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PWGSC/TPSGC Acquisitions Bid
Receiving/Réception des Soumissions
The Cambridge Building
3 Queen Street/3, rue Queen
Charlottetown
Prince Edward Island
C1A 4A2
Bid Fax: (902) 566-7514

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

All enquiries are to be submitted in writing to the Contracting Authority, Crystal Bysterveldt, either by facsimile or by e-mail at:
crystal.bysterveldt@pwgsc.gc.ca.

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
The Cambridge Building
3 Queen Street/3 rue, Queen
PO Box 1268/CP 1268
Charlottetown
Prince Ed
C1A 4A2

Title - Sujet Dragage du Bassin et reconstructio	
Solicitation No. - N° de l'invitation ED001-191294/A	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client R.100721.001	Date 2018-08-31
GETS Reference No. - N° de référence de SEAG PW-\$PWC-024-4336	
File No. - N° de dossier PWC-8-41025 (024)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-09-06	Time Zone Fuseau horaire Atlantic Daylight Saving Time ADT
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Bysterveldt (PWC), Crystal	Buyer Id - Id de l'acheteur pwc024
Telephone No. - N° de téléphone (902) 940-7122 ()	FAX No. - N° de FAX (902) 566-7514
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

Cette modification à l'invitation numéro un (1) est soumise pour inclure l'addenda numéro 1 suivant.

La modification qui suit apportée aux documents de soumission entre en vigueur dès maintenant. L'addenda fera partie des documents de contrat.

Toutes autres conditions ne changent pas.

Addenda numéro 1.

1. Questions et Réponses

Q1. What is the expectation in regards to removing existing rock that is scattered across the beach: Are we simply to relocate the ones that are visible or are we expected to sift through the entire beach area to find rocks?

R1. The Contractor is expected to excavate and retrieve any rock that is found within the excavation limits, shown on the typical sections. As per Section 35 00 10, Paragraph 3.1.3 "Retrieve any other obvious pieces of rubble from the beach." Rubble buried in the beach was not intended to be retrieved, unless it is within the excavation limits, or is found as part of the beach restoration.

Q2. After visiting the site, we do not believe that there is enough rock on site to construct the typical dune reconstruction as per the details on the drawings. Are we simply to use what is there or to import more rock? If material has to be brought into site will it be an extra to the contract?

R2. The Contractor is to use what protection (pieces of concrete, rock) is salvaged, and configure the rock to the shape indicated on the cross section. If there is significant less rubble retrieved, then the cross section of the rock will be revised to reflect the amount of rubble retrieved. No new rock or rubble is proposed under this contract.

Q3. The dune area will have to be prepared prior to starting the dredging operations. Should the geotechnical report be wrong and there ends up being much less sand than expected and much more unsuitable material (Not suitable to place on dunes: e.g.: organic deposited sediment) where would this surplus unsuitable material go as it would exceed the volume of the on-site contaminated cell? What happens with the dune area if there is not enough dredged sand to fill in the void, will material have to be imported to site, and if so will this be an extra to the contract?

R3. Quantities and sediment quality are based upon the most recent soundings and recent sediment quality studies, and the design is based on all dredged materials being incorporated into the reconstructed dune. Should the Contractor encounter soil conditions different from what is described, or quantities change from what has been planned, the Contract can be modified as per Contract Documents, GC6, Delays and Changes to Work, and prices and new items negotiated to

deal with the change. The Departmental Representative reminds the Contractor the priority area of the work is the severely damaged section of the dune as described on Drawing M2 of M4.

Q4. As dredged material gets pumped, the water will make its way back to the ocean. Is there any requirement for silt fence or treatment of this water before it returns to the ocean?

R4. The unlined trench or bund allows for water to filter through the berms and beach to return to the ocean. The process depends upon the pump rate and duration of pumping. The Contractor is advised to refer to Specification Section 30 00 10 Paragraph 3.2.6.1 "If hydraulic dredging, the Contractor is to contain dredged materials, and ensure the trench is sufficient size to accommodate the dredged material and water, and may have to limit dredging to allow sediment to decant, or have alternative trenches to infill." Also, refer to Note M2 or M4 advising the Contractor that "the trench configuration may need to be modified based on equipment", and this is to be done within reason.

Q5. Once the commercial lobster season closes will there continue to be boat traffic in and out of the harbour or will it be restricted during the time required for the dredging to be carried out? (In the General Conditions Sec 1.11 it does mention Boat Traffic but does not specify, 1.11.1.7)

R5. Boat traffic reduces after the lobster season ends October 10, 2018, but it is expected a few boats (two or three) fishing late season crab or other fisheries. Regardless of activity, navigation in and out of the harbour is to be maintained until freeze up.

Q6. Our intended dredge runs on a cable system, can the cabling be attached to the wharf structure?

R6. Cabling cannot be attached to the wharf. Concrete blocks, within wharf load limits, can be placed one metre from the edge of the wharf.

Q7. Is a crane permitted to travel on the wharf as to place our dredge in and remove once completed? (In the General Conditions Sec 1..11 is does mention load limits are unknown but does not specify if access is restricted, 1.11.1.6)

R7. The Contractor is advised that the wharf structures are designed MS200 loading, but at deteriorated wharf structures, the safe loading can be less. Approval to access and load the wharf (to install equipment, or to load trucks), will require the Contractor to complete an engineering assessment of the activity and structure intended to be used. The Contractor is advised there are overhead wires on the structure that may further limit these activities at the wharf face.

Solicitation No. - N° de l'invitation
ED001-191294/A

Amd. No. - N° de la modif.

Buyer ID - Id de l'acheteur
001 PWC024

Client Ref. No. - N° de réf. du client
R.100721.001

File No. - N° du dossier
PEI-8-41025

CCC No./N° CCC - FMS No./N° VME

Q8. Can dredge pipeline be run over wharf, i.e. in shortest direct path to dune?

R8. The pipeline can be placed on the wharf if within wharf load limit, or floated thru Miminegash Pond, and shortest distance will be considered the ideal alignment, but a reminder to the Contractor that access to private buildings must also be considered. The arrangement of the pipeline and trucking route will be reviewed by the Harbour Authority.