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B3J 1T3
Bid Fax: (902) 496-5016

**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
Atlantic Region Acquisitions/Région de l'Atlantique
Acquisitions
1713 Bedford Row
Halifax, N.S./Halifax, (N.E.)
Halifax
Nova Scot
B3J 1T3

Title - Sujet Digby-Marshalling Yard Improvements	
Solicitation No. - N° de l'invitation EB144-200950/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client EB144-20-0950	Date 2019-08-22
GETS Reference No. - N° de référence de SEAG PW-\$PWA-405-5912	
File No. - N° de dossier PWA-9-82043 (405)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-08-30	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: Kendell (PWA), Byron	Buyer Id - Id de l'acheteur pwa405
Telephone No. - N° de téléphone (902) 497-5345 ()	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

Amendment 002 is raised to extend the closing date until 30 August 2019 at 2:00 pm ADT and provide answers to questions.

- Could you please confirm the thickness of the existing asphalt? Are we to assume that our milling depth will take us all the way through the existing asphalt into the base gravels or should we assume that after milling the required thickness, we will still be in asphalt? There are significant cost implications for the milling treatment 1 areas due to the fact that grading will be required if the milling depth goes through to the base gravels vs only milling partial asphalt depth. Could you please clarify?

The asphalt thickness has been observed to vary between 0.10 m to 0.15 m throughout the site. The asphalt removal depth for the Asphalt Surface Restoration area is 0.10 m and is anticipated to penetrate through the asphalt in some areas.

- At the site meeting, the representative from Bay Ferries brought up that there would be a period of time coming up where the ship would be in drydock and there would be no traffic at the site. Could you please confirm when this will be and for how long?

The ferry is scheduled to be in dry dock and will not be operation during the period of October 21, 2019 to November 1, 2019.

- Will the Type 2 gravels under the concrete trailer pads be paid under the granular sub-base item?

The Type 2 gravels under the concrete jack pads will be paid under the Granular Sub-Base quantity.

- The specifications detail requirements for a department rep's site trailer complete with power, phone, and internet. There appears to be no location on this site where a trailer could be set that will not be disturbed by the work of this contract. With this in mind, will the site trailer be necessary for this contract? If so, could you please provide a location where the trailer could be placed and where we can connect to existing site power, phone, and internet?

The site trailer is required and will be situated on the existing asphalt surface. The Contractor will be required to coordinate with the Operator to determine the exact location of the trailer. The relocation of the trailer during paving activities will be required to be incorporated into the Contractor's sequencing plan.

- The specifications indicate that a material transfer vehicle is required for transferring asphalt from trucks to the pavers; however there are also other references in the spec to dumping directly into the paver. Generally, a material transfer vehicle would not be used for a project like this. Could you please confirm if this will be required on this contract?

A material transfer vehicle is required.

- Will the items currently situated on the asphalt surface be moved?

The Contractor will be required to coordinate with the Operator for the movement of items currently located on top of the existing asphalt surface and incorporate this into the Contractor's sequencing plan.

- Detail 4/C06 is a joint strap detail. There doesn't appear to be any other detail on this either in the drawings or the spec section on Pipe Culverts. This seems pretty atypical and we actually haven't run into this before. I've also spoken with our concrete pipe supplier and they've never seen this before either. Could you please confirm if this will actually be required and, if so, provide further detail. I.e: anchoring details and strap material. Also, there is a note on this detail that says "1/2 piece at outlet". Please clarify what is meant by this

The joint straps are required for the last three joints at the outlet end of the pipes. They would also be required for any half sized pipe segments, if proposed. The specifications for a typical joint strap would include 6 mm thick stainless steel or aluminum flat bar as per the dimensions on the drawing. The connection would typically consist of a 26 mm diameter hole and associated washer and bolt at each end of the joint strap.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.