



Procurement Hub
Fisheries and Oceans Canada
301 Bishop Drive
Fredericton, NB,
E3C 2M6

F5211-210059

May 1st, 2021

Subject: Relocation of existing pontoon and gangway from St. Andrews Biological Station (SABS) to Bayside Port

ADDENDUM #2

Further to the above - mentioned Invitation to tender documentation previously forwarded to your firm, Addendum (#2) is hereby issued.

Questions and Answers

Q1: - Is the owner willing to accept an alternative for supporting the upper end of the aluminum gangway, as opposed to the 2 bearing piles and 2m x 2m platform, provided it is stamped and designed by a P.Eng.?

A1: Yes, if the Project Authority approves the design also.

Q2: - What type of concrete for the apron?

A2: To be designed and stamped by a profession engineer at contractor's cost and to be approved by the Project Authority

Q3 – What size of rebar and or wire mesh?

A3: To be designed and stamped by a profession engineer at contractor's cost and to be approved by the Project Authority

Q4 – Wheel Gard steel or wood?

A4: To be designed and stamped by a profession engineer at contractor's cost and to be approved by the Project Authority

Q5 – There is not specifications of the length of the H piles

A5: It is bidder's responsibility to survey the construction area to determine the required length for the H piles by a professional engineer at the cost of the contractor.

Q6 – We don't have a model for the mechanism fixation for the pontoon, can we use the existing one or do you have a proposed model?

A6: The Project Authority has no proposed model. The condition of the existing connection mechanism currently attached on the wharf is unknown, the St Andrews Biological Station wharf is closed because it may collapse anytime. The contractor has to get a profession engineer to figure out how to access the wharf and evaluate the condition of the existing connection mechanism at the contractor's cost to determine if they are re-useable, and get the Project Authority's approval to re-use any part or all of the existing connection mechanism. And also the contractor has to make it work in terms of the construction sequence.

Q7 – Top of H piles fixation support at warp/concrete slab is galvanized but what about size, length, width and type?

A7: The Project Authority has no proposed model. The condition of the existing connection mechanism currently attached on the wharf is unknown, the St Andrews Biological Station wharf is closed because it may collapse anytime. The contractor has to get a profession engineer to



figure out how to access the wharf and evaluate the condition of the existing connection mechanism at the contractor's cost to determine if they are re-useable, and get the project Authority's approval to re-use any part or all of the existing connection mechanism. And also the contractor has to make it work in terms of the construction sequence.

Q8 – Do we need surveyors for the contour?

A8: Yes, at the contractor's cost.

Q9 – How precise does the survey have to be for the sheet piling and rocks?

A9: To be determined by a profession engineer at contractor's cost and to be approved by the Project Authority

Q10 – Do you need thickness of the sheet piles or is a rough guess ok?

A10: Rough guess is not acceptable.

Q11 – Point 8 of the scope of work – how precise do you want this?

A11: To be determined by a profession engineer at the contractor's cost and to be approved by the Project Authority

Q12 – Who will do the before and after survey of the dredging, client or contractor?

A12: To be determined by Project Authority. For the cost estimate purpose, please include the cost for the survey in the bid.

Q13 – Where is the disposal area of the dredging?

A13: To be discussed and determined with the Bayside Port manager. For the cost estimate purpose, please assuming the disposal location is within 1km of the Bayside Port area