DEPARTMENTS COPY

Newfoundland
Labrador

TRANSPORTATION AND WORKS

TENDER BOOK

PROJECT NO. 1-12PHP

Noon: April 17, 2012

PROJECT NAME

Paving of the Trans Labrador Highway from km 172.5 to km 248.5, Goose Bay towards Churchill Falls, Labrador.

CONTRACTOR **HUMBER VALLEY PAVING LTD.**

GOVERNMENT OF NEWFOUNDLAND AND LABRADOR

ADDENDUM NO. 1

Project No. 1-12 PHP: **Paving of the Trans Labrador Highway from km 172.5 to km 248.5, Goose Bay towards Churchill Falls, Labrador.**

Closing Date: Noon, April 17, 2012

CONTRACTORS ARE ADVISED OF THE FOLLOWING CHANGES TO THE TENDER PACKAGE:

1. **Revise** the **Closing Date** for the Tender to: **Noon, April 24, 2012**

Contractors are advised to acknowledge receipt of this Addendum on page 4, Item No. 10 of the Tender Form, when submitting a bid.

Date April 13, 2012

ADDENDUM NO. 2

Project No. 1-12 PHP: **Paving of the Trans Labrador Highway from km 172.5 to km 248.5, Goose Bay towards Churchill Falls, Labrador.**

Closing Date: Noon, April 24, 2012

CONTRACTORS ARE ADVISED OF THE FOLLOWING CHANGES TO THE TENDER PACKAGE:

1. **Add** the following Supplementary General Condition to the Tender:

22. OCCUPATIONAL HEALTH AND SAFTEY DIRECTIVES

Contractors are advised to revise Section 190 of the Specifications **Occupational Health and Safety** under Section 190.5 CONTRACTORS SAFETY OFFICER subsection .1 as follows:

.1 The contractor's Safety Officer will be solely responsible for the implementation and monitoring of the Project Health and Safety Risk Assessment and Management Plan, and will have the authority to implement health and safety changes as directed by the Engineer. **The Safety Officer must be solely dedicated to this position throughout the course of the contract. The Safety Officer must have no other duties than those outlined for this position.** The Safety Officer shall have as a minimum:

- .1 Completed training in hazardous occurrence management and response/protocols
- .2 Completed training in the use, maintenance of fall protection systems
- .3 Completed training in the design and construction of scaffolding
- .4 Completed training in confined space entry protocols and techniques.
- .5 Completed training in First Aid.

2. **Revise** Supplementary General Condition 9 Liquidated Damages as follows:

9. LIQUIDATED DAMAGES

If the completion date of the whole of the works is later than the completion date specified in the contract, liquidated damages for such default shall be payable by the Contractor to the Owner. The rate per day will be determined as the total of the department's direct costs associated with maintaining a presence and carrying out contract administration duties on the project. The costs to be recovered as liquidated damages will include, but will not be limited to, salaries including overtime, for the normal staff compliment on the project, travel costs for the normal staff compliment on the project, vehicle rental charges, fuel for vehicles, and other equipment rental charges, such as survey equipment, which may be utilized on the project.

Depending on the scope of work, there may be other direct or indirect costs to the department, which will also be deemed to be recoverable as liquidated damages. These costs could be substantial.

No bonus will be assessed for completing the project ahead of the given completion date.

Contractors, by submission of their tender, shall be deemed to have accepted these terms.

3. **Revise** the Liquid Asphalt Cost Adjustment portion of Supplementary General Condition 10 as follows:

Liquid Asphalt Cost Adjustment

Adjustments will be made to progress estimates to compensate for changes in liquid asphalt cement prices between the Benchmark price and prices in effect on the 20th day of the month during construction. No cost adjustments will be made for changes to the monthly price that are less than or equal to ± $10/tonne.

The Benchmark price for this contract shall be $715/tonne. The price in effect on the 20th day of the month shall be the average price for PG58-28 asphalt cement as quoted in Poten and Partners Asphalt Weekly Monitor® for Montreal, Quebec area.

Adjustments shall be calculated based on the relative difference between the Benchmark price and the price in effect on the 20th day of each month. The cost adjustment shall be calculated by taking the full amount of the relative difference (provided it is more than ± $10/tonne) and multiplying it by the tonnage of liquid asphalt cement used during the period leading up the price in effect on the 20th day. The Engineer shall calculate the adjustment for payment or credit each month for inclusion on the Monthly Progress Estimate.

In cases where liquid asphalt cement is included in the unit bid price for the asphalt, the liquid asphalt quantity will be determined using the percentage (%) of liquid asphalt cement required as per the Mix Design Formula approved by the Materials Engineering Division of the department of Transportation and Works.

No adjustments will be made due to an increase in the price of liquid asphalt cement used after the specified completion date, or an approved extension. However, adjustments will be made due to a decrease in the price of liquid asphalt cement used after the specified completion date, or an approved extension.

Contractors purchasing liquid asphalt in bulk for the project shall be subject to a one time adjustment that will be calculated using the difference between the Benchmark price and the price in effect on the 20th day of the month during which delivery of the product is taken at the contractor's own storage facility (provided the change is more than ± $10/tonne). The adjustment will be applied proportionally as the liquid asphalt cement is used on the project.

4. **Revise** Supplementary General Condition 16 as follows:

16. ASPHALT CEMENT

Contractors are advised that Section 330.02.01.01 of the Specifications Book: Mixture Materials – Asphalt Cement, has been superseded for this contract by the following:

330.02.01.01 Asphalt Cement

Unless otherwise specified, the asphalt cement (binder) shall conform to the latest edition of AASHTO M320 entitled Standard Specification for Performance Graded Asphalt Binder. The Performance Grade (PG) of asphalt binder shall be PG 46-40 and shall conform to the requirements of Table 1 in the AASHTO Specification. Other PG binders may be specified in individual contracts when warranted.

All PG asphalt binders will be subject to testing for acceptance prior to and during use. Samples failing to meet the relevant performance grade will require classification and be subject to penalty based on the following formulation.

Temperature Deviation	Price Reduction (% of Asphalt Cement and Mix Prices)
Within 3 degrees of Specified Grade	N/A
From 3 degrees to 6 degrees of Specified Grade	10%
From 6 degrees to 9 degrees of Specified Grade	20%
Greater than 9 degrees of Specified Grade	Rejection

Projects with only one asphalt binder sample collected and not meeting the specified grade will have the penalty applied to all the unit prices of the entire quantity of hot mix asphalt concrete. Projects with multiple samples of asphalt binder will have the penalty applied proportionally to the affected asphalt.

Performance Graded Asphalt Binder with either higher than the maximum or lower than the minimum design temperature will be accepted at full price and no bonus will be applied.

Prior to the start of and throughout pavement production current copies of certification of all project asphalt binders shall be provided to the Department.

Any asphalt binder other than the asphalt binder specified must be removed from the Contractor's tanks to prevent contamination. Binders meeting the performance specifications but obtained from different sources cannot be stored in the same tank unless approved by the asphalt suppliers.

5. **Revise** Supplementary General Condition 17 as follows:

17. ITEM NO. 12 OF THE UNIT PRICE TABLE: SELECTED GRANULAR BASE COURSE

Contactors are advised to **Delete** Table 2 Physical Requirements of Section 315 Selected Granular Base Course of the Departments Specification Book and **Replace** it with the following:

TABLE 2
Physical Requirements

Physical Test	ASTM Designation	Granular "A"	Granular "B"	Granular "C"	Maintenance Grades		
					No. 1	No. 2	No. 3
Percent Crushed (Minimum)**	D5821	50	50	-	50	50	50
Plasticity Index	D4318	0	0	0	0	0	0
Petrographic Number (Max.)	(CSA 23 2-M90)	150	150	-	150	150	150
Micro-Deval Test for Fine Aggregate(% Maximum)	D7428	25	25	-	-	-	-
Micro-Deval Test for Coarse Aggregate (% Max.)	D6928	25	25	-	-	-	-

** The percent of crushed particles will be determined by examining the fraction retained on the 4.76 mm sieve and dividing the weight of the crushed particles by the total weight contained on the 4.76 mm sieve. Pieces having one or more freshly fractured faces only will be considered as crushed material. Pieces with only small chips removed will not be considered as crushed.

6. **Revise** Supplementary General Condition 19 as follows:

19. PHYSICAL REQUIREMENTS OF FINE ASPHALT AGGREGATE

Contractors are advised Section 330.02.01.02.02 of the Specifications have been modified for this project as follows:

330.02.01.02.02 Fine Aggregate

Fine aggregate shall consist of clean, tough, rough-surfaced grains, free from clay, loam and other foreign matter.The fine aggregate stockpile shall contain no more than 20% retained on the 4.75 mm screen.

For RCU-80 and above highway classifications the maximum allowable percentage in total of all natural occurring fine aggregates plus blending sand in the total combined aggregate shall be 15% (by dry weight). For RLU-80 and below highway classifications the maximum allowable percentage in total of all natural occurring fine aggregates plus blending sand in the total combined aggregate shall be 20% (by dry weight).

For all base and levelling type II course mixes the fine aggregates maximum percentage passing the 75 µm sieve is limited to 7% prior to mix production at the asphalt plant. All surface and levelling type I course mixes the fine aggregates maximum percentage passing the 75 µm sieve is limited to 6% prior to mix production at the asphalt plant.

Irrespective of compliance with the physical requirements of Tables 2 any fine aggregate may be accepted or rejected on the basis of past field performance at the discretion of the department.

TABLE 2
Physical Requirements for Fine Aggregates

Test Method	Test No.	All Courses
MICRO-DEVAL TEST FOR FINE AGGREGATE - % MAXIMUM	ASTM D7428	18
PLASTICITY INDEX	ASTM D4318	0
SAND EQUIVALENT - % MINIMUM	ASTM D 2419	50
FINE AGGREGATE ANGULARITY - % MINIMUM (A)	ASTM C 1252	45

Note:

(A) FAA tests shall be conducted on a representative sample of the total fine aggregate inclusive of all fine aggregate materials as indicated in the mix design including blending sand. The test will be conducted in accordance with Standard Graded Sample Method A

The Contractor must meet all the requirements above, while the guidelines below are provided for information purposes. The Contractor is responsible for ensuring the combination of aggregate conforms to the grading requirements of Table 3. Contractors should also be aware of material breakdown after crusher production testing for the material being utilized and their plants capabilities in producing the mixture in accordance with Table 3.

Guidelines for Fine Aggregate Gradation

Sieve Size	Percent Passing by Dry Weight	
	Surface Course & Levelling Course Type I	Base Course & Levelling Course Type II
9.5 mm	100	100
4.75 mm	90-100	85-100
2.00 mm	40-60	40-90
0.425 mm	10-30	20-55
0.150 mm	5-16	10-25
0.075 mm	2-6	2-7

7. **Add** Supplementary General Condition 23 as follows:

23. REQUIREMENTS OF CRUSHED AGGREGATE

Contractors are advised Section 330.02.01.03 of the Specifications have been modified for this project as follows:

330.02.01.02 Crushed Aggregate

Additional to all other requirements, the designated aggregates shall be split on the 4.75 mm screen during crushing operations, and each material shall be stockpiled separately such that intermixing of each size and type does not occur.

Where aggregates are processed from pits the naturally occurring fines shall be pre-screened prior to crushing, individually stockpiled and referenced as "naturally occurring fine aggregate". No more than 5% naturally occurring fine aggregate passing the 4.75 mm screen shall be permitted with the retained naturally occurring screened coarse aggregate prior to crushing. Naturally occurring coarse aggregate must be stockpiled separately prior to crushing. Fine aggregate sizes generated during the crushing phase shall also be individually stockpiled and identified as "crushed fines". In no cases shall the fine aggregate stockpiles be combined or mixed with other aggregate types. For all mixes the maximum percentage passing the 75 µm sieve is limited to 10 % for naturally occurring fine aggregate.

As an alternative to the above pre-screening on the 4.75mm screen, where aggregates are processed from pits, contractors may choose to pre-screen with a 19 mm or larger screen size provided that no more than 10% of the retained material for aggregate production passes the 19 mm sieve. For this prescreening operation a completely safe means of accessing the retained material for sampling is to be provided by the contractor. The Department shall have full control over the time of sampling. If the Contractor chooses to pre-screen with a 19 mm or larger screen size, material passing the 19 mm or larger screen size can not be utilized as a naturally occurring fine aggregate.

8. **Add** Supplementary General Condition 24 as follows:

24. REQUIREMENTS OF BLENDING SAND

Contractors are advised Section 330.02.01.03 of the Specifications have been modified for this project as follows:

330.02.01.03 Blending Sand

Blending sand shall consist of clean, tough, rough surfaced grains, free from clay, loam, or any other foreign matter. Blending sand is considered as a fine aggregate and thus must meet the requirements of Table 2. Blending sand may be either a naturally occurring screened sand or a manufactured sand added to the mix for the purposes of enhancing mix properties.

The gradation of the blending sand shall be such that when used in the asphalt mix, the resulting mix shall meet the requirements of Tables 2 and 3 of this section. In any case, the blending sand shall have 100% (by dry weight) passing the 9.5 mm sieve and at least 80% (by dry weight) passing the 4.75mm sieve. For all mixes the maximum percentage passing the 75 µm sieve is limited to 10% for all blend sands.

For RCU-80 and above highway classifications the maximum allowable percentage in total of all natural occurring fine aggregates plus blending sand in the total combined aggregate shall be 15% (by dry weight). For RLU-80 and below highway classifications the maximum allowable percentage in total of all natural occurring fine aggregates plus blending sand in the total combined aggregate shall be 20% (by dry weight).

Blending sand shall be supplied by the Contractor.

9. **Add** Supplementary General Condition 25 as follows:

25. HOT MIX ASPHALTIC CONCRETE ANTI-STRIPING ADDITIVE

Contractors are advised Section 330.02.01.05 of the Specifications have been modified for this project as follows:

330.02.01.05 Anti-Stripping Additive

For this project an approved anti-stripping additive shall be added to all Hot Mix Asphaltic Concrete. The anti-stripping additive may be either an approved liquid anti-stripping additive or hydrated lime ($Ca(OH)_2$) with each meeting the requirements outlined as follows.

If an approved liquid anti-stripping additive is utilized it shall be added to all Hot Mix Asphaltic Concrete at a minimum application rate of 0.5% of additive by weight of asphalt cement or the recommended percentage as determined from Lottman test results. Approved liquid anti-stripping additives include the products AD-here LOF 6500 (ARR-MAZ Custom Chemicals) and Redicote C-3082 (Akzo Nobel Chemicals). All other products must be approved by the Department's Materials Engineering Division.

Suppliers of the asphalt cement and anti-stripping additives shall provide in writing all mixing requirements and proof of product compatibility. Treated asphalt PG binders must meet the relevant performance grade specifications.

Contractors must inform the Engineer and advise workers of the proper procedures, use of protective clothing and equipment when handling anti-stripping additives. Hot mix asphaltic concrete with liquid anti-strip additives is known to produce strong odours. Contractors must ensure the mix materials are used under proper environmental conditions to guarantee the safety and comfort of construction personnel and the public.

Modified Lottman tests in accordance with AASHTO T 283 Resistance of Compacted Hot Mix Asphalt (HMA) to Moisture-Induced Damage shall be completed within the mix design procedure to determine if the minimum application rate is sufficient. An additional rate of anti-strip and/or an alternate anti-stripping additive will be required if one of the following conditions occurs as determined by AASHTO T 283:

- The tensile strength ratio of the hot mix asphalt concrete is less than 0.80
- There is visual evidence of stripping. Acceptable specimens shall have a visual stripping rating of 1.0 or lower based on a scale from 0 to 10 (with 0 being no visual stripping and 10 being fully stripped).
- The results of the mix utilizing neat hot mix asphalt concrete (or with no anti-stripping additive) significantly exceed the performance of the mix with the anti-stripping additive.

In addition to AASHTO T 283 requirements, the asphalt hot mix containing the anti-stripping additive shall pass a boiling water test in accordance with ASTM D3625 Standard Practice for the Effect of Water on Bituminous-Coated Aggregate Using Boiling Water within the mix design procedure. The pass criterion for ASTM D 3625 is 95% or greater retained bitumen coating of aggregate.

An additional rate of anti-strip and/or an alternate anti-stripping additive will also be required if the aggregate is known to be prone to stripping from past performance and the minimum application rate was insufficient.

If additional or alternative anti-stripping additives are required, a further 10 working days will be required after the Contractor has advised the Department of its new anti-strip proposal and all materials have been received by the Materials Engineering Division. The Contractor and his supplier shall provide sample materials, any technical information and Manufacturer's recommended application rates.

Modified Lottman Tests (AASHTO T 283) and Boiling Water Tests (ASTM D3625) shall also be conducted on field produced samples of hot mix. All field produced samples shall also pass the requirements above.

Where hydrated lime is used as an anti-strip additive the dosage requirement shall be the greater of one half (1/2) percent by mass of total dry aggregate, or the recommended percentage as determined from the Lottman

and Boiling Water test results.

Where hydrated lime is utilized the hydrated lime shall be added to all aggregates by either of the following methods:

(a) Hydrated lime slurry shall be homogeneously mixed with the aggregate in a pug-mill or tumble mixer prior to entering the asphalt plant (the hydrated lime slurry shall be produced at the approximate rate of 1 part lime to 3-4 parts water).
(b) Dry hydrated lime shall be homogeneously mixed with wetted aggregate in a pug-mill or tumble mixer prior to entering the asphalt plant. The wetted aggregate shall have a minimum moisture content of 2% by weight for coarse aggregate and 3% by weight for fine aggregate.

Hydrated lime shall be mixed with the aggregate at least 4 hours prior to entering the asphalt plant. Aggregate treated with hydrated lime shall be used within the same construction season. Treatment shall include both coarse and fine aggregate components of the asphalt aggregate.

Where hydrated lime is to be utilized, the Contractor shall provide the Department with complete information on how the hydrated lime is to be used in the treatment of aggregates. Hot mix produced containing hydrated lime, shall conform to all requirements of the contract before acceptance. The design amount of hydrated lime will be added as a percentage of the total dry aggregate weight.

The cost of all anti-stripping additives (including hydrated lime) will be borne by the Contractor no separate or additional payment will be made.

10. Add Supplementary General Condition 26 as follows:

26. HOT MIX ASPHALTIC CONCRETE MATERIAL APPLICATION RATE

This Supplementary General Condition is included in this project for future project information purposes only. For the current project no pay adjustments will be applied based on the following. It is the Department's intention to apply similar specifications on its method based projects in the future. The Contractor shall provide the material application rates with backup as described below.

HMA Material Application Rate

Hot mix asphalt shall be applied to the roadway at the rate or rates specified by the Engineer. Material application rates will be determined by the tonnage delivered to the paver as recorded by weigh tickets, divided by the area covered by the day's production after allowance has been made for entrances and/or intersections The Contractor shall provide the material application rates to the Engineer at the completion of each day's production. The appropriate backup information (including calculations) for determining the application rate shall be provided with the application rate, including paving start and end stations, pavement widths, intersection areas, etc.

For future project purposes the pay adjustment for material application rate is shown in the following table. The acceptance limit is the limiting value of the actual material application rate, expressed as a percentage of the specified material application rate for the day, below which the day's production is

rejected. If the application rate of a day's production is outside the acceptance limit, the day's production is rejected automatically regardless of the values of other acceptance parameters.

Table 17
Daily Pay Adjustments for Material Application Rate

Actual Application Rate Expressed as % of Specified Application Rate	**Unit Price Adjustment ($ per tonne)** for all material in the daily production	
	Lower Lift or Single Lift	Top Lift of Multiple Lifts
≥ 110	-$6.00 for all material in the daily production up to 110% and no payment for product in excess of 110.0%	-$6.00 for all material in the daily production up to 106% and no payment for product in excess of 106.0%
106.0 – 109.9	-$4.00	
105.0 – 105.9		-$4.00
104.0 – 104.9	$0.00	-$2.00
96.0 – 103.9	+$0.50	+$0.50
94.0 – 95.9	-$1.00	-$1.00
92.0 – 93.9	-$2.00	-$2.00
90.0 – 91.9	-$3.00	-$3.00
85.0 – 89.9	-$5.00	-$5.00
< 84.9	Rejected, Mill and Fill and/or rejected with no remedial work required at the discretion of the Engineer	Rejected, Mill and Fill, Overlay and/or rejected with no remedial work required at the discretion of the Engineer

Contractors are advised to acknowledge receipt of this Addendum on page 4, Item No. 10 of the Tender Form, when submitting a bid.

Date April 19, 2012

Newfoundland Labrador
Transportation and Works

TABLE OF CONTENTS

REGISTERED PROFESSIONAL ENGINEER
J. MORRISSEY
SIGNATURE
DATE
PROVINCE OF NEWFOUNDLAND

LIST OF PROJECT PLANS

1 Locations Plan
1 Typical Asphalt Treatment at Approach Slab Detail

PROJECT NO.: 1-12 PHP

Newfoundland Labrador

Transportation and Works

TENDER AMENDMENT FORM

UNIT PRICE CHANGES

CLOSING DATE: 12:00 NOON APRIL 24, 2012

Paving of the Trans Labrador Highway from km 172.5 to km 248.5, Goose Bay towards Churchill Falls, Labrador

Section 27(1)(b), Section 27(1)(c)(i)

We the undersigned, modify the unit price table for our request for tenders as indicated below, and also acknowledge that:

a. This change supercedes all previous changes;
b. We accept full responsibility for any lack of confidentiality arising from the use of this process;
c. Failure of the complete revision to arrive on time, accurately, or completely for any reason will render these revisions null and void

UNIT PRICE CHANGES

ITEM NO.	TENDER ITEM DESCRIPTION	PART	ESTIMATED QUANTITY	+/-	Unit Price Change	*TENDER AMOUNT CHANGE LESS H.S.T.
12	**Selected Granular Base Course**					
12(a)	Granular "A"	t	[redacted]			
12(b)	Granular "B"	t				
16	**Hot Mix Asphaltic Concrete**					
16(b)	Asphaltic Surface Course	t				
16(d)	Liquid Asphalt See SGC#16	t				

FOR DEPARTMENT USE		
$ 21,582,955.87 SS Revised total tender price as per addendum(s)	Total Change	**$1,271,310.80**
	+ 13% H. S. T	**$165,270.40**
	This will decrease my total tender price (including H.S.T.) by	**$1,436,581.20**

We acknowledge receipt of the following addenda: 1,2

Contractor:	**HUMBER VALLEY PAVING LTD.**		
Address:	**P. O. BOX 1162, CORNER BROOK, NL A2H 6T2**		
Signature:	[redacted]	**Title: OPERATIONS MANAGER**	**Date: April 24/12**

*SHOW UNIT PRICE DIFFERENCES AND EXTENDED AMOUNT CHANGES. DO NOT SHOW REVISED UNIT PRICES OR REVISED EXTENDED AMOUNT. THE CHANGES SHOWN WILL BE MADE TO THE ORIGINAL SUBMITTED TENDER DURING THE PROPOSAL EVALUATION PROCESS.

Section 30(1)

PROJECT NO 1-12PHP

Newfoundland Labrador
Transportation and Works

NOTICE TO BIDDERS

1. THE CLOSING TIME AND DATE OF THIS REQUEST FOR TENDERS IS **NOON** of the day indicated on the cover of this document or as amended by the Deputy Minister.

2. Bidders are advised the Department's FAX NUMBER at Tendering and Contracts is 709-729-6729.

3. **Bidders who are requested to submit the following forms must do so within 72 hours of the time of their notification.**
   (a) The Declaration of Equipment Form
   (b) The Declaration of Sub-Contractor Form
   (c) The Construction Schedule Form

4. Schedule of Minimum Wage Rates applying to this Tender shall be the latest version approved by the Government of Newfoundland and Labrador.

5. (a) Bidders are advised the latest version of the Specifications Book dated January 2008 shall apply to this Tender. The latest version of the Specifications Book is available on the Department of Transportation & Works website at www.tw.gov.nl.ca/publications.

   (b) The Specifications Book may be inspected at Tendering and Contracts, Dept. of Transportation & Works, Ground Floor-West Wing, Confederation Building, East Block, St. John's, NL.

   (c) Any amendments and additions to the Specifications Book can be viewed at www.tw.gov.nl.ca/publications.

   (d) Bidders are advised any reference to specifications in these documents includes the Department's "Specifications Book".

6. Bidders are advised the "Use of Bid Depository" Item 9 of the Instructions to Bidders does not apply to this contract. "Bidding Security" Item 3(a) of Instructions to Bidders does apply.

7. **Bidders are advised when making a bid the COMPLETE REQUEST FOR TENDER FORM for the project being tendered MUST BE RETURNED INTACT. An altered Request for Tender Form originally issued for another project will not be accepted as a bid.**

Facsimile Transmittal

2012 APR24 AM11:40

Name: **To Whom It May Concern**

Organization: **Tendering and Contracts**

Fax Number: **(709) 729-6729**

Telephone Number: **(709) 729-3786**

From the Desk of: [redacted] Section 30(1)

Date: **April 24, 2012**

Subject: **Tender Addendum - Project No. 1-12 PHP**

Pages: **2, including this cover sheet**

Comments:

Could you please include the attached Tender Addendum with the Tender Documents for **Humber Valley Paving Ltd.** for **Project No. 1-12 PHP** closing today, **April 24, 2012** at **12:00 noon.**

Thank you for your consideration in this matter.

Yours truly,

Humber Valley Paving Ltd.

[redacted] Section 30(1)

Controller

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PROJECT NO 1-12PHP

Newfoundland Labrador

Transportation and Works

TENDER FORM
UNIT PRICE TABLE
HIGHWAY

Tender for:

Paving of the Trans Labrador Highway from km 172.5 to km 248.5, Goose Bay towards Churchill Falls, Labrador.

To: Deputy Minister
c/o Tendering and Contracts
Dept. of Transportation & Works
Ground Floor-West Wing, Confederation Building, East Block
P.O. Box 8700, St. John's, NL A1B 4J6

FROM:

Gentlemen:

1. Having carefully examined the site of the proposed work and all conditions affecting such, as well as the Contract Documents including the Specifications, all drawings list in the Specifications, all Addenda, and the Instructions to Bidders for this project.

   WE, THE UNDERSIGNED, hereby offer to furnish all necessary labour materials, superintendence, plant, tools, and equipment, and everything else required to perform expeditiously and complete in a satisfactory manner the work for unit prices totalling the sum of

   Twenty ~~Three~~ Million ~~Nineteen Thousand Five Hundred Thirty Seven Dollars And Seven Cents~~ One Five Hundred Eighty Two Thousand Nine Hundred Fifty Five Dollars Eighty Sixles ($ ~~23,019,537.07~~ 21,582,955.86)

   in lawful money of Canada which includes all prime costs, allowances, and Government sales or excise taxes, including HST, in force at this date, except as otherwise provided in the tender documents.

2. The Work shall be substantially performed within 15 months from the date of notification of award of Contract and not later than the 31st of July 2013.

3. WE ENCLOSE HEREWITH if required by the Instructions to Bidders

   (a) a Bid Bond in an acceptable form and correct amount issued by a company licensed to carry on such a business in the Province of Newfoundland and Labrador or

Newfoundland Labrador
Transportation and Works

(b) a certified cheque in the correct amount.

In the event of this tender being accepted within the time stated in Section 4 below and our failure to enter into a contract in the form hereinafter mentioned for the unit prices in our tender the said security may at the option of the Owner be forfeited. The forfeiting of the security does not limit the right of action to the Owner against us for our failure or refusal to enter into a contract.

4. IF NOTIFIED IN WRITING BY THE OWNER OF THE ACCEPTANCE OF THIS TENDER WITHIN 30 DAYS OF THE REQUEST FOR TENDER CLOSING DATE SUBJECT TO SUCH OTHER PERIOD AS MAY BE SPECIFIED IN THE TENDER DOCUMENTS, WE WILL :

   (a) execute the Standard Form of Construction Contract.

   (b) if specified, furnish the security for the proper completion of the work, the said security, if in the form of bonds, to be issued on an acceptable form.

   (c) complete substantially all the work included in the Contract within the time and under the conditions specified.

5. WE understand that Performance Bond, Labour and Materials Bond and Insurance as required by the Contract Documents must be provided and in force prior to the commencement of any work and satisfactory proof of such be provided to the Owner.

6. WE declare that the rates and prices variously set forth in the Schedule of Quantities and Prices (Appendix A) have been correctly computed for the purposes of this Tender and that they include and cover all contingencies and provisional sums and all duties, taxes, and handling charges and all transportation and all other charges.

7. WE confirm that the sums herein tendered include all sales taxes, royalties, custom duties, foreign exchange charges, transportation, travelling costs, all overhead and profit, all co-ordination fees, insurance premiums, and all other charges.

8. WE understand and agree to list the names of sub-contractors and suppliers whose bids have been used in the preparation of this tender price in Appendix "B". The list will be subject to the approval of the Owner. "By own forces" will be considered valid and satisfactory only if the bidder is recognized by the Newfoundland and Labrador Construction Association or by the Road Builders Association as being a "bona fide" contractor or supplier of that particular trade or item.

   WE agree to authorize the Owner to release the names of any sub-contractor used in our tender where such information is requested from the Owner.

   WE reserve to us the right to substitute other sub-contractors for any trades in the event of any sub-contractor becoming bankrupt after the date hereof. Any such substitution shall be subject to the approval of the Owner and contingent upon satisfactory evidence of bankruptcy.

9. WE understand and agree that the Owner may order changes to the work in the form of additions or deletions in accordance with the General Conditions, Supplementary General Conditions and the intent of the Contract Documents.

Section 27(1)(b), Section 27(1)(c)(i)

PROJECT NO. 1-12 PHP

UNIT PRICE TABLE
HIGHWAYS

NO.	TENDER ITEM	Unit	Estimated Quantity	Unit Price	Amount	
			CARRIED FORWARD $			
11	Scarifying and Reshaping	m2				
12	Selected Granular Base Course See SGC # 10, 17					
12(a)	Granular "A"	t				
12(b)	Granular "B"	t				
13	Cutting Asphaltic Pavement	m				
14	Disposal of Old Asphaltic Pavement	m3				
16	Hot Mix Asphaltic Concrete See SGC # 10, 12, 16, 18,					
16(b)	Asphaltic Surface Course	t				
16(d)	Liquid Asphalt See SGC # 16	t				
16(e)	Blending Sand	t				
17	Supply and Installation of Guide Rail					
17(a)	Standard Type Guide Rail	m				
17(b)	Standard Type Buried Ends	each				

 CARRIED FORWARD $ ~~19,080,020.74~~

PROJECT NO. 1-12 PHP

UNIT PRICE TABLE
HIGHWAYS

Section 27(1)(b), Section 27(1)(c)(i)

NO.	TENDER ITEM	Unit	Estimated Quantity	Unit Price	Amount	
				CARRIED FORWARD $		
18	Removal of Guide Rail (Remove and Dispose)	m	[redacted]			
20	Supply & Installation of Sign Posts					
20(a)	Type "A"	each				
20(c)	Type "C"	each				
20(d)	Type "D"	each				
21	Contingency					
22	Flagperson Hours	hrs				
23	Mobilization & Demobilization	Lump Sum				
26	Backhoe Hours	hrs				
32	Asphalt Gutter	m2				
47	Supply Fill in Place					
47(c)	Supply Rock Fill in Place	t				
115	Adjustment of Standard Type Guiderail (See SGC # 13)	m				

 CARRIED FORWARD $ ~~20,390,991.74~~

PROJECT NO. 1-12 PHP

UNIT PRICE TABLE
HIGHWAYS

Section 27(1)(b), Section 27(1)(c)(i)

NO.	TENDER ITEM	Unit	Estimated Quantity	Unit Price	Amount	
				CARRIED FORWARD $		
116	Bridge Approach Tie-Ins (See SGC #20)	each	[redacted]			
121	Salvage and Reinstallation of Sign and Sign Posts					
21(a)	Type A and Type B	each				
21(b)	Type C and Type D	each				

Total Estimated Tender	19,099,960.94 ~~$20,091,271.94~~	
HST 13% of above	2,483,[illegible] ~~$2,648,965.33~~	
Total Estimated Tender Including HST Carried Forward to Page 1 of Tender Form	21,583,[illegible] ~~$23,[illegible]~~	

Newfoundland Labrador
Transportation and Works

10. WE hereby acknowledge receipt of the following addenda:

Addendum No. 1, 2

Addendum No.

11. In order for a Tender to be valid, it must be signed by duly authorized officials as indicated in the Instructions to Bidders.

Section 30(1)

Firm Name Humber Valley Paving Ltd.		
Address P.O Box 1162, Corner Brook, NL		Postal Code A2H 6T2
Telephone # 709-639-5252	Fax# 709-639-5261	E-Mail [redacted]

[redacted]

Wit[redacted]

Section 30(1)

Section 30(1)

[redacted] Controller

Name and Title (Print)

April 24th 2012

Date

Section 30(1)

Witness

Signed

Name and Title (Print)

Date

CORPORATE SEAL

2012

PROJECT NO 1-12PHP

Newfoundland Labrador

Transporation and Works

DECLARATION OF EQUIPMENT

In the event of being awarded the contract, the undersigned will make available for the work, the plant and the equipment listed below.

QTY	DESCRIPTION	CAPACITY	AGE	PRESENT LOCATION	OWNERS NAME
1	Astec Portable Ultraplant	400 tph	2009	Conche	Humber Valley Aggregates
1	John Deere Skid Steer Loader	328	2008	Labrador City, NL	Humber Valley Paving Ltd.
1	Caterpillar Paver	AP-655D	2008	Labrador City, NL	Humber Valley Paving Ltd.
2	Dynapac Asphalt Roller	CA251A	1997	Labrador City, NL	Humber Valley Paving Ltd.
1	I/R Propac Asphalt Roller	SD100DA	2001	Labrador City, NL	Humber Valley Paving Ltd.
1	Caterpillar Grader	140H	2006	Labrador City, NL	Humber Valley Paving Ltd.
1	Caterpillar Pneumatic Roller	PS150C	2006	Labrador City, NL	Humber Valley Paving Ltd.
1	John Deere Loader	844J	2008	Labrador City, NL	Humber Valley Aggregates
1	Ingersoll Rand Grade Roller	SD115D	1998	Labrador City, NL	Humber Valley Paving Ltd.
1	MFE Portable Sandvik Jaw Crusher	CJ412	2008	Labrador City, NL	Humber Valley Aggregates
2	MFE Cone Crusher	S4800	2008	Labrador City, NL	Humber Valley Aggregates
2	MFE Cone Crusher	H6000	2008	Labrador City, NL	Humber Valley Aggregates
1	MFE Feeder Screener	6203	2008	Labrador City, NL	Humber Vally Aggregates
1	John Deere Grader	772D	2008	Labrador City, NL	Humber Valley Paving Ltd.
1	John Deere Grader	772D	2010	Labrador City, NL	Humber Valley Paving Ltd.
2	Caterpillar Loader	980G	2001	Labrador City, NL	Humber Valley Aggregates
1	Caterpillar Loader	966H	2006	Labrador City, NL	Humber Valley Aggregates

CONTRACTOR: **Humber Valley Paving Ltd.**

ADDRESS: **P. O. Box 1162, Corner Brook, NL A2H 6T2**

DATE: April 24th 2012

Newfoundland Labrador

Transportation and Works

DECLARATION OF SUB CONTRACTORS

APPENDIX 'B'

The Tender submitter also agrees that the following is a complete list of Sub-Contractors that will be required in the performance of the work and that no addition, deletion, or changes to this list will be permitted after the list is submitted.

State **OWN FORCES** if a Sub-Contractor is not required for any of the trades listed. If additional trades are required, insert in blank spaces.

SUB-CONTRACTOR	ADDRESS	TRADE
Humber Valley Aggregates		
and Asphalt Ltd.	Corner Brook, NL	CRUSHING
	OWN FORCES	SUBGRADE
	OWN FORCES	PAVING
		STRUCTURE
Mike Kelly and Sons Ltd.	Howley, NL	Adjustment of Guide Rail &
		Salvage & Reinstallation of
		Signs & Signposts

CONTRACTOR:	**Humber Valley Paving Ltd.**
ADDRESS:	**P. O. Box 1162, Corner Brook, NL A2H 6T2**
DATE: April 25th 2012	

Newfoundland Labrador

Transportation and Works

CONSTRUCTION SCHEDULE FORM - 2012
APPENDIX "C"

Item	Description	Month	April				May				June				July				August				September			
		Week	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
11	Scarifying and Reshaping				x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x						
12	Selected Granular Base Course					x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
16	Hot Mix Asphaltic Concrete													x	x	x	x	x	x	x	x	x	x	x	x	x
23	Mobilization and Demobilization				x	x	x																			
47	Supply Fill in Place								x		x	x			x											
115	Adjustment of Standard Type Guide Rail															x	x	x	x	x	x					
121	Salvage and Reinstallation of Signs and Signposts						x	x	x																	

Project Name:	PROJECT NO. 1-12 PHP
Contractor:	Humber Valley Paving Ltd.
Address:	P. O. Box 1162, Corner Brook, NL A2H 6T2
Signature:	[redacted]

Section 30(1)

Newfoundland Labrador

Transportation and Works

CONSTRUCTION SCHEDULE FORM - 2013
APPENDIX "C"

Item	Description	Month	April				May				June				July											
		Week	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
11	Scarifying and Reshaping		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x									
12	Selected Granular Base Course		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x									
16	Hot Mix Asphaltic Concrete							x	x	x	x	x	x	x	x	x	x									
23	Mobilization and Demobilization																x	x								
47	Supply Fill in Place													x	x	x										
118	Adjustment of Standard Type Guide Rail											x	x													
121	Salvage and Reinstallation of Signs and Signposts															x	x									

Project Name:	PROJECT NO. 1-12 PHP
Contractor:	Humber Valley Paving Ltd.
Address:	P. O. Box 1162, Corner Brook, NL A2H 6T2
Signature:	[redacted]

Section 30(1)