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Public Works and Government Services Canada
ATB Place North Tower
10025 Jasper Ave./10025 ave. Jasper
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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
Public Works and Government Services Canada
ATB Place North Tower
10025 Jasper Ave./10025 ave Jasper
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Edmonton
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T5J 1S6

Title - Sujet Norman Wells Wharf Repair	
Solicitation No. - N° de l'invitation EP922-172291/A	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client DFO EP922-172291	Date 2017-02-08
GETS Reference No. - N° de référence de SEAG PW-\$PWU-023-10950	
File No. - N° de dossier PWU-6-39280 (023)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-02-23	
Time Zone Fuseau horaire Mountain Standard Time MST	
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Taylor (RPC), Ian	Buyer Id - Id de l'acheteur pwu023
Telephone No. - N° de téléphone (780) 566-9487 ()	FAX No. - N° de FAX (780) 497-3510
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

This solicitation amendment has been raised to answer questions received and to extend the solicitation period

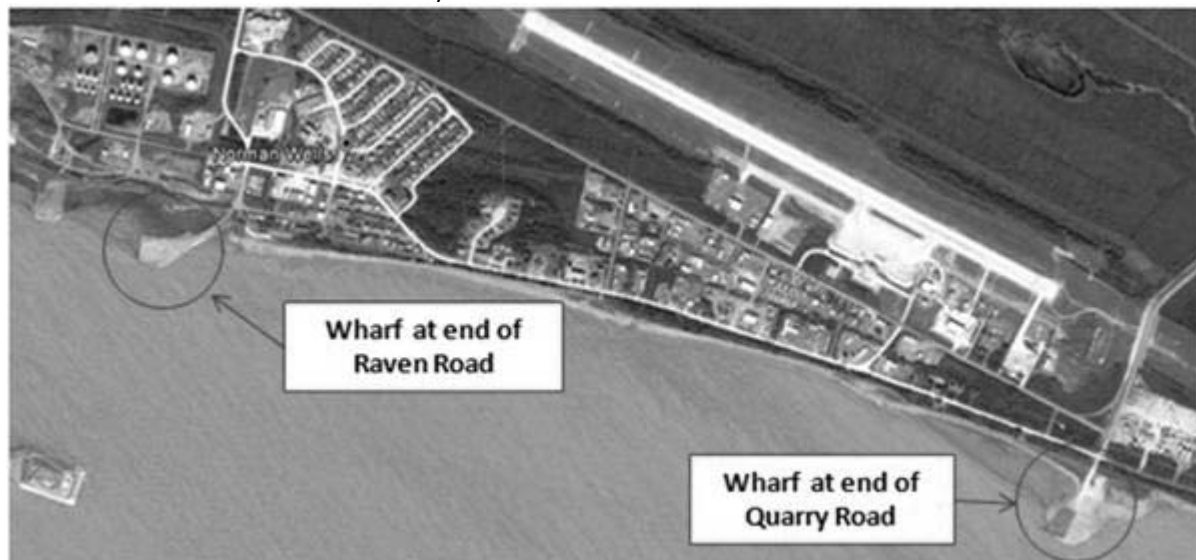
REVISED CLOSING DATE OF:

02:00 PM on 2017-02-23

Question

Answer

1. After reviewing the RFP and Amendments 1 and 2, we are still unclear about what's the location of the wharf. Could you please indicate which one of the two wharfs described below (and shown in the image) is the object of this proposal?
 - Wharf at end of Raven Road
 - Wharf at end of Quarry Road



- A. Please see Amendment 002 for clarification. Wharf at end of Quarry Road is the object of this project.
2. After reviewing the RFP and Amendment 1, it is our understanding that the existing information noted in TOR 1.7.1 pertains to two different wharfs. The table below summarizes our understanding of the existing information. Could you please confirm or amend the table below so that it becomes clear what existing information is relevant to the wharf object of this proposal.

Existing Information as per TOR 1.7.1	Pertains to Wharf
1. Statement of Work (SOW) Norman Wells Wharf Repairs (20160822)	Wharf at end of Quarry Road
2. Norman Wells CCG Wharf Structure Condition Report including:	
1. Structure Condition Report by M. Liang/ G. Reichhardt, July 28-29, 2015 including:	

1. General Site Area Existing Conditions Topography and Earthwork Structures.	Wharf at end of Quarry Road
2. Wharf Area Site Existing Conditions Topography and Sheet Pile Structure.	Wharf at end of Quarry Road
3. Wharf Area Site Existing Sheet Pile Profiles.	Wharf at end of Quarry Road
2. Plan and Description Drawing, March 18, 1991.	Wharf at end of Quarry Road
3. Canadian Land Survey Records No. 5870 February, 1974, Lot No. 147 LTO no. 893, NWT No. 125.	Wharf at end of Quarry Road
4. Government of Northwest Territories, DF Wharf in Norman Wells, NT, Inspection Report and Rehabilitation Strategies, prepared by AECOM, February 6, 2009.	Wharf at end of Quarry Road

3. The project schedule provided in TOR 1.5 shows construction occurring in the summer months of 2017. However, several activities included in the preliminary design service (TOR 2.3.2) are better performed during the summer months as opposed to early 2017, when winter conditions exist. For example, the underwater condition of the wharf and adjacent sedimentation areas may not be investigated if the river is frozen. Similarly, a comprehensive assessment of the condition of the sheet pile wall may not be completed if the river is frozen and there is accumulation of snow (intrusive inspection to assess the condition of tie rods and deadmen would require excavation, the walers appear to be installed about 2m below the surface, etc.). Please confirm the project schedule.
 - A. We believe this type of inspection can best be done when the river is frozen by drilling holes through the ice to determine the extent of infilling. A visual inspection will not likely yield any information below water due to the dark colour of the water. Also, the structure condition report should contain sufficient information on the condition of the ssp. The report suggests removing and replacing the top 2m of ssp so it is assumed the existing tie rods, walers will be replaced. The condition of the deadman anchors will have to be determined after excavation. It is assumed that these are sections of ssp and should be in good condition. It may be possible to excavate the deadman anchors if the location is known but we don't believe our drawings show these locations.
4. The project requirements listed in TOR 1.2.4, include a number of design vehicles, some of which may exceed the original design loadings for the wall (according to included Drawing "Plan and Description" March 18, 1991). The existing walls will also have some section loss since installation. We assume that a load rating of the walls will be required to assess capacity. However, we understand that the intent of this project is to repair the wharf, not to upgrade or replace the wharf to accommodate increased loads. Please confirm.
 - A. We do not want to upgrade the wharf for increased loads. Load limits will be based on the recommended limits for the structure after repairs are complete.
5. TOR 1.2. indicates that river sedimentation needs investigation to ensure adequate water depth for vessels. We understand this requirement as to potentially having to delineate a dredge area adjacent to the wharf to ensure adequate depth for vessels. We understand that a study and modeling of river sediment transport and deposition is not required. Please confirm scope for sedimentation.
 - A. We want the buildup of sediment removed to allow safe berthing of vessels. The area around the structure is prone to infilling and routine dredging is normal. The area was last dredged in 2014. No study and modelling required.

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6. We understand the selected consultant will be responsible to consider potential environmental impacts and mitigation measures when formulating infrastructure proposals (as per TOR 2.3.2), but will not be responsible for environmental assessment, consultation or permitting. Please confirm scope for environmental.
- A. Environmental Assessment has been completed and application for a water license will be obtained by departmental representative prior to construction. Construction contractor will be responsible for getting permits from the town of Norman Wells for transporting materials over municipal roads, disposal of demolished materials and dredge spoils.
7. According to TOR 1.4.1, the prime consultant will provide a team including: Structural engineer, marine engineer, environmental specialist, geotechnical engineer, schedule management specialist, risk management specialist, waste management specialist and quantity surveyor with marine works experience. However, according to SER 3.1.2, the consultant team must include: professional civil engineer with experience in wharf construction, structural engineer, mechanical engineer, electrical engineer, commissioning specialist, cost estimating specialist and architect.
- A) Please confirm the requested project team.
- B) For the requested project team, please also confirm which roles should be listed under the "proponent" section (achievements to be included in SRE 3.2.1), and which roles should be listed as "Sub-Consultants/Specialists" (achievements to be included in SRE 3.2.2)?
- A. The team required for the project is identified in TOR. The project team being evaluated and roles is listed in the SRE.
8. Last bullet point in SRE 2.1 reads " the order of the proposals should follow the order established in the Request for Proposal SRE section". We assume this should continue reading "...section 3.2", please confirm.
- A. Proposal should follow the order established in the entire SRE, not only one section.
9. Is there text missing related to Item .2 in Section 2.3.3?
- A. Article 2.3.3.2 is to read; Draft Preliminary Engineering Report documenting the Scope and Activities identified above, in Article 2.3.2. Also refer to GP&S article 2.6, Technical Reports.
10. Does any geotechnical information exist for the site (or nearby sites)?
- A. We are not aware of any geotechnical reports. We assume they are asking this question in relation to driving the sheet pile. As there is already ssp there we believe it safe to assume that the ground material is conducive to driving ssp. We will not be requiring a geotechnical report. Geotechnical drilling and material sampling for dredging purpose at Norman Wells wharf for the Department of Transportation, Government of the Northwest Territories was done in 2011. This report is not included.
11. Is there any document that identifies the total length of the steel sheet piles installed?
- A. Not that we are aware of.
12. Has there ever been a bathymetric survey at the site, if so when and is there data available?
- A. Not that we are aware of. This is not required as dredging is routine at this location. We just need to ensure that there is enough water depth to berth the vessels using the site.
13. Is the scope of rebuild/repair of the Wharf sheet pile and uplands to lengths illustrated in the "Norman Wells, N.W.T Wharf - Plan & Description" Drawing, therefore 62.5m (west face) and 61.0m (south face), or according to the latest survey drawings provided which show the lengths a approximately 39.0m (west face) and 63.0m (south face)

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- A. The wharf is to be repaired to original dimensions 62.5 (west Face) 61.0 (South Face) 13.1 (East Face)
14. As detailed on “Norman Wells, N.W.T Wharf – Plan and Description” the wharf was designed for a maximum wheel load of 10,000kg, MS250-77. This load is lower than the load of the heavy equipment in the project requirements. Is there an expectation that the rebuilt/repared wharf design capacity must increase to accommodate the heavier loading.
- A. Loads to be as per original construction, load restrictions will be placed as necessary.

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15. As per APPENDIX A- Team Identification, Mechanical and Electrical Engineer are listed under Key Team Members. Could you please clarify what engineering expertise and services are required from electrical/mechanical engineers for this project.
- A. None, that we are aware of.
16. Are vessels as specifies in section 1.2.4 OWNER PROJECT REQUIREMENTS are being currently service at the Norman Wells Wharf or the wharf needs to be adjusted to accommodate specified vessels.
- A. The wharf is to be designed to accommodate CCG vessels as the primary users. All other vessels will be accommodated as capacity allows. All of these vehicles are currently being served and no adjustments are needed to the wharf
17. On the Appendix C – Price Proposal Form, the fixed fees are broken down differently than under the Terms of Reference, Required Services. Although the two lists generally correspond, there are some minor differences such as Cost Estimating Services on the Price Proposal Form versus Post-Construction Services in the TOR. Should the Price Proposal form be submitted with the fees broken down as it is currently indicated, or should it be modified to correspond with the main service categories given in the TOR?
- A. Provide the price proposal in accordance with Appendix C.
18. In the Terms of Reference for the Construction Documentation Service, please confirm the PWGSC would like to review the design at the 50%, 90%, and 100% completion stages. The TOR mentions in various clauses other completion stages such as 66% and 99% and thus is somewhat inconsistent. TOR?
- B. Include submissions for the Preliminary design as per TOR 2.3.3 and 50%, 99% and 100% construction documents.
19. TOR Clauses 1.2.5.4 and 1.3.2 Environmental/Sustainable Development – RFP refers to independent EA by DFO, and consultant is required to have an environmental specialist. What level of coordination is required between Consultant and DFO? Also, is consultant responsible to secure permits & approvals?
- A. DFO is providing all environmental approvals . Remove the requirement for an environmental specialist.
20. TOR Section 1.5 Schedule – given that contract award will be 1.5 to 2 months behind that envisioned in the RFP, does PWGSC still intend to complete design and construction this year?
- A. Construction must start this coming summer and be substantially completed by October 31, 2017.
21. TOR Section 1.6 Cost – what is basis of the \$1.17M estimate?
- A. Based on allocated budget for the project. I don't have any information on how this was decided, I assume it is based on the structure condition report and past projects of a similar nature.
22. TOR Section 1.7 Existing Documentation – can PWGSC provide any information/data on site topography/bathymetry, river hydraulics (water levels and flows), ice climatology (ice thickness, strength, floe sizes, photos)?
- A. All information that we have has been provided. Suggest successful bidder get in touch with the town of Norman Wells to discuss local conditions.

All other terms and conditions of the Request for Proposal remain unchanged.