ADDENDUM #3

Date:	16 November 2026	**Issued by:**	Jacobs Consultancy Canada Inc.
Project No.:	26-4001A	**Project Name:**	Hamilton Island Bridge Replacement

This Addendum forms part of the Contract Documents and shall be read in conjunction with the original tender documents. All bidders are advised to review and incorporate the revisions, clarifications, deletions, and additions contained herein, which supplement the Drawings and Specifications. Tenderers shall acknowledge receipt of this Addendum by signing and dating the acknowledgement section at the end of this Addendum and submitting the executed Addendum as part of their Tender.

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1) Please see the Questions & Answers document attached.

I have read Addendum #3 and have included it in my Bid.

_____ _____

Contractor Signature Date

End of Addendum #3

Questions & Answers

PROJECT NO. 26-4001A – HAMILTON ISLAND BRIDGE REPLACEMENT

No.	Question	Answer
1.	**Substitution of built-up girders with rolled W-shapes** Drawings show 5 welded plate girders (flanges PL28×330, web PL16×579, overall depth 635 mm, length 18.6 m). Would the Owner/Engineer accept one of the following rolled sections as an equivalent, in CSA G40.21 350AT weathering steel with the same Charpy requirements? • W610×217 (d = 628 mm, bf = 328 mm, tf = 27.7 mm, tw = 16.5 mm) • W610×241 (d = 635 mm, bf = 329 mm, tf = 31.0 mm, tw = 17.9 mm) If either one is accepted, please confirm that the specified 55 mm camber at midspan may be produced by cold or heat cambering of the rolled section, and whether any detail changes are required (bearing stiffeners, diaphragm connections, bearing plates).	The Contractor may use a W610×241 section, provided that the moment of inertia of the proposed replacement section is equal to or greater than that of the existing welded steel I-girder section. The Contractor shall determine and provide the required camber for the new section in accordance with the requirements of the CHBDC and OPSS 906 and shall submit the camber calculations and details to the Design Engineer for review. If cold cambering or heat cambering is proposed, the Contractor shall submit the proposed fabrication and cambering procedure, including confirmation of compliance with applicable CWB and CHBDC requirements, to the Design Engineer for review and acceptance prior to commencement of the work.
2.	**Shear connector studs (Item 56)** The Schedule of Prices shows 1,226 studs 22 × 152 mm, shop-installed. Drawings S-13 and S-14 also show 22 × 175 mm studs. Please confirm the required length(s) and the quantity of each length, and whether the Item 56 quantity includes both lengths.	The length of the shear studs shall be considered 175 mm as shown in the contract drawings.
3.	**Delivery in two stages (Item 54)** Item 54 calls for delivery of 24.6 t in two deliveries (Stage 1 and Stage 2, 2027–2028). Please confirm which structural steel elements belong to each stage and the approximate tonnage of each.	Please refer to the Contract Drawings for the associated structural steel quantities for each stage.
4.	**BLC/ACTIVA pavement-insulation review** Would it be useful for your pavement or geotechnical design team to examine a potential pavement-insulation application within the approach roads, where reduced material weight might also be relevant? This would depend on the actual ground conditions and design requirements.	The geotechnical team does not recommend the use of lightweight fill, as it is not expected to provide any benefit for this application.