

QUESTIONS & ANSWERS

- Q1 Can you please clarify that the intent of the granular surfacing for Scenario "A" stations 0+144.4 to 0+384.8 is to install 520 mm of new granular A material to the elevations shown as per section 40 on drawing no. MA-11 .(ie you have to excavate & dispose of all existing material to get to the appropriate subgrade prior to installation of the new granular material) Not as shown on section 9 & 10 on drawing MA-11 which shows only a modest removal & a thin layer of granular . Similarly on stations 0+000 to 0+144.4 you must remove and dispose of all existing material to get to the appropriate subgrade for installation of granular & asphalt.
- A1 For clarification it is presumed that the questioner is referring to granular layer shown in section 40 on MA-11 and the apparent thinner layers of granular depicted in Sections 9 and 10 on MA-05 rather than MA-11 as was stated. For interpretation largest scale shall govern, so in this case Sections 39 and 40 on MA-11 govern. Excavation and disposal will be necessary to achieve the New Granular "A" Base
- Q2 Please specify the size of the new (imported) tire fenders.
- A2 New tires shall be 1700 to 1600 mm diameter and 450 mm wide tractor tires. Tires to used or new, with beads, chord body and tread plies intact; no wear below outer plies; no injuries to tread or sidewalls greater than 100 mm long or wide and no more than two injuries in tread or sidewall and no more than a total of four injuries for each tire; minimum 28 ply rating; sizes as shown. Departmental Representative is to inspect tires for approval prior to use in the work. Provide at least 48 hours notice prior to inspection.
- Q3 Please indicate the approx. depth of the existing cast iron waterline on the south end of the job site.
- A3 Top of the existing top of pipe is approximately -3.36 m relative to chart datum.
- Q4 Please provide the detail of existing pipe crossings with the new SSP wall.
- A4 No details are provided. Once the locations and elevations of the pipes are confirmed during construction by the successful contractor, then a safe toe elevation and number of affected sheets shall be determined.
- Q5 Shows a new 200-A service overhead to dock area. At the present time there is a 200-A underground service to that location with fairly new equipment. Is this ex. Service being removed and replaced with a overhead one with new equipment.
- A5 The underground service is not being replaced by an overhead service. The underground service is to remain.
- Q6 I don't understand the work scope for the electrical for the tender A and B what scope of work is included in each one and where does it get broken out to on the tender form?
- A6 In Scenario A, **Amendment 003**, there are a total of 6 power pedestals to be removed complete with wiring, conduits and concrete foundations. The wiring is to be salvaged along with the power pedestals for reinstallation. The three pedestals located with Stations 0+000 EP and 0+131.5 EP shall be reinstalled on new concrete foundation at their current locations and stations along with salvaged wiring in new conduits within the same station limits. From Station 0+131.5 EP to Station 0+268.95 EP the power pedestal shall be reinstalled on new concrete foundations that are to be located between the existing and new steel sheet pile walls. The salvaged wiring is to be run in new conduits and junction boxes as required. New wiring will be required to shift the alignment of the power pedestals from their current alignment behind the existing steel sheet pile wall to the new alignment in between the existing steel sheet pile wall and the new steel sheet pile wall. This work is included in the Unit Price Table, Item 2, Electrical Power Pedestal Removal and the Method of Measurement clause found in Specification Section 02 41 14.

In Scenario B, there are a total of 6 power pedestals to be removed complete with wiring, conduits and concrete foundations. The wiring is to be salvaged along with the power pedestals for reinstallation. All 6 power pedestals located within Stations 0+000 EP and 0+268.95 EP shall be reinstalled on new concrete foundation that are to be located between the existing and new steel sheet pile walls. The salvaged wiring is to be run in new conduits and junction boxes as required. New wiring will be required to shift the alignment of the power pedestals from their

current alignment in behind the existing steel sheet pile wall to the new alignment in between the existing steel sheet pile wall and the new steel sheet pile wall. This work is included in the Unit Price Table, Item 2, Electrical Power Pedestal Removal and the method of measurement clause found in Specification Section 02 41 14.

- Q7 I looked at the existing pedestals on-site, that I believe are being reused in the new configuration is this correct?
- A7 There are 6 existing power pedestals on site that are to be salvaged for reinstallation. Their symbol is indicated in the legend and they are show on drawing MA-02.
- Q8 Can you clarify the parapet wall in scenario A in the tender document it calls for 13.0 m. There is no detail for a parapet wall in the scenario A section of work.
- A8 The parapet details are shown on details 23, 24 and 25 on Drawing MA-08 and will be limited to Stations 0+131.5 to 0+144.4 for Scenario A.
- Q9 For electrical portion of the scenario A only please confirm that no new trenching, new conduits or any other electrical related work is required along area B.
- A9 Under **Amendment 003**, electrical work will be required in Area B for Scenario A.
- Q10 On drawing MA-02 at approx. station 0+120 shows Existing concrete pad and bin to be removed and replaced as specified. I do not see on the drawings on the spec's where the location that it is supposed to be replaced.
- A10 Neither the concrete pad or bin requires replacement. The bin is to be or has been removed by the Wheatley Harbour Authority. It will be the responsibility of the contractor to remove the concrete pad and ramp.
- Q11 Under the supplementary conditions SC-02), 2 b) it calls for 6 years beyond the date of Substantial performance. Please confirm this time frame.
- A11 It is part of the Terms and Conditions.
- Q12 What is the detail for the paving work on scenario "A" from station 0+000 to 0+144.4 ? The existing conditions have a grass/granular strip between the edge of the paving and the exiting cope wall . Is the intent to copy this or bring the paving right to the concrete coping . If the strip is to exist then the electrical power pedestals & power supply could remain on this part (ie tender item # 2 would be 3 power pedestals to remove not 6) please clarify . Scenario B will be as shown due to the new concrete coping .
- A12 The intent is to bring the paving to the edge of the existing concrete cope wall between Stations 0+000 and 0+131.5 and to the new concrete cope wall/parapet between Stations 0+131.5 and 0+144.4. The paving details will remain the same as shown Section 39 on Drawing MA-11 with the exception that the paving will be up to the existing concrete parapet where the parapet is to remain. Six power pedestals and associated work will be required in Scenario A as revised in **Amendment 003**.
- Q13 Regarding revised drawings posted. Usually engineer will circle the changes on the revisions. For some large scale drawings like MA 11 it is easy to spot the change but not for MA-04. Can the changes be marked on the revised drawings?
- A13 The drawings will not be reissued. To assist the following revisions were made:
MA-00, new water level chart
MA-04, ladder types added at ladder locations and new note added
MA-06, double wale bolts shown consistently throughout
MA-11, concrete parapet limits revised to reflect detail 23 on MA-05
- Q14 Due to delays with drawings and high volume of estimating at the moment can the closing date be moved to Wednesday August 16?
- A14 The tender close has been moved to Thursday, August 17, 2017

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