

## QUESTIONS AND ANSWERS

- Q1. If T&Cs deviations are made, will we be disqualified or will Public Works be open to consider such deviation.
- R1. All terms and conditions must be met when submitting a bid, as per SI01...  
Submission of a bid constitutes acknowledgement that the Bidder has read and agrees to be bound by these documents.
- Q2. Please clarify the procedure for submitting a Value Added Proposal (VAP) with our bid.
- R2. As per SC03 VALUE ADDED PROPOSALS (VAP)  
PWGSC may accept "value added proposals" (VAPs) from the Contractor after award of contract through the duration of the contract (as specified in the Bid and Acceptance of the tender document). Not required at time of bidding.
- Q3. Could you please confirm if we need to buy the RFQ, in order that our proposal will be accepted ?  
Or this is not mandatory.
- R3. The tender document is available on the Government Tendering System Buy and Sell at:  
[www.buyandsell.gc.ca](http://www.buyandsell.gc.ca) at no charge.
- Q4. Will an extension to the bid closing be granted to October 6, 2020.
- R4. Yes, please refer to front page of solicitation amendment.
- Q5. In these Contract Documents (CD), it is specified that the GC1 General Provisions R2810D are the ones that will apply. If you look into *Subsection 5.N, Clause N0001C - Limitation of Contractor's Liability for Damages to Canada*, it appears that we can propose a limit to our liability and still be bound to the contractual documents as required in your first response.  
Therefore, referring to the above, could you confirm that our understanding is correct and that this *N0001C* clause will be included in the contract documents with the amount to be inserted in article 2 being equal to the value of the contract?
- R5. Subsection 5N Clause N0001C – Limitation of Contractor's Liability for Damages to Canada, is not applicable to this tender. Refer to R2810D article GC1.6 and 1.7 applies to this tender, with no deviations.
- Q6. Will Public Works accept AWS as an equivalent to CWB?
- R6. PSPC will not accept AWS as an equivalent to CWB.
- Q7. Can we move the MCC closer to the pedestrian guardrail (downstream)?
- R7. The MCC must stay on the mechanical bridge deck. The cabinet doors open downstream so the MCC cannot be placed too close to the pedestrian guiderail as the opening of the cabinets would be compromised.
- Q8. Can we move the MCC closer to the pier left/right?
- R8. The MCC can move left/right to some degree, however care must be taken to allow access to the drums, shafts and motor housing for maintenance. The MCC must be kept as compact as possible.
- Q9. The hoist presented concept with parallel shaft and worm gear is most expensive than worm gear, bevel gear and planetary gears. Can we present a 3 gears in line concept?
- R9. The drawings depict a concept design, as such there is some flexibility to the hoist system, provided the hoist has two braking systems (worm drive and motor brake with manual release) and the gate does not free fall under its own weight when the brake is released. Planetary gears are acceptable however bevel gears should be avoided.

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Amd. No. - N° de la modif.  
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CCC No./N° CCC - FMS No./N° VME

Q10. Can we change concrete design to fit the machinery bridge?

R10. The concrete portion of the dam will likely be finished by the time the gates are ready to be installed. However, PSPC will entertain modifications to the concrete design provided it has no impact on the longevity of the structure and the Engineer of Record (Aecom) and owner (Parks Canada) agree to the proposed changes.

Q11. If Public Works and Government Services Canada does not specify the use of the currently approved supplier as per MTO DSM 9.65.90, this will open the door for other suppliers who are not approved in Ontario to bid on the project. I wonder how Public Works and Government Services Canada will certify the suppliers for qualification as per CSA S807-19?

1. How Public Works and Government Services Canada will pick the company that will perform the qualification/ confirm on qualification or quality control audit on the product?
2. The current approved suppliers on DSM9.65.90 did not perform the TL-4 crash test. Would that be a requirement since CHBDC S6-19 specifies the crash test for barrier wall certification?
3. What is the process of Quality Control (QC) and Quality Assurance (QA)? Who should we contact about the owner's QA testing? Who will collect the samples from the site? How will the testing lab for GFRP be selected?

R11. The parapet walls on this project have already been constructed. The scope of work does not involve the installation of the parapet walls.

Q12. Are there 4 gates to replace, not 3?

R12. As per drawing 100 of the tender package, there are four vertical lift gates to install.

Q13. Please confirm four gates dimensions.

R13 Please refer to drawings 100, 101, and 102 of the tender package for dimensions.