap installation. E10.1 describes the site development work (ie: pay item A.1) includes ramps and access platforms for the rockfill columns and rip rap installation. Is the intent to measure and pay for temporary rock for the rockfill columns and rip rap installation using pay items A.3.i and A.3.ii? Or is any temporary rock needed for rockfill columns and rip rap installation incidental to item A.1? Our preference is the former.

A9: Reference to rockfill columns in E14.1.1(a) has been removed in this addendum. Pay Item A.1 for Site Development encompasses the temporary ramps and access platforms to the riverbank for riverbank stabilization works (riverbank riprap and rockfill columns) and for access to construct the temporary rock berms. Items A.3.i and A.3.ii are solely for the construction and removal of the temporary rock berms to SU2 and SU4 as illustrated on the Drawings.

Q10: With respect to E.10.4.2.b, can the City identify all Permits required for the project? Is a Development Permit required? If certain Permits are required, how long can bidders assume the City will need to review permit applications for this project?

A10: The City has obtained and/or is in the process of obtaining required the approvals to complete the Work. Additional permits and approvals will not be required unless the Contractor alters the extent of work or does not adhere to previously obtained approvals and permits.

Q11: Is it acceptable to not perform any demolition of the existing concrete collar at SU2/SU4?

A11: As shown on Drawing B107-26-009, only minor demolition of the upper portion of the concrete collar is required to maintain 500 mm clearance to the top of the proposed pile foundation cap. This demolition is required and should be above the ice level. In addition, be advised that Drawing B107-26-12 also required the Contractor to remove loose and delaminated concrete on existing pier collar within pile foundation cap and concrete base zone. These areas will all be accessible following installation of the sheet pile. The removal of loose concrete is to prevent casting of fresh concrete on concrete ready to fall off the pier collar. These removals are viewed as minor demolition/preparation work and not extensive removals.

Q12: Can you confirm the W310x500 beams shown in drawing 34 are only intending to lift the exteriors of the SU2 Span 1 Side Floor Beam and SU4 Span 4 Side Floor Beams, and not the shallower floor beams on Span 2/3?

A12: Correct. The span 2/3 floor beam gets jacked and blocked off prior to placement of the W310x500 beam. The beam is to facilitate jacking of Span 1 and 4.

Q13: Can you identify what jacking loads are anticipated for the exterior jacking points for SU2/SU4 on sheet 34?

A13: Currently we have provided the load at the truss above the W310x500 jacking beam. Each of the 4 jacking points on the truss are anticipated to take about 665kN of force to lift the truss. The final jacking force at the ends of the W310x500 beam will depend on the final beam that the contractor chooses to use as part the contractor provided temporary works plan. The drawing B107-26-034 Note 1 indicates that the provided plan is for illustrative purposes only. The beam chosen will work, however the contractor is allowed to modify the jacking setup to accommodate preferred means and methods. The jacking force at the ends of the temp beam

at SU2 as currently detailed would be 442kN on the side closer to the truss node being lifted, and 222kN on the side further from the truss node. SU4 would be more balanced between the two sides as the pier is not tilted resulting in the jacking node being more centred on the beam.

Q14: With reference to E.16.7.1.b and E.16.7.1.e, can Tetra Tech provide a general schematic or a general methodology of what bracing SU2 and SU4 requires to ensure that the structure does not have any undesirable movement and to ensure the safety of the structure as per the Canadian Bridge Design Code? Without doing a structural analysis prior to the tender closing, it's unknown what temporary bracing is needed for sheet piling install, micropile install, concrete jacket removal, and the masonry pier shaft prep. This clause is problematic for Bidders to financially define and for Contractors to accept the liability given the age and condition of the structure and the magnitude of construction work occurring in the immediate vicinity of the structure

A14: See addendum 1 for revised E16.7.1(e) which has clarified responsibility for unintended structural movement and bracing requirements if required.

Q15: With respect to E.23.8.4, can you confirm the "expected jacking forces" refer to the unfactored dead loads?

A15: The expected jacking loads shall be taken as the unfactored dead load per jacking point listed on drawings B107-26-033 and B107-26-037.

Q16: With respect to E.24.1.3, can you confirm which plates on Drawing 35 need to be supplied by the Contractor? Some shim plates appear to be provided in Appendix F.

A16: The Contractor is to supply the anchor bolts identified on the Drawings. All plates come with the SU1 bearings supplied by others including one shim plate. The Contractor shall supply additional shim plates if they are necessary.

Q17: Can you confirm if the following items described in Appendix B will be undertaken by others: offsetting measures, offsetting letter of credit, as-builts, fish/mussel relocation, inspection/monitoring by a QEP, water quality monitoring.

A17: Correct, this is the responsibility of the City.

Q18: With respect to Drawing 2, Design Data, General, Note 5, this clause is written in a way to transfer the liability of the design work (specifically, clause 1.44 and 3.16 of S6:25) to the Contractor. On this project, it's conceivable that with this clause, the Contractor would be compelled to analyze the effects of sheet piling, micro piling, concrete pours, dowel drilling, masonry work, bridge jacking, rockfill column, and rip rap placement on the existing structure. We recommend removing this clause.

A18: For clarity, this Note 5 only covers the design and stability of temporary works the Contractor is required to undertake to complete construction. It does not cover the effects of permanent works outlined in the provided list of examples above which are all accounted for within the design of the bridge permanent works. The Contract Administrator remains responsible for assessing the stability of the bridge and will provide feedback on the impacts of temporary works to the Contractor if concerns are found

Q18: Can you confirm what "temporary support measures at Piers SU2 and SU4" is referring to on Sheet 4, Item 9?

A18: This item refers to the work illustrated on drawing B107-26-034 to temporarily support the bridge superstructure during pier re-capping work.

Q19: Sheet 4 shows patch repairs and masonry grout repairs to SU3. This scope doesn't appear anywhere in the specification. Is this part of the scope of work for this tender?

A19: See Addendum 1, clarifying this Work is not within the scope of this Tender.

Q20: Does the material shown on Sheet 8, section 4 shows as "Restore Temporary Access Road Cut Through Asphalt With Compacted Rockfill Column Backfill" get measured and paid in Item C.2.ii?

A20: Yes, we would pay for it under that item.

Q21: Drawing 6, Section 1 shows that after the installation of the sheet piles, the rock berm is built up approximately 600 mm to facilitate micropile installation and subsequent construction work. Can the sheet piles withstand the free cantilever of 600 mm with equipment/material surcharge loading before the concrete base slab is poured?

A21: Our discussions with micropile contractors indicated they wanted the sheet piles buried to facilitate installation of the micropiles. In the event it is desired to have a 600mm free cantilever with equipment placed on one side, that would be acceptable.

Q22: Several drawings include the note "Concrete surfaces at construction joints that will be contact with the next concrete segments shall be roughened to a 6 mm amplitude while plastic." Can you confirm this does not apply to vertical construction joints (for example, between Stage 1 and Stage 2 of the pier cap)?

A22: In construction joint areas where plastic concrete cannot be roughened then E20.7.6, Preparation of Concreting Against Hardened Concrete shall apply.

Q23: With respect to Section 3 on Sheet 12, can the degree of surface preparation to the concrete collar be clarified? Helpful aspects include an approximate area and average depth of concrete removal, particularly if removal to the existing reinforcing is envisioned. Alternatively, could this be omitted from the scope and treated as a Change Order?

A23: E20.7.6(a)(v) has been added to this addendum to clarify the extent of removals and surface preparation. Required on the concrete pier collars. Note 3 on Sheet 12 is only contemplating the removal of concrete ready to fall off the pier collar so as to not cast new concrete against obviously unsound concrete. Reinforcement that is loose would be saw cut off and removed and not replaced. Reinforcement still partially embedded within concrete would be left alone. This is not intended to be an extensive demolition activity, just a clean up activity.

Q24: With respect to Note 5 on Sheet 33, can you confirm that the Contractor does not need to complete an analysis of the proposed substructure or existing superstructure if it follows the bearing plan and jacking procedure described in the drawings?

A24: Note 5 on Sheet 33 is intended to allow the Contractor flexibility to propose alternate means and method to support the bridge. The temporary concept shown has sized the main support beam W310x500 and Vertical HSS supports. The concept is illustrative however, so final attachment details to the pier cap and mechanism of lateral restraint is left up to the Contractor's temporary works engineer to determine.

Q25: With respect to Note 13 on Sheet 33, can you confirm if the Contractor is to supply the bolts for all bearings (including SU1) or only for Contractor-supplied bearings?

A25: The Contractor is to supply all anchor bolts to attach bearings directly to the structure including for SU1. All other hardware for SU1 bearings will be provided.

Q26: Are there any restrictions from a geotechnical perspective on the amount of rock material that can be stockpiled on the north and south in the staging areas shown on Sheet 5. It would be ideal if the Contractor can stockpile up to 1500 tonne of material for rock berm construction and/or rockfill columns to maximize productivity. In particular, we aren't sure if the potential stockpile location shown on the north side of the bridge on Sheet 5 is far enough up the riverbank slope to alleviate riverbank stability concerns considering specification E.10.4.1.

A26: See Addendum 1.

Q27: Sheet 5 shows the proposed limits of the rock berm fill beginning somewhat above the 2025 winter ice top of 222.000 m. Specification E.10.4.1.a describes the restrictions of construction the riverbank ramps, including the allowance of filling below the winter river level. Can you confirm if it is acceptable to construct the rock berm as shown on Sheet 5 with rock fill before the rockfill columns are completed if the Contractor adheres to all other requirements in E.10.4?

A27: Yes, this is acceptable.

Q28: Can access be provided to the pier caps at SU 2 and SU4 through the existing hatch on the sidewalk for a brief site inspection for bidders?

A28: See Addendum 1.

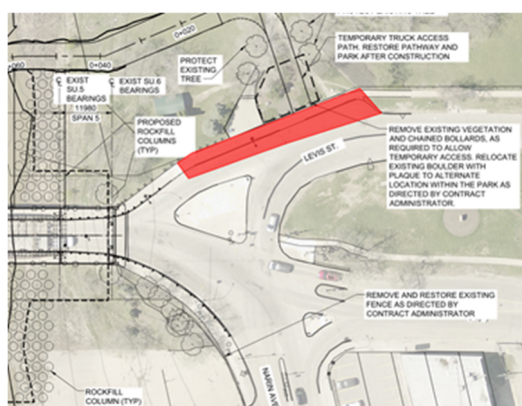
Q29: With respect to the masonry pier shaft preparation below the upper construction joint (ie: the masonry blocks permanently entombed within the new concrete jacket), the condition of the blocks visually appears to be very poor. Will the City/Tetra Tech provide guidance on site to help determine the appropriate balance between removing loose/fractured stone and retaining limestone to ensure the safety of the structure?

A29: The intent is to remove localized loose/fractured portions of the masonry blocks but not remove any blocks entirely. The Contractor Administrator will provide guidance to reasonably limit the extent of preparation.

Q30: Could the City please consider splitting Item A.17 into separate bearing supply pay items and bearing installation pay items rather than combined supply and install items?

A30: Partial payment for supply of bearing to the site will be considered provided sufficient documentation of cost breakdown for supply/delivery and installation are provided.

Q31: Is it acceptable in principle for the Contractor to drop a lane of southbound Levis St immediately north of the bridge for the duration of the north bridge works, including the west sidewalk? This would facilitate trucks turning into/out of Ernie O' Dowda Park and for equipment mobilization/demobilization. See below diagram for reference?



A31: In principle the curb lane and sidewalk closure is acceptable, however a closure request would be required through the City Traffic Management Branch. Generally, the sidewalk on the west side of Levis between Nairn and Midwinter can be closed. The SB Levis curb lane can be closed as provided thru traffic on southbound Levis is able to access the bridge to southbound Higgins as well as maintaining eastbound traffic through the Levis/Nairn/Stadacona intersection. Any Transit stops affected by the lane closure will likely be either temporarily cancelled or relocated.

Q31: Can the Tender closing date be extended to August 26 or August 27?

A31: At this time, we are unable to provide a tender extension. The award process requires this tender to be approved by a committee of Council which meets on September 10th. The proposed closing date would make it very tight to make that timeline. There are no Council meetings in October.

Q32: With respect to Sheet 33, jacking Note 10, are the "bearing plates" referencing the temporary bearings/jack pedestals? The bearing plates for the exterior jacking points are shown on sheet 33 as extending to within ~137 mm of the pier edge. It is acceptable if the bearing plates/bottom of jacking pedestals extend to less than 250 mm of the pier edge if the centre of load is more than 250 mm of the pier edge?

A32: In principle, yes. Area is tight in this zone, so reducing bearing pressures in accordance with Note 9 is of primary importance. The intention is to reduce the risk of shearing off the existing masonry blocks at the edge of pier, so the lower we can get the pressure the better.

Q33: With respect to Sheet 35, Detail 2: (1) To facilitate the installation of the 4 x 44mm diameter anchors, it is assumed that holes must be drilled in the abutment. Is it envisioned that the existing cast iron pedestal is to remain in place for the duration of the bearing replacement or was it envision to remain in place? (2) Can contractors assume there is no existing steel that will interfere with the drilling of these anchors? (3) Can you clarify the coating envisioned for the cast iron pedestal? Is metalizing in place envisioned or removing it from

the site and hot dip galvanizing, or some other coating? Can you clarify the coating envisioned for the cast iron pedestal? Is metalizing in place envisioned or removing it from the site and hot dip galvanizing, or some other coating?

A33:

- (1) Refer to Section 2 on drawing B107-25-035; The cast iron pedestal is to be blasted and galvanized. Removal will be necessary to complete the work. Zinc metalize in place would be viewed as an acceptable alternate.
- (2) No record drawings are available that show construction details for the existing abutment seat. We do not believe there is reinforcement within the abutment seat.

Q34: There are several references in the drawings to roughening the surface of concrete segments to a 6 mm amplitude where it will be in contact with the next concrete segment. We can't seem to find any verbiage relating to surface prep of existing concrete to new concrete (ie: the preparation to the existing concrete collar at SU2 & SU4). Specification E20.7.6 may not be completely relevant to this project. Can you advise on surface preparation required for the existing concrete collar?

A34: E20.7.6(a)(v) has been added to this addendum to clarify the extent of removals and surface preparation on the existing concrete collars. Additional clarification is provided in **A23** above.

Q35: There are several references in the drawings to roughening the surface of concrete segments to a 6 mm amplitude where it will be in contact with the next concrete segment. Can you confirm the intent is to "greencut" all horizontal construction joints, and that vertical construction joints (ie: SU2 & SU 4 Stage 1-Stage 2 interface) do not require such treatment?

A35: Correct, green cut in the amplitude where possible. In construction joint areas where plastic concrete cannot be roughened, such as formed vertical surfaces, then E20.7.6, Preparation of Concreting Against Hardened Concrete shall apply.

Q36: When in a jacked/blocked state during Phase 2 construction, what limitations are there on the bridge deck for construction equipment and loading? Do the temporary beams and pedestals shown on sheet 34 consider any construction equipment loading?

A36: The preliminary sizing has not considered construction equipment on the bridge to date, only jacking under dead load. This would need to be reviewed by the temporary works engineer. The beams and pedestals can likely handle additional loading on the bridge above. The contract administrator would need to review anticipated deck top construction loading against the bearing stiffener design.

Q37: On sheet 34, can you confirm that the new bearing stiffeners must be installed while the bridge is closed?

A37: Those stiffeners may be installed at any time including prior to bridge closure.

Q38: Please provide a copy of the waterways permit to be issued by the City of Winnipeg detailing conditions Contractor shall abide by.

A38: The Waterway Permit will be provided when available. No changes to the specified requirements in the Tender are expected.

Q39: Please provide a copy of the Transport Canada authorization detailing conditions Contractor shall abide by.

A39: The Transport Canada authorization will be provided when it is available. No changes to the specified requirements in the Tender are expected.

Q40: Please confirm minimum concrete compressive strength requirements for commencement/completion of bridge jacking on newly constructed pier cap elements.

A40: Jacking does not occur off of the new pier cap element, it does however occur off the new Phase 1 concrete jacket, which is poured well in advance of the anticipated jacking sequence. In any event, 75% of the specified concrete would be required prior to any jacking.

- Q41: Constructability of the proposed pier works are highly dependent on seasonal water levels. Please confirm the design water level assumed for construction of the sheet piling and base slab works.
- A41:** Top of sheet pile has been set 600mm above the 2025 winter ice elevation (222.000m) shown on Drawing B107-26-004 and in more detail on Drawing B107-26-009. The 600mm height is intended to be a buffer to the yearly variation of the winter ice elevation. If winter ice levels are higher by more than 600mm this coming winter, then the elevation of the underside of pile cap would be raised to suit. The authorized zone of riverbed disturbance gives us some flexibility to raise the rock access berm; of which the final elevation will be determined by the Contract Administrator in collaboration with the Contractor.
- Q42: Please identify the anticipated extent of turbidity curtain requirements during rock access berm installation and removal.
- A42:** See D14.3.8(d). The turbidity curtain should only be used if warranted and should isolate as small an area as possible. Water monitoring is to be undertaken by the City as part of the DFO authorization.
- Q43: Please clarify the allocation of deductibles. It is our understanding that the Contractor would be responsible for a deductible only in circumstances where the loss arises from the Contractor's actions or negligence.
- A43:** D9.2 identifies that deductibles are to be borne by the Contractor.
- Q44: Please confirm the intended allocation of deductible responsibility, including any deductibles applicable to natural catastrophe perils such as flood and earthquake, so that these requirements can be appropriately reflected in our submission. For certain natural catastrophe perils, including flood and earthquake, it is common market practice for the owner to assume responsibility for the applicable deductibles under a COC coverage.
- A44:** Refer to C16, Force Majeure, in the General Conditions applicable to the Tender.
- Q45: Tender documents require subcontractors to maintain \$10 million in Commercial General Liability (CGL) insurance. Based on our experience and current market conditions, the majority of qualified subcontractors typically carry CGL limits of \$5 million. Please confirm whether subcontractors carrying \$5 million in CGL coverage will be considered acceptable for this project.
- A45:** See addendum 1 and **A3** above for additional clarification.
- Q46: Please confirm dwg B107-26-014 detail 3 SECTION - PHASE 1 (STAGE 1 DEMOLITION) is to be completed in phase 2.
- A46:** Correct, it is to be completed in Phase 2. This will be updated in the final IFC drawing set.
- Q47: Please confirm measurement of payment for delamination survey quantities identified by the contract administrator following initial removal of concrete from piers.
- A47:** This is incidental to Item A.5 (a). The intent is to remove obviously loose material from the pier jackets as clarified by E20.7.6(a)(v) in this Addendum and as further clarified in **A23** above.
- Q48: Please confirm whether repair and replacement of reinforcing steel exposed during concrete removal is included within existing quantities or will be measured separately were directed by the Contract Administrator.
- A48:** Loose rebar within concrete pier collars is to be cut off. No reinforcement removed is to be replaced.
- Q49: Please confirm extent of blast cleaning and galvanizing for existing steel bridge elements.
- A49:** Work is limited to the extent of the repair areas. Interfaces in contact with the new bearings are to be blast cleaned on the bridge. The existing steel pedestals at SU1 are to be blast cleaned and galvanized or metalized as clarified in **A33** above.
- Q50: Please provide latest bearing inspection reports, if available.
- A50:** Please see Addendum 1. Bidders are invited to an up close site visit of the existing bearings at SU2/4.

Q51: Specification E17 requires two sacrificial piles that are representative of the production pile locations. Given the limited working area around the pier foundations what are the expectations regarding location, removal, and disposal of the verification piles.

A51: Under the provisions of E17.9.(f)(iii) the sacrificial pile is allowed to remain in place within the structure as a final pile, provided they are not damaged by the load testing and are accepted by the Contract Administrator. The piles are tested up to their designed ultimate load capacity. Alternatively, the pile should be as close to the structure as practical.

Q52: Concrete demolition, repair concrete and pier rehabilitation items appear to be lump sum. Please confirm whether additional concrete deterioration identified through hammer sounding and subsequent demolition beyond visible limits will be considered additional work.

A52: It is lump sum covered under A.5(a). This extent of work is further clarified in E20.7.6(a)(v) added to this addendum and in **A23** above.

Q53: Will there be "Bill of Reinforcing Drawings" issued with the documents similar to the original tender in November 2025?

A53: No Bill of Reinforcing Steel (bar lists) will be provided for this project. Shop drawing submittals are required in accordance with E18.4.1 (d).

Q54: RE - Sheet 4 Scope of Work: Note 5 - Patch Repairs and Masonry grout repairs at Pier SU3. Provide a quantity, drawings and more details as to scope required for Pier SU3 and indicate where the costs for the work is to be included in the tender bid form.

A54: Refer to Addendum 1, clarifying this work is not in the scope of the Tender.

Q55: Specification section D16.4 reads that the south boat launch may be closed by October 15, 2026 to commence construction operations, while section E14.4 states that "in no case may a temporary rock berm exist between March 31 and November 1 of any calendar year". Please confirm if we will be allowed to begin the construction of the rock berm on October 15th, 2026 as the schedule is very tight to achieve completion dates.

A55: Addendum 1 has revised the date in E14.4 to March 31 to October 15 of any calendar year.

Q56: With regards to specification section D14.3.6 (a) - Noise generating activities will be limited to the hours indicated in the City of Winnipeg Neighbourhood Liveability By-law No. 1/2008. The activities will generally be restricted to 7:00 AM to 7:00 PM. weekdays with written permission of the Contract Administrator and the City of Winnipeg for any after-hours or weekend work required for special cases. No extended or alternative working hours/dates will be permitted for pile driving activities. Due to the tight schedule, please confirm working evenings and weekends will be approved by the City of Winnipeg.

A56: There are no specified restricted work hours for this Project. However, the Contract Administrator will work with the Contractor should noise mitigation measures need to be addressed. The Contractor shall attempt to minimize noise and vibration where possible between the hours of 10 p.m. and 7 a.m.

Q57: With regards to Drawing 10 Pier Su2 & SU4 Sheet Piles Layout and Details: Details 5 to 9 show angles and/or plates connecting sheets at the corners of the sheet pile cofferdam, which are to be welded to the NZ26-700 sheets. Can manufactured corner pieces be utilized in lieu of these connection pieces? Note that this may slightly increase the overall size of the sheet pile cofferdam as it would require all wall sections to be constructed using full sheets.

A57: Yes, this is acceptable. The lump sum unit rates will still apply for Contractor initiated changes. The proposed plan would need to be submitted to the Contract Administrator for approval. This will result in base slab modifications which would need to be accounted for within the reinforcing steel shop drawings.

Q58: Please refer to sheet 34: Is the intent to leave the jacking frame with the HSS c/w base plate top and bottom cast into the new concrete pier cap?

A58: Please refer to drawing B107-26-014 and B107-26-017. The pedestals get placed within Temporary blockouts shown in plan view Detail 9. Following completion of new bearing placement, the intention is to

remove the pedestals and fill the blockout with concrete. Alternatively, the Contractor may propose to cast the temporary pedestals into phase 1 and 2 concrete, subject to the approval of the Contract Administrator. As a minimum the HSS would be filled with concrete, and a minimum of 50mm of clear cover would be required.

Q59: Please remove the following clause from the specification: E16.7 (e) The Contractor shall generally prevent any unspecified and undesirable movement or settlement of the existing structure or damage to the existing structure. The Contractor shall design and provide any bracing, shoring or underpinning necessary to complete the work as required and shall have any designs for this Work sealed, signed and dated by a Professional Engineer licensed to practice in the Province of Manitoba. If the safety of the structure and/or existing services appears to be endangered during structural removal operations or if the Work is detrimentally impacting the environment, the Contractor shall cease operations and notify the Contract Administrator immediately. Additionally, if the Work is proceeding in a fashion unsatisfactory to the Contract Administrator for any reason, the Contractor will be notified and shall cease operations immediately.?

A59: This clause was clarified in Addendum 1.

Q60: Referencing Sheet 17, note 3, does the requirement for 75% concrete strength apply to pouring the next segment that shares a vertical construction joint (ie: Phase 2 Stage 1 must reach 75% strength before placing Phase 2 Stage 2)?

A60: No, as the infill pour referenced would not be supporting any load above. However, minimum curing timelines will apply, prior to stripping formwork between pour zones.

Q61: Referencing Sheet 17, Note 3, does the requirement for 75% concrete strength apply to the pouring the concrete bearing pedestals?

A61: Subject to the approval of the Contract Administrator, the 75% strength requirement may be waived for the bearing pedestals only.

Q62: With respect to the new concrete bearing pedestals at SU2 & SU4, what strength can bidders assume is required before lowering the fixed and swing spans onto the new permanent bearings?

A62: A minimum of 75% strength shall be achieved prior to lowering the bridge on to the new bearings. The bridge will not be opened to traffic prior to achieving 100% of the design strength.

Q63: The drawings and specifications show a conceptual jacking plan at SU1, SU2, SU4, and SU5. Notwithstanding the details that the Contractor needs to design, if the conceptual jacking plan is not feasible or impossible to achieve as shown in the drawings, will the changes be considered extra to the contract? For context: this question is not to suggest we've discovered a conflict or believe the jacking as shown is not possible. It's to understand the general level of risk bidders are taking on with this scope.

A63: The jacking scheme is conceptual but has been reviewed to confirm it can support the jacking loads provided on the drawings. Final details, such as lateral restraint and inclusion of temporary live loads, from construction, have not been considered in the development of the provided illustrative details. The bidder may develop alternate jacking procedures to better suit their construction procedure. No additional payment will be considered in this case.

Q64: With respect to Sheet 34, section 2, were the temporary HSS columns checked for resisting any lateral loading or thermally induced loading from superstructure expansion/contraction?

A64: The temporary works engineer will need to review the HSS column design. They will be holding up the fixed end of the truss, and their stability will need to be confirmed to assess suitability. They have been preliminarily sized to support the vertical loads but not designed in detail. They are illustrative.