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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.

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Title - Sujet Agrandissement quai des traversiers	
Solicitation No. - N° de l'invitation EE519-220842/A	Amendment No. - N° modif. 007
Client Reference No. - N° de référence du client R.115132.100	Date 2021-11-03
GETS Reference No. - N° de référence de SEAG PW-\$QCM-032-18217	
File No. - N° de dossier QCM-1-44065 (032)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Standard Time EST on - le 2021-11-08 Heure Normale du l'Est HNE	
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AMENDMENT-007

Wharf Extension, Reinforcement, and New fenders Cap-aux-Meules, Québec

Included in the present amendment:

1. Question and answers 35 to 41
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QUESTIONS AND ANSWERS 35 to 41 :

Question 35 : Is it possible to have the approximate weight of the existing fenders and the new ones that are supplied by the federal government?

Answer 35 : The approximate mass is 3 tons for the new fenders (1 ton for the rubber cone, 2 tons for the panel). Existing fenders are smaller in size, so their mass should fit into this envelope.

Question 36 : During the bidders' conference, you mentioned that the ferry would not dock on the wharf under construction during the work, but rather on the neighboring wharf. In amendment 005, in the answers to questions 14, 19, 20 and 21, you mention that temporary defenses are needed to dock the ferry on the wharf under construction during the work. Please clarify and provide the ferry schedule if necessary.

Answer 36 : Article 1.14 of section 01 11 01 applies. Although CTMA plans to dock on a neighboring wharf, exceptional berthing must be considered (storm, damage, ...) throughout the duration of the work. It is therefore required to have at all times 10 fenders, whether they are all or in part existing, new or temporary.

Question 37 : Following question 18 of amendment 005, relating to section 01 29 00 (schedule items 1.3.2 and 2.2.2), you specified that the removal of sediment inside the pile must be carried out down to the pile toe. We are very apprehensive about this requirement, particularly with regard to the dolphin piles, considering that the piles will not be concreted to their full height. The geotechnical study (Annex 1 - section 5.2.1) states that "[...] the plug effect was considered when calculating the geotechnical resistance of the piles. "

When installing the piles:

- If the contractor cleans the piles to the toe, after reaching the refusal, the pile capacity will be affected.
- If the cleaning is done before the final refusal, we think the pile will come down enough to require cleaning again, and so on.

Could you specify your needs in relation to this requirement?

In addition, taking into account this requirement and the constraints mentioned above, we assume that the customer is aware that the driving of the wharf piles must be completed after they are concreted in order not to affect the capacity of the piles. Can you confirm this information?

Answer 37 : Question 18 related to item 1.3.2 only, item for which the piles are concrete to any height. For item 2.2.2 (Turning dolphin), the estimate contains an error: the sediment inside the piles must not be removed.

For the wharf reinforcement piles, the whole sediments inside the piles should be removed, all the while considering at this stage letting the soil undisturbed in the last 50 cm of the pile embedment. Pile capacities should be confirmed by the contractor following concrete pouring into the piles. Driving after concreting does not seem an option to us.

Question 38 : In the specifications section 31 61 13, you specify that the bearing capacity of the pile is indicated in table 5.3. The table includes several information, we assume that the data most compatible with the project is the "weighted geotechnical axial capacity in compression of the piles at ELUL", that is to say 900kN for the piles of the quay and 2800kN for the Turning Dolphin. However, Table 5.1 of the geotechnical study specifies that the axial compressive capacity of the piles is 875kN for the wharf piles and 1980kN for the Turning Dolphin.

In order to determine the appropriate driving equipment for driving and reaching refusal, can you specify the bearing capacity values to be achieved?

Additionally, we assume that a strength factor of 0.5 should be used for capacity analysis by dynamic testing, so the specified bearing capacities will have to be multiplied by two during dynamic testing. Can you confirm this information?

Answer 38 : Table 5-1 outlines the maximum axial loads applied on the piles. Table 5-3 outlines the estimated geotechnical axial capacity for the piles at the specified embedment lengths on the drawings to meet or exceed the loads outlined in Table 5-1. These minimum embedment depths (and by association the related capacities), should be obtained.

As noted in the report, geotechnical resistances factors of 0.4 (compression) and 0.3 (tension) were used. If the dynamic testing being used requires the ultimate values (not factored), then the factored capacities would have to be multiplied by 2.5 in compression and 3.33 in tension.

Question 39 : What type of concrete should be used for the edge of the turning dolphin?

Answer 39 : Identical to other parts of the turning dolphin (type V-S).

Question 40 : The detail of answer 29 indicates an anchoring depth of 1350mm unlike the plan indicating 500mm for the chain supports. What is the right information?

Also, this same detail indicates to fill with epoxy the holes of the upper anchors which are edge to edge of the concrete, which is not feasible considering that the epoxy will be expelled from the hole during the insertion of the anchor. Could you be more precise?

Answer 40 : Answer 29 takes precedence. The plan will be corrected accordingly.

The grout pouring is part of the contractor methodology. On an indicative basis, a removable temporary hole sealing device could be provided.

Question 41 : Would it be possible to have more details on the conduits to be moved in answer 30?

Answer 41 : The attached picture shows the number of ducts to be moved.

Solicitation No. - N° de l'invitation
EE519-220842/A

Amd. No. - N° de la modif.
007

Buyer ID - Id de l'acheteur
QCM-032

Client Ref. No. - N° de réf. du client
EE519-220842

File No. - N° du dossier
QCM-1-44085

CCC No./N° CCC - FMS No./N° VME



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