



— CITY OF —
PORT ALBERNI

ADDENDUM #1

RFP 001-26 PAVEMENT CRACK SEALING PROGRAM

Additions and Deletions to wording in RFP:

Deletion:	<p>Under: 3.1.3. Equipment Requirements</p> <p>2. Cleaning Equipment</p> <p>a. A hot compressed air tool (e.g., HCA lance) capable of cleaning, heating, and drying routed and unrouted cracks. This unit shall consist of a source of compressed air with not less than 1.7m³/min (60 cfm) at 690 KPA (100 psi) gauge pressure complete with a moisture and oil filter.</p> <p>b. Valving hoses and fittings shall be provided for the mixture of liquid propane gas into the compressed air. Control box mounted regulators must be provided to regulate input of each gas into a handheld tool to concentrate exhaust onto the crack. On ignition, a spontaneous retort type combustion shall be sustained creating a hot air exhaust of approximately 950 m (3,000 feet) per second at 1650 degrees C (3,000 degrees F), and/or have the capacity to generate up to 300,000 B.T.U.</p> <p>c. A minimum of 7.5 metres of reinforced hose shall be provided from the tool assembly to the mixing box to allow for sufficient range of movement by the operator. This tool must meet all provisions of the Gas Safety Act, Regulations, and Codes.</p> <p>d. A compressed air tool capable of cleaning and</p>
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drying routered and unrouted cracks. This unit shall consist of a source of compressed air with not less than 1.7 m³/min (60 cfm) at 690 KPA (100 psi) gauge pressure, complete with a moisture and oil filter.

2. Crack Filler Devices and Strike-off Tools

This equipment must be capable of forming a bead of sealant over prepared cracks. Also, a device capable of forming a flush band as required for the Klaruw Method – the highlighted section only

3.1.0 METHODS AND PROCEDURES

1. Routing

We have now been made aware that WCB has determined that the silica dust in the air caused by the routing of the crack in the pavement, is at unsafe levels and would require a silica containment plan. For this reason, as it is all to be done in the City streets, for the safety of the workers, pedestrians, and homeowners, we will not request routing to be done.

- a. Cracks up to 25 mm in width will not be routed but shall be cleaned as close to the crack depth as possible.
- b. Cracks from 25 mm to 75 mm in width will not be routed but shall be cleaned to the entire depth.

Cracks, previously sealed, that are in need of repair shall be completely cleaned and all loose asphalts, debris and sealant must be removed. Cracks should immediately be treated as per the following Standard Method 3(c)(l). When sealing a continuation of a crack previously sealed or

repaired the adjacent older sealed material must be heated up with the H.C.A. tool and new material must be blended worked and struck with the squeegee to ensure proper bond between the new and previously placed sealant.

- c. The contractor shall inform the Roads and Drainage Superintendent when the asphalt that is going to be crack sealed will not seal properly.

NOTE: ALL THOROUGHLY CLEANED CRACKS MUST BE FILLED THE SAME DAY.

2. Cleaning

Cracks must be cleaned using the compressed air tool in two (2) passes to remove all dust and debris. The HCA tool may be required to remove moisture.

All cracks must be swept with a mechanical street sweeper in the same day, prior to blowing the crack with compressed air. The Contractor will be responsible for all costs associated with clean up and sweeping.

3. Sealing of Cracks

- a. Those cracks prepared as specified in (a) (i) and (ii) must be filled immediately following treatment with the HCA tool by filling with sealant from the bottom up to surface level, in a manner which does not result in sealant bridging entrapped air pockets. Excess settlement may occur in deep cracks, thus necessitating application of a second layer of material. Material should be placed so as to overfill the groove. It should then be struck off and worked with at least two complete passes using the squeegee so as to leave a uniform bead of sealant directly over the crack, with the edges of the spread evenly feathered out to overlap on the pavement surface a minimum of 40 mm on each side of the groove.

	<p>b. The City in consultation with the contractor may carry out several test sections. The application method used shall be, routing cracks to 30mm wide, and 20mm deep. Flush filling cracks with edges overlapping the pavement by 2mm.</p> <p>c. Cracks from 25 mm to 75 mm prepared as described in (a) (iii) will be treated as follows:</p> <ul style="list-style-type: none"> - Apply a thin coat of sealant. - Fill the gap with clean, dry minus 16 mm stone chips. - Re-apply sufficient sealer to overfill the gap. - Strike off with squeegee and feather the surplus to overlap pavement surface. - A following application may be necessary should sealant settlement be excessive. <p>4. During the process of pouring the compound the Manager of Operations may require that sufficient compound be taken from the melting unit for testing purposes.</p> <p>5. Damages such as stones embedded in the sealing compound by construction traffic and Contractor's operation shall be made good by the Contractor, at the Contractor's expense.</p> <p>6. The completed seal is to be treated with an approved material to eliminate surface tackiness and excess dust – any excess material is to be removed.</p>
Addition:	<h3>3.1.4 MATERIALS</h3> <p>1. Material Supply</p> <p>The Contractor shall supply sufficient quantities of sealer compound required to complete this Contract in its entirety. The contractor must use a rubberized crack sealer identified on the current Province of BC Recognized Products</p>

	<p>List. A liquid form of detac is required. – add green highlighted</p>
Addition:	<p>3.1.6. SAFETY:</p> <ol style="list-style-type: none">1. The successful Contractor will be responsible for the site safety and protecting the work area including pedestrian safety.2. The successful Contractor will comply, at all times, with the current WorksafeBC's Industrial Health and Safety Regulations.