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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  
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**Issuing Office - Bureau de distribution**  
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<b>Title - Sujet</b> Crane Inspections and Repairs	
<b>Solicitation No. - N° de l'invitation</b> ET858-210482/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> PSPC-ET858-210482	<b>Date</b> 2020-09-11
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$CAL-142-7088	
<b>File No. - N° de dossier</b> CAL-0-43018 (142)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-09-22</b>	<b>Time Zone Fuseau horaire</b> Mountain Daylight Saving Time MDT
<b>F.O.B. - F.A.B.</b>	
<b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Blake, Luke J.	<b>Buyer Id - Id de l'acheteur</b> cal142
<b>Telephone No. - N° de téléphone</b> (403) 613-0725 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:</b>	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

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<b>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)</b>	
<b>Signature</b>	<b>Date</b>

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**This amendment is raised to answer the following questions from industry:**

**Q1: Activity 3 requires a firm price for our engineer to submit signed certificates. Our engineer is requesting that we receive a copy of the latest certificate report as they will be already designed. To redo (design) these reports and certify from scratch will be costly.**

A1: We have never had this done before, so there are no previous copies.

**Q2: Regarding Activity 5 Oil Sampling, please forward the last oil analysis reports. This will indicate if there were any marginal issues that would lead us to a better understanding of the equipment requirements.**

A2: Only the main and auxiliary frame cranes have regular oil tests. The main frame crane just had the oil changed recently, after about 18 months in service. The auxiliary frame crane will have its oil changed within the next few weeks. It is used less often and the oil lasts longer. The other hydraulic cranes have not had regular oil sampling. We will provide copies of the oil testing reports to the Contractor for reference after Award. In addition, the two overhead cranes on the operations deck receive a brief inspection annually by the supplier; these reports will also be provided to the Contractor.

**Q3: In the SOW section A2.4.2.3 FRAME CRANES KNOWN WORK, regarding item 3, about most chain guides are seized etc.**

**(a) How many chain guides are there?**

**(b) The chain guides look to be mounted to the underside of the platform. What is the safe means of accessing them?**

A3:

(a) There are 23 chain guides in each span except last which has 21 (the fish ladder takes the place of last double-frame which would have had 2 guides). This gives a total of 136 chain guides.

(b) Yes, the chain guides are mounted to the underside of the platform. The best access is from the crawl space under the deck or from the top of the frames when these are in the stored ("up") position. This crawl space is visible under the frame crane in Figure 4 of the SOW, but also please see drawing and pictures attached.

**Q4: In the SOW section A2.4.2.3, regarding item 6 for the frame crane's crane rails, the defect where the wheels are not in full contact and require shimming of the rails etc.**

**(a) How long is the crane rail?**

**(b) What is the profile of the crane rail, and the length of the individual sections thereof?**

**(c) How many rail clips are there per section?**

A4:

(a) The crane rail runs pretty much the full length of the deck, i.e. approximately 864 feet, plus about 30 feet within in the shed.

(b) The rail has the following rolling mark on the web: "30 40 |S|1994". The individual sections thereof are 20 and 30 feet (varies). The rails are joined by fishplates (a.k.a. splice bar, a.k.a. joint bar) with 3 bolts per end.

(c) The number of rail clips per section varies. The rail clips come in clusters of 4, located generally near each of the chain guides and at the ends of sections. It seems to be anywhere from 3 to 6 sets of clips per rail section. The slight turn in the track near the shed has 3 sets. As of 10 September, most clips are in place though a few seem loose.

**Q5: In the SOW, sections A2.4.4, A2.4.5, A2.4.6 for the three overhead cranes, the issued photographs do not show any maintenance access ladders or frames. Confirm that Contractor must supply scaffolding and ladders?**

A5: The easiest access to the overhead cranes on the dam's operating deck is from the roof of the centre deck shed. This roof is just visible at the bottom of Figure 24 and is the location from which the photos of Figure 27, 28, 32, and 33 were taken. The Contractor will indeed have to provide method of access to that roof as well as to the overhead crane in the carpentry shop.

**Q6: With respect to the work of Activity 2, ACTIVITY 2 - Inspections, Maintenance, and Reports: Given that we have not had a site visit, it is most difficult to price the "known work" repairs (ref. SOW A2.4.2.3 *Known Problems*, and similar for the other cranes). Can these repairs be done as "unscheduled work", though the Task Authorization process? That way we can plan access to inspect the work and work site can then create a safe and cost effective work plan for each individual repair.**

A6: Thank you for the question. Indeed, it was always the intent and my apologies that this was not clear. Activity 2 does include troubleshooting of defects discovered during inspections, because the Contractor will be there already and it saves a second trip. But Activity 2 does not include any repairs. All repairs will be done through Activity 7, which is all "unscheduled work" done via Task Authorization.

My intent with giving each crane's "known problems" in the SOW was to give Bidders an idea of the scope of problems that could be encountered, and as full disclosure of existing conditions. Each of those defects will indeed require its own Task Authorization, or possibly two Task Authorizations: in that case, the first TA would be for extended troubleshooting, additional testing and opening-up, etc. as needed to develop a cost estimate for repair, and the second TA would be to purchase parts and materials, hire subcontractors, rent equipment, etc. as necessary to effect the actual repair. Actually, the two-TA approach happens fairly often with the other maintenance contracts we have for our other dams.

I probably should have picked a better name, like "current problems" or something; using the word "known" in "known problems" does indeed lend itself to confusion with "Known Work" in the Financial Bid Presentation Sheet.

## **IMAGES**



*Figure 1: Pulley (chain guide) for frame crane. /// Poulie (guide de chaîne) pour la grue à cadres.*



Figure 2 : Pulley (chain guide) for frame crane. // Poulie (guide de chaîne) pour la grue à cadres



*Figure 3 : Crawlspace under operations deck /// Galerie technique sous le tablier opérationnel*



*Figure 4: Operating deck showing crane rails for frame crane // // Tablier opérationnel montrant le rail de grue pour la grue à cadres*

