



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS Á:

Parks Canada Agency
1300 - 635 8 Ave SW
Calgary, AB T2P3M3
Bid Fax: (403) 292-4475

INVITATION TO TENDER

APPEL D'OFFRES

AMENDMENT / MODIFICATION

003

Tender To: Parks Canada Agency
We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

Soumission aux: l'Agence Parcs Canada
Nous offrons par la présente de vendre à Sa Majesté la Reine du Chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici et sur toute feuille ci-annexée, au(x) prix indiqué(s).

Comments - Commentaries

Issuing Office - Bureau de distribution

Parks Canada Agency
Suite 1300
635 - 8 Ave SW
Calgary, AB T2P3M3

Title-Sujet Waskesiu Marina Road Rehabilitation Prince Albert National Park	
Solicitation No. - No. de l'invitation 5P420-15-5181/A	Date: August 27, 2015
GETS Reference No. - No de reference de SEAG PW-15-00695617	Amendment No. - N° de la modif. 003
Solicitation Closes:	
at - á 02:00 PM	on - le September 2, 2015
Time Zone - Fuseau horaire MDT - HAR	
F.O.B. - F.A.B.	
Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Inquiries to: - Adresser toute demande de renseignements à : Nathaniel Pahl	
Telephone No. - No de téléphone (403) 292-4572	Fax No. - No de FAX: (403) 292-4475
Destination of Goods, Services, and Construction: Destinations des biens, services et construction:	
See Herein - Voir ici	

TO BE COMPLETED BY THE BIDDER (type or print)

Vendor/Firm Name	
Address - Adresse	
Name of person authorized to sign on behalf of the Vendor/Firm Nom de la personne autorisée a signer au nom du fournisseur/ de l'entrepreneur	
Titale - Titre	
Telephone No. - N° de telephone:	_____
Facsimile No. - N° de télécopieur:	_____
Signature	Date

Amendment 3

This amendment is issued to make a change to the tender documents as a result of the optional site visit.

A. Optional Site Visit Attendees

Company Name	Representative's Name
SaskCon	Justin Abramyk
SaskCon	Steven Abramyk
Ruszkowski Enterprises	Bob Ruszkowski
Ruszkowski Enterprises	WT Kryywalak
PANP	H. Pillar
WSP Canada	Brent Marjevison
WSP Canada	Hartley Walton
B&B Asphalt	Jayson Clunir
B&B Asphalt	Ken Borksoky
B&B Asphalt	Todd Kulzycki

B. Optional Site Visit Questions and Answers

- Q1.** Are there still millings being used on the job?
A1. No. There has been an amendment to the contract that has removed the millings bid item and replaced it with traffic gravel type 104. The updated drawings have also been added as an amendment.
- Q2.** There is a reference to parking Lot 7 in the specifications?
A2. Parking Lot 7 has been removed from the contract.
- Q3.** Type 104 Traffic Gravel is quite clean? Is that what we want for this contract and do we want to use 100mm thickness in the contract as it may be difficult to drive in at that thickness?
A3. The spec for Type 104 has a bottom end of 0-20%, so there can be quite a bit of binder depending on the aggregate source. A decrease in the thickness of the traffic gravel to 50 mm on existing parking lot areas will be made. New parking lot areas will be graded and the structure will be amended to 75 mm of traffic gravel keyed into place. Additional traffic gravel may be required in some areas as determined in the field by the Engineer. An amendment will follow.
- Q4.** Could completion date be extended to allow for paving to be completed in spring?
A4. Yes. The new completion date for liquidated damages will be June 20, 2016.
- Q5.** The traffic accommodation specification states that milling cannot be done in both lanes at once?
A5. The contractor will be permitted to surface mix or pave in both lanes at once if they can accommodate traffic through the marina area.
- Q6.** Can the marina be closed to traffic for construction?
A6. Parks Canada will close the marina to the public for the season sometime between September 15 and October 1 for the purposes of this construction project. It will be reopened to the public in the spring of 2016.
- Q7.** Does a Traffic Accommodation Supervisor need to be onsite at all times?
A7. No, however a Traffic Accommodation Supervisor should approve the traffic accommodation plan if the Contractor plans to impact traffic while the marina is open to the public.
- Q8.** Is Site Occupancy included in the contract?

- A8.** No. Site Occupancy is not included in the contract. Any reference to it has been removed from the amended specifications.
- Q9.** Is lump sum liquidated damages charged once completion date is exceeded and are daily liquidated damages charged at a rate of \$2,000 a day?
- A9.** In accordance with specification 8100.2.5, lump sum liquidated damages is only charged if the completion date has been exceeded and work is carried over the specified completion date. The daily liquidated damages rate of \$2,000 will be charged every day after the specified completion date (June 20, 2016) until the contract is finished subject to the suspended periods listed in specification 8100.2.2.
- Q10.** What are the clearing limits on the project and will there be enough room behind the cut stakes to stockpile chips/mulch and topsoil?
- A10.** Clearing limits are generally 20 m from centerline which should allow for stockpiling of topsoil. An extra buffer will be provided in large cut areas to allow for the flattening of backslopes if we require more earth material. Clearing limits will be marked out by the surveyors at the beginning of the job.
- Q11.** Are the Sasktel and Saskpower utility moves the owner's responsibility?
- A11.** Yes. These utility moves have been organized and will be completed once the clearing is done. The Contractor is still responsible to preserve and protect all utilities on the project.
- Q12.** Will the consultant have a mobile lab onsite to complete acceptance testing in a timely manner?
- A12.** Yes.
- Q13.** Will the Contractor be able to correlate their testing results with the consultants during the production stage?
- A13.** Yes companion testing can be arranged to ensure the Contractor and Consultant have comparable test results prior to the final products arriving onsite.
- Q14.** Can the Contractor obtain the Basic Impact Analysis document referred to in the Contract?
- A14.** Yes, it will be posted on the tender website.
- Q15.** Where is all the geotextile going?
- A15.** Under the core of the road in any areas where subcut reveals poor material, under culverts, in failure repairs, and in parking area 4 as necessary.
- Q16.** On the typical cross-sections pages 3-5 does the "existing surface" mean finished subgrade surface?
- A16.** Yes.
- Q17.** On typical cross-sections pages 6-7 how deep is the surface mixing?
- A17.** Place 75 mm of GBC on top of the existing structure and surface mix to a total depth of 150 mm (75 mm below existing surface).
- Q18.** Where are failure repair areas anticipated and are they paid at unit bid prices?
- A18.** Failure repairs are anticipated in surface mixing areas only to repair deep failures prior to surface mixing. Any excavation for failure repairs is paid for at the earth excavation bid price. Installing geotextile would be paid at its bid price. If we refill the failure with granular material it would be paid for at the applicable unit price.
- Q19.** Is there a specific location for topsoil to be stockpiled or anywhere within the Waskesiu Marina project area?
- A19.** The topsoil can be stockpiled anywhere within the Waskesiu Marina area so as not to disrupt construction or traffic flow. Any erosion protection required to ensure there is no sediment distributed into waterways is the responsibility of the contractor.
- Q20.** Would a liquid anti-stripping agent be acceptable?

- A20.** Yes, as long as the contractor can provide verification of its incorporation into the mix to the Engineer prior to placement of asphalt.
- Q21.** Why was 200/300 penetration asphalt used for this contract?
- A21.** 200/300 is specified for increased flexibility and better cracking resistance.
- Q22.** Discussion of a second culvert existing in the Marina at approximately 0+660?
- A22.** During the field review the second culvert was located. The proposed culvert at 0+660 along with the overland drainage will be removed from the contract. Removal and replacement of the existing culvert will be added to the contract. The new culvert will be tied into the existing culvert approximately 3 m back from the seawall path. Existing utilities including the waterline and underground power will have to be hand exposed or hydrovaced to ensure no damage is done during culvert installation. In light of this change, the culvert liner bid item at station 0+775 will be removed from the contract with the addition of work to remove and replace this culvert instead. A catch basin and manhole will still be necessary. An amendment will follow.
- Q23.** How do we prepare the asphalt path by the seawall to achieve a good 25 mm overlay?
- A23.** Parks Canada would like the existing walkway removed and replaced with crusher dust at an approximate thickness of 75 mm. An asphalt swale will need to be placed by hand over the pathway at station 10+200 where overland drainage will run over the path. An amendment will follow.
- Q24.** What are the details of the line painting required?
- A24.** Double solid yellow centerline from the entrance to approximately station 0+500.
- Q25.** How would you surface mix SS-1 for prime into surface mixed areas?
- A25.** See typical cross-sections. Prime is only required on the grading areas where there is a full 150 mm lift of GBC. Only tack coat is required on the surface mixed areas.
- Q26.** Will pay adjustments for smoothness be applied to this contract?
- A26.** As per special provision 30.8, pay adjustments for smoothness will not be applied to this contract. It is not the intent to test for PRI on this project. If there is an area with an obviously deficient bump or dip the Contractor will be responsible for the repair.
- Q27.** Will pay adjustments for density be applied to this contract?
- A27.** As per special provision 30.7, pay adjustments for field density will not be applied to this contract. The consultant will check asphalt densities. The Contractor will be responsible to repair any areas below 92.5% density.
- Q28.** Does the contract unit rate for tied concrete block erosion control mat include excavation of any swales that may be required?
- A28.** Any excavation for swales below the concrete block mat will be paid for at the unit price for earth excavation.
- Q29.** Review asphalt swales. Contractors concerned about water ponding in flat grades and responsibility to repair at 1 year warranty? Also discussion about removing the concrete around the washroom facility and the store and replacing with asphalt?
- A29.** Surveyors will be onsite to work with the contractor to achieve suitable drainage. Field decisions and hand work will be required in this area. The concrete will not be removed but may be paved over if necessary.
- Q30.** Where does the erosion control matting get installed?
- A30.** It is to be installed on all disturbed ditches, sideslopes and backslopes as directed by the engineer to protect the areas from erosion prior to vegetation establishment.

- Q31.** Have any changes to traffic loading during the 1 year warranty period been considered. ie: responsibility for heavy equipment coming in to rehabilitate breakwater and docks damaging roadway?
- A31.** Contractor bringing in heavy equipment would be responsible for any observable damage they make to the road. Warranty is meant to cover deficient material or workmanship that does not have the service life that should be expected.
- Q32.** Will surveyors be onsite to provide second grades etc. or are they only putting in one set of stakes?
- A32.** The surveyors will provide initial slope stakes and second grades as well as be onsite as needed to complete the work.
- Q33.** How will subcut into saturated material be handled?
- A33.** This will be a field decision but may include geotextile, good fill material, well-draining coarse aggregate fill etc.
- Q34.** When issues in the field are encountered how long will be the delay before a decision can be made on how to move forward?
- A34.** Decisions on changing conditions and changes to the details of the work shall be made as quickly as possible onsite and in no longer than 24 hours.
- Q35.** Is test hole data available?
- A35.** Yes it can be distributed to the contractors by email. (Borehole logs were sent to the contractors August 19, 2015).
- Q36.** Can a coarser material than traffic gravel type 104 be added to the contract for use in wet fill areas and/or subcut areas?
- A36.** Field decisions will be made if wet fill or subcut areas are encountered. Geotextile, traffic gravel and or native earth material will be used as directed by the Engineer.
- Q37.** Parking area 4 is large and is to be built in wet slough area. There is a concern that it is too far from the docks and that the public will park on the grassy areas closer to the docks instead.
- A37.** Parking area 4 will be reduced in size and will be kept further west to keep it out of most of the standing water. An amendment will follow.
- Q38.** Can a waste excavation bid item be added to the contract for the excavation and haul of waste material from the marina to the bear trap stockpile site?
- A38.** Any unsuitable excavation after clearing and grubbing and topsoil have been removed will be paid for at the unit bid price for earth excavation. The material shall be hauled, dumped and spread in areas to the north and east boundary of parking area 4 as directed by the engineer.
- Q39.** Can the cleared area (area 5) be used as a laydown site?
- A39.** Yes
- Q40.** For the pipe liner, does the whole length of the pipe need to be grouted or just the inlet into the manhole?
- A40.** The pipe liner bid item will be removed from the contract. The new culvert will only require the inlet into the manhole to be grouted to ensure no water filtration around the pipe.
- Q41.** Can the unwanted chips/mulch, stumps and non-salvageable timber be hauled to bear trap for disposal?
- A41.** Yes. The chip and/or mulch, stumps and non-salvageable timber shall be removed from the project and stockpiled separately from the salvageable timber at bear trap. An amendment to the current specifications which require the chip and/or mulch to be replaced on the right-of-way will follow.
- Q42.** Can the contractor keep the salvageable timber?
- A42.** Yes, providing proof that the wood was environmentally used or disposed.

Q43. During the pre tender site visit it was indicated that stumps and other waste resulting from the clearing and grubbing that could not be shredded or mulched could be placed in a berm around the perimeter of parking area 4 and 5. Can you please confirm this?

A43. Yes.

C. Changes to the Tender Documents

The solicitation closing date has been extended to September 2, 2015.

The specifications and drawings have been updated and uploaded to DSP3. These documents supersede the documents provided in the DSP and DSP2 Zip files.

Summary of changes:

Special provision deleted:

- o 22 CULVERT LINING INSTALLATION

Special provision added:

- o 22 CRUSHED FINES

Special provisions updated:

- o 4 ORDER OF WORK
- o 12 CLEARING AND GRUBBING
- o 16 SUBGRADE CONSTRUCTION
- o 21 GRANULAR BACKFILL IN PLACE
- o 23 CATCH BASINS
- o 24 INSTALLING CULVERT, CONTRACTOR SUPPLY
- o 37 SUPPLY AND INSTALL PAVEMENT MARKINGS

Drawings updated:

- o INFORMATION TO BIDDERS ON GRADING
- o PLAN AND PROFILES
- o PROJECT OVERVIEW

In: **Bid And Acceptance Form (BA)**

Delete: **BA06 Construction Time**

Replace with:

BA06 CONSTRUCTION TIME

The Contractor shall perform and complete the Work by **June 20, 2016**.

Delete: **Annex A – Price Form**

Replace with: See attached.

THE FOLLOWING PRICE FORM MUST BE USED IN ORDER FOR A BID TO BE DEEMED RESPONSIVE. ANY BIDS SUBMITTED USING THE PREVIOUS PRICE FORM WILL NOT BE ACCEPTED.

ANNEX A PRICE FORM

- 1) The prices per unit shall govern in establishing the Total Extended Amount. Any arithmetical errors in this Appendix will be corrected by Canada.
- 2) Canada may reject the bid if any of the prices submitted do not reasonably reflect the cost of performing the part of the work to which that price applies.

LUMP SUM TABLE

Note: Bidders are reminded that it is their responsibility to include in their bid all work as described in the drawings and specifications. Pricing for work not accounted for in the Unit Price Table including but not limited to Mobilization, De-Mobilization, etc. is to be included in the Lump Sum Table.

Item No.	Specification Reference	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity	Estimated Total Price GST/HST extra
1	8400	Traffic Accommodation	Lump sum	1	\$ _____
2	8700	Mobilization	Lump sum	1	\$ _____
3	Spec Prov.	Supply and install pavement marking	Lump Sum	1	\$ _____
TOTAL LUMP SUM AMOUNT Transfer amount to subparagraph 1) (a) of BA03					\$ _____

UNIT PRICE TABLE

The Unit Price Table designates the Work to which a Unit Price Arrangement applies and the Lump Sum Amount designates Work to which a Lump Sum Arrangement applies.

- (a) The Price per Unit and the Estimated Total Price must be entered for each item listed.
 (b) Work included in each item is as described in the referenced specification section.

Item No.	Specification Reference	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity	Price per Unit GST/HST extra	Estimated Total Price GST/HST extra
1	2000	Clearing and Grubbing	ha	3.70	\$ _____	\$ _____
2	2100	Removal and Disposal of Culverts	m	169	\$ _____	\$ _____
3	2200 & 2300	Earth Excavation including Hauling, Density as specified in special provisions	m ³	13,000	\$ _____	\$ _____
4	2200	Removal of topsoil including hauling	m ³	3,700	\$ _____	\$ _____
5	2200	Replacing topsoil on Right-Of-Way including hauling	m ³	3,700	\$ _____	\$ _____
6	2320	Disposal of surplus rock	m ³	100	\$ _____	\$ _____
7	2500	Watering on the road including hauling	m ³	500	\$ _____	\$ _____
8	3050	Surface mixing and compaction in place	m ²	17,000	\$ _____	\$ _____
9	3505	Granular base course in place, Contractor supply	t	4,400	\$ _____	\$ _____
10	4000	Prime Coat, Contractor supply	t	5.0	\$ _____	\$ _____
11	4000	Tack Coat, Contractor supply	t	6.0	\$ _____	\$ _____
12	4100	Asphalt Concrete in place, Contractor supply	t	2,000	\$ _____	\$ _____
13	4305	Traffic Gravel Behind Construction Including Hauling, Contractor Supply	t	3,000	\$ _____	\$ _____
14	5000	Installing culverts group B, Contractor supply	m	165	\$ _____	\$ _____
15	Special Provision	Crushed Fines	m ³	200	\$ _____	\$ _____
16	5500	Catch Basins, Type As, specified in special provisions	Catch basin	1	\$ _____	\$ _____
17	5500	Adjust elevations of manholes and catch basins	unit	1	\$ _____	\$ _____
18	6015	Supply and install silt fence	m	300	\$ _____	\$ _____
19	6020	Supply and install erosion control blanket	m ²	13,200	\$ _____	\$ _____

Item No.	Specification Reference	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity	Price per Unit GST/HST extra	Estimated Total Price GST/HST extra
20	6020 & Spec Prov	Supply and install tied concrete block erosion control mat	m ²	372	\$ _____	\$ _____
21	6025	Seeding	ha	2.02	\$ _____	\$ _____
22	Spec Prov.	Supply and install sediment logs	m	50	\$ _____	\$ _____
23	Spec Prov.	Supply and install Geotextile fabric	m ²	7,100	\$ _____	\$ _____
24	Spec Prov.	Supply and install traffic control devices	unit	1	\$ _____	\$ _____
TOTAL UNIT PRICE AMOUNT					\$ _____	
Transfer amount to subparagraph 1) (b) of BA03						

TOTAL BID PRICE: \$ _____
Excluding Applicable Taxes

Note: Bidders are reminded that it is their responsibility to include in their bid all work as described in the drawings and specifications.