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Vancouver
British Columbia
V6Z 0B9
Bid Fax: (604) 775-9381

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
Public Works and Government Services Canada -
Pacific Region
800 Burrard Street, 12th floor
800, rue Burrard, 12e étage
Vancouver
British C
V6Z 0B9

Title - Sujet Highway Construction Km 555.64	
Solicitation No. - N° de l'invitation EZ899-142382/A	Amendment No. - N° modif. 003
Client Reference No. - N° de référence du client	Date 2014-03-25
GETS Reference No. - N° de référence de SEAG PW-\$PWY-030-7217	
File No. - N° de dossier PWY-3-36299 (030)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2014-04-02	Time Zone Fuseau horaire Pacific Daylight Saving Time PDT
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: Dobson (PWY), Krista	Buyer Id - Id de l'acheteur pwy030
Telephone No. - N° de téléphone (604) 775-7088 ()	FAX No. - N° de FAX (604) 775-7672
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: PWGSC - Alaska Highway Construction KM 555.64-560.78 and KM 563.1-570.2	

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

Solicitation No. - N° de l'invitation

EZ899-142382/A

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

Amd. No. - N° de la modif.

003

File No. - N° du dossier

PWY-3-36299

Buyer ID - Id de l'acheteur

pw030

CCC No./N° CCC - FMS No/ N° VME

La modification vise à modifier la demande pour clarifier des questions. Les documents français seront disponibles sur demande.

Insérer les documents attachés.

TOUTES LES AUTRES MODALITÉS ET CONDITIONS DE LA DOC RESTENT INCHANGÉES.

**The following changes/clarifications in the tender documents are effective immediately.
This addendum will form part of the contract documents.**

Special Instructions to Bidders

Q1. SC02.2.b States that the contractor must be responsible to provide and maintain coverage for products/completed operations hazards on its commercial liability insurance policy for a period of 6 years beyond the date of the certificate of substantial performance. Can you please define this? This is not a standard term in construction contracts, as the period is typically one year from the date of Substantial, even on PWGSC contracts.

A1. As indicated in the Instructions to Bidders, the Standard Insurance clauses and forms for PWGSC contracts have been modified. Maintaining coverage for products/completed operations hazards on the commercial liability insurance policy for a period of 6 years beyond the date of the certificate of substantial performance is standard for PWGSC construction contracts and will not be modified.

Q2. The payment for Mobilization is limited to 5%. Typically, the clause for the contractor provided construction camp is paid under the department representative camp bid item. Under this contract Section 01 59 10 states that set up, mobilization and demobilization shall be included in mobilization, but the construction camp is incidental to the work. This is incredibly risky; given the quantities under this contract don't appear to be accurate reflections of the design. Would PWGSC change the wording of 01 59 10 to allow for this section to be paid under Bid Item 15?

A2. No. As per specifications.

Q3. Section 31 24 13 does not clearly define how Bid Item 5 is paid. Is this paid by the quantity of material excavated from the roadway and borrow pits? Or is it paid via neat lines, compacted in place? Please define

A3. Subgrade borrow and roadway excavation is paid by excavated quantities (m³) at the source.

Q4. Section 32 11 18 – 3.3.1 states Compact to 100% maximum dry density within top 200mm. a) Is this the top 200mm of the roadway, or is this in the top 200mm of the Select Granular Sub-Grade Fill lift? b) If it is in the later of the above, then please define Section 32 11 19 3.3.2 that states “compact to density of not less than 98% maximum dry density”.

A4. a) Top of Select Granular Sub-grade Fill.

b) Section 32 11 19 3.2.2 (Granular sub-base) states 98% maximum dry density and relates to all the sub-base material.

Q5. Section 32 11 18 - 3.4 references ASTM D698 for determining the proctor. The sieve sizes of the material indicate that the Material is 100% passing the 150mm sieve and 0-10 on the 0.075mm. ASTM D698 is to be done in either a 4” or 6” mold and is not to be applied to soils that have a 30% or less by mass particles retained on the 19mm sieve. Please clarify that the material being supplied by PWGSC meets this criteria?

A5. As per Specification Section 32 11 18 2.1; The Contractor shall be responsible for selecting, processing or blending the material to meet the requirement of Select Granular Sub-grade Fill.

Q6. PWGSC stipulates that the contractor will only be paid for material supplied in place for sub base gravels and base gravels. Given that PWGSC has limited fiscal funds available in 2014/2015 and the

contractor will preferably only mobilize to the site once for aggregate production. What % will PWGSC be willing to pay to the contract at the end of 2014 for produced aggregates that remain in stockpile for the 2015 construction season? MOTI is 25% of in place unit price.

A6. Nil.

Q7. The Typical Cross sections indicates BST as the running surface. Is this included in the contract? Would PWGSC be willing to place this in the contract? The contract indicates Calcium will be utilized on this project, but calcium reacts unfavorably with graded aggregate sealcoat emulsion and reduces the overall life expectancy of the BST or asphalt pavement once applied at a later date.

A7. The BST is not part of the Contract; we have used calcium before with ok results

Q8. Who will be responsible for winter maintenance during the winter months of 2014/2015 and 2015/2016?

A8. Winter maintenance will be the responsibility of PWGSC. The Contractor is required to submit detailed and scheduled work plan to be reviewed and approved by PWGSC. The work plan shall carefully highlight milestone activities. Transition of work from one construction year to the next must be planned by the Contractor and to the satisfaction of the Departmental Representative. It should assure road users safety and be in such way that there is least impact on the driving public. 2014 construction work shall end prior to September 01 2014 to allow commencement of BST surfacing of the affected road sections by others.

Q9. Section 31 24 13 – 3.4.1.2 state Sub excavate 500mm below design subgrade in excavations and embankments unless otherwise directed. Compact top 150mm below subexcavate to minimum 95% dry density. Replace with approved embankment material and compact. Typically if the ground is already considered firm and is of sound quality, this would substantially weaken the overall road structure. Should this section read along the lines of “if the material is deemed unsuitable during the Department Representative’s inspection of the subgrade, the contractor will subexcavate...insert specification above”. Is this paid as Common Excavation?

A9. As per Specifications. The material will be paid as common excavation

Q10. In both the granular Sub-base and Granular Base sections under stockpiling the specifications reference Stockpile minimum 50% of total aggregate required prior to commencing hauling operation to the road. Is this 50% of the contract value or is this 50% of the required volume for the section that the contractor is working?

A10. The specified minimum refers to annual project requirement.

Q11. Section 01 11 00 – 1.11.1 indicates that the underground utilities will be relocated by others. What is the time frame for relocation? Has the utility provider(s) been contacted about the project?

A11. The utility provider has a contract in place to move the fibre optic out of the way. The Contractor is responsible for coordination with the utility provider.

Q12. Please identify possible borrow locations within the Right of way on the drawings.

A12. The borrow material comes from the designated pits.

Q13. Is a pilot car and flag persons required if two lane delineated traffic is being utilized?

A13. As per specifications section 01 35 31. A 7.0 meter wide temporary roadway for traffic in two-way section through work and on detours is required.

Q14. Is a pilot vehicle required at night time?

A14. As per specifications section 01 35 31.

Q15. As per spec 33 42 13 section 2.1.5, is the contractor responsible to supply the 3:1 mitred end sections?

A15. Yes as per Section 33 42 13 1.4

Q16. Is the manufacture of the culvert sections available to ensure the supply of the couplers will fit properly?

A16. Contractor to ensure couplers fit.

Q17. The mass haul diagram states the dead haul to the Mill Creek pit is approximately 2.3km. However, as per drawing c57, the entrance to the Mill Creek Pit is at station 551+100 and the beginning of the job is at station 555+640, which would make the dead haul along the highway approximately 4.5km. Please clarify how the dead haul distance was calculated and which distance is correct.

A17. Mill Creek Pit is at km 554.0 and not as stated in the specifications. There is a chainage equation between km 555 and km 560 kilometre marker posts as noted on Drawing C02. The deadhaul distance of 2.3 km was measured along the centre of the highway and access road from mid-point of the designated area in Mill Creek to the South start point of the project (Project Sta 555+640). The 2.3km distance is correct.

Q18. The specification (01 35 31, section 3.5) states load limits will be governed by the BC Highway Act. Is this specification meant to restrict the use of typical large scale earth moving equipment such as articulating trucks or rock trucks?

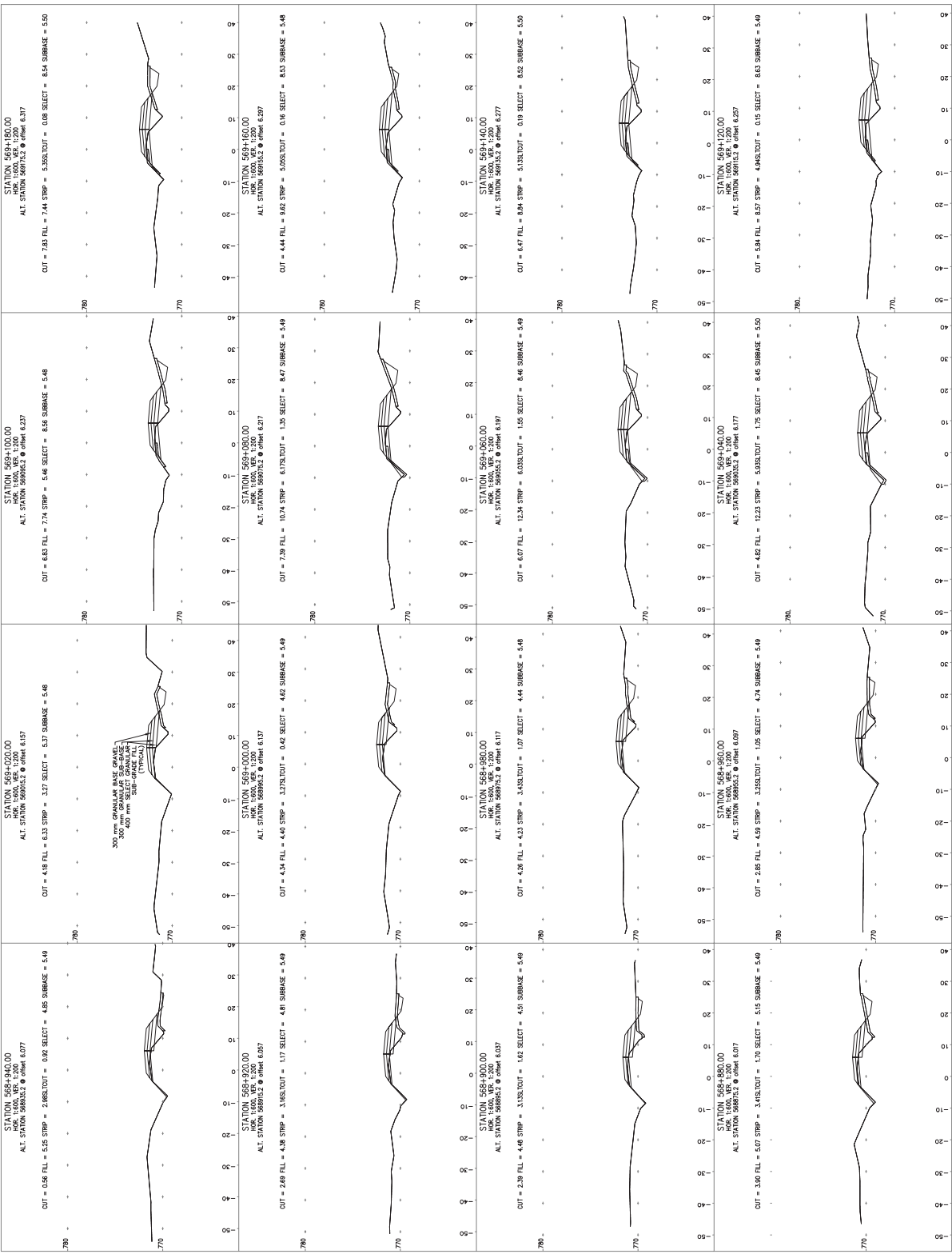
A18. Yes

Q19. On drawing D03 it shows the subcut of 250mm in cut areas. There are 3 potential options for the backfill. Under which line item is this paid for and how are the backfill materials paid.

A19. Line item number five (5).

End of Addendum No. 1

TENDER
 JANUARY 2014



DO NOT SCALE DRAWINGS

Project No./Nom. du projet
HIGHWAY RECONSTRUCTION
ALASKA HIGHWAY
 Km 556.64 TO Km 560.70
 AND Km 563.1 TO Km 570.2
 BRITISH COLUMBIA

Approved by/Approuvé par
 Date/Date

Drawn by/Dessiné par
 Date/Date

Checked by/Vérifié par
 Date/Date

Stationing
 Stationnement

Scale/Échelle
 1:1000
 1:200

CROSS SECTIONS
 STA. 569+200
 TO
 STA. 569+500

Sheet/Feuille
C51
 of
0

Date/Date
 12 DECEMBER 2013

Drawn by/Tracé par

Checked by/Vérifié par

Stationing

Scale/Échelle

CROSS SECTIONS
 STA. 569+200
 TO
 STA. 569+500

Sheet/Feuille
C51
 of
0