Environnement Canada Environment Canada

Project: Boat Launch Rehabilitation - KW405-15-0054

Location: Canada Centre for Inland Waters (CCIW), Burlington, Ontario
Date: August 13, 2015

**ADDENDUM # 1**

The following revisions, clarifications and modifications are in response to questions from Bidders.

1. Will the tender drop off location be changed to a local location. Currently is it to be delivered to Gatineau, Quebec.
A. Bids needs to be deposited as per solicitation documents posted on buyandsell.gc.ca web site. Follow instructions where documents were downloaded.
2. Do you have a survey for the depth of water surrounding the boat launch and if there are any services or obstructions on the harbor floor?
A. No.
3. The cofferdam that will be required in order to complete the work will extend a minimum 12m from the end of the Launch. It will span from the main wharf to pier 7 approx. 60 meters in length. This cofferdam will restrict access to the adjacent boat crane and dock, this was brought up in the mandatory site meeting and we were instructed that the contractor would be accommodated; I would just like to confirm this with you. The cofferdam will have to be installed from a barge; will we be given access to this area in order to complete the work?
A. The tender documents include only the replacement of the top 8 slabs; this can be carried out without cofferdams if staged correctly.
4. Also the turbidity curtain that will be installed encompassing the construction area and barge to minimize sediment transport will extend into the harbor. Will this be an issue for ships entering the area? I am assuming hazard buoys will be required to notify ships entering of the turbidity curtain, will this be taken care of by Environment Canada or is it the responsibility of the contractor?
A. The tender documents include only the replacement of the top 8 slabs; turbidity will not be required to extend beyond the immediate boat ramp area.
5. There could be a possible issue regarding fuel tanks that are in the near vicinity where the cofferdam is to be located at the corner of the main wharf. There would be hot works incorporated in the construction of the sheet pile cofferdam, would these fuel tanks be relocated while this work is being completed?
A. The tender documents include only the replacement of the top 8 slabs; this can be carried out without cofferdams if staged correctly.
6. There are horizontal and vertical timber fenders that are not noted on the construction drawings, these timbers are required to be removed in order to gain access beneath pier 1 & 2. Are the existing timbers to be reinstalled or are new timbers required?
A. Any items such as fenders that the Contractor chooses to remove for access need to be reinstalled at the end of the Project. Any poor condition elements should be replaced.
7. I have been doing research on the articulating block mat that is specified in the contract. I am having difficulty tracking down the specific product through my suppliers

and they are suggesting a different style of precast articulating block mat. This presents a problem in terms of access when placing the precast panels since spreader bars are required to properly place the product. Due to the existing piers above the slope this will not be possible. Another issue that arises from the product that is specified is that the 'Fabric Forms" are connected by the nylon ropes and would come in large sheets to cover the slope. A problem ensues where the existing piles are located beneath the piers. This will require the nylon ropes to be cut in order for this 'form' to be placed accordingly and will not be connected by the rope to the lower forms thus not making them linked together which I believe is the whole idea here. Do you have a preferred supplier where this 'fabric form' product was found?

A. See Attachment

8. Would you consider concrete slope paving for the slope stabilization such as is done beneath bridges to protect the slope beneath the bridge abutment? This could be easily formed and poured in place. It could be toed in at the top just as it is required in the contract drawings and would be a solid slab throughout poured around the pile bases. Mesh reinforcement or rebar would be used within the slab to ensure that any tension forces the water could cause against the slope would strengthen and prevent the concrete from cracking. I believe this would be the best option given the overhead obstructions that are present over the slopes as well as being more cost

A. The design of the slope stabilization was best possible for the conditions in the scope of work as defined.

9. Will the Contractor be allowed to install a cofferdam to undertake and complete this work safely, efficiently and effectively?

A. Cofferdams were not part of the specifications because the tender documents include only the replacement of the top 8 slabs, this can be carried out without cofferdams if staged correctly.