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SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

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1713 Bedford Row
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Title - Sujet Caribou & Woods Islands Ferry Ramp	
Solicitation No. - N° de l'invitation EB144-161214/A	**Amendment No. - N° modif.** 004
Client Reference No. - N° de référence du client EB144-16-1214	**Date** 2015-11-13
GETS Reference No. - N° de référence de SEAG PW-$PWA-122-5297	
File No. - N° de dossier PWA-5-74100 (122)	**CCC No./N° CCC - FMS No./N° VME**
Solicitation Closes - L'invitation prend fin **at - à 02:00 PM** **on - le 2015-11-17**	**Time Zone** **Fuseau horaire** Atlantic Daylight Saving Time ADT
F.O.B. - F.A.B. **Plant-Usine:** ☐ **Destination:** ☑ **Other-Autre:** ☐	
Address Enquiries to: - Adresser toutes questions à: Chinye (PWA), Chukwudi	**Buyer Id - Id de l'acheteur** pwa122
Telephone No. - N° de téléphone (902) 496-5476 ( )	**FAX No. - N° de FAX** (902) 496-5016
Destination - of Goods, Services, and Construction: **Destination - des biens, services et construction:**	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	**Delivery Offered - Livraison proposée**
Vendor/Firm Name and Address **Raison sociale et adresse du fournisseur/de l'entrepreneur** **Telephone No. - N° de téléphone** **Facsimile No. - N° de télécopieur**	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) **Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)** **Signature** **Date**	

Canada

PWASolicitation No. - N° de l'invitation	Amd. No. - N° de la modif.	Buyer ID - Id de l'acheteur
EB144-161214/001/PWA	Amd004	pwa122
Client Ref. No. - N° de réf. du client	File No. - N° du dossier	CCC No./N° CCC - FMS No./N° VME
EB144-12-1214	PWA-5-74100	

Due to the technical nature of amendment 004, this amendment will be available in English ONLY.

Amendment 004 is raised to answer the following questions:

Question1: Is there a suggested method of supporting the ramp when the existing hydraulic winches are removed? Or is the ramp supported on its own in the lowest position?

Answer to Question 1: The bridge deck support structure is supported by the counterweights or the hang bar locking mechanism. The counterweights system is not lockable so the bridge deck may not be used as a construction platform during the replacement of the hang bar locking mechanism. The counterweight beam will need to be temporarily supported from underneath down to the abutment to stabilize it and avoid the bridge deck lowering beyond the travel extents of the original design. These extents are indicated on drawing S1 under the design load notes. We envisioned that the hang bar and hang bar hinge assembly on the winch lift beam would be replaced prior to installing the new winch to lock the bridge deck during winch installation. The intent was that the counterweights would support the deck during replacement of the winch support beams and hang bar assembly. These would be replaced from the ground adjacent to the winch support structure not using the bridge deck as a construction platform. Once the hang bar and hang bar hinge assembly are in place the winch lift beam may be locked in place by the new hang bar.

Question 2: In order to remove the counterweights to install the new guide rails and threaded rods, the counterweights will need to be removed. This will involve lifting the counterweights through the top of the Lifting Tower. Is it ok to remove the existing counterweight pulleys to accomplish this, and then re-install the pulleys after completion?

Answer to Question 2: It is permitted to remove the counterweight pulleys to remove the counterweights through the top of the lifting tower. At this point the bridge deck should be locked in place with the new hang bar assembly. The pulleys should be inspected for corrosion or damage prior to re-installation. Alternatively, we considered a construction Live Load of 2.4 kPa in the design of the hang bar assembly. In the installation of the original counterweights a hydraulic jig or platform was constructed under the counterweights. This was used to lower the counterweights as they were progressively installed. A similar configuration could be used to raise the counterweights during removal. We had assumed that the counterweights would be removed from the bridge deck side in segments so as not to over stress the new hang bar or bridge deck.

All Other Terms and Conditions Remain the Same