



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

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

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 at aux annexes ci-jointes, les biens, services et construction énumérés ici et sur toute feuille ci-annexée, au(x) prix indiqué(s).

Comments - Commentaries

Vendor/Firm Name and Address
Raison sociale et adresse du fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

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

Title-Sujet Edith Pass Trail Bridge Banff National Park		
Solicitation No. - No. de l'invitation 5P420-15-5239/A	Date: November 25, 2015	
GETS Reference No. - No de reference de SEAG PW-15-00707358	Amendment No. - N° de la modif. 003	
Solicitation Closes:		
at - à 02:00 PM	on - le December 1, 2015	Time Zone - Fuseau horaire MST - HNR
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 :		
Jen Maheu		
Telephone No. - No de téléphone	Fax No. - No de FAX:	
(403) 292-8502	(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 03

This amendment is issued to summarize the questions and answers provided at the November 12th site visit and answer bidder questions submitted by email.

Company	Representative
Tayo Construction	Lucas Guillemette
DFH Enterprises	Mitch Woodworth
Big Rock Construction	Mike Kryski
Surespan	Cody Ponting
Tyee	Rob Wheeler
Volker Stevin tlwns	Chris Schwartz
Iron Clad Earthworks	Dave Simpson
Oskar Construction	Oskar Pietrasik
Bogdans Construction	Bogdan Buziak
AJB Contracting	Alex Brunet
Trevcon Enterprises Ltd	Trevor Haddow
Drscoll Concrete	Justin Lessard
McKnight Enterprises	Brian McKnight
Graham	Edgar Morais
Lafarge	Kirk Brown

1) SITE VISIT QUESTIONS

- Q1 What is the size of the existing steel girders?
- A1 The existing girders are W610x174.
- Q2 What is the coating on the existing girders?
- A2 The coating has not been tested. It will be the contractor's responsibility to test the existing coating and take all proper measures to remove it.
- Q3 How much tree clearing is acceptable?
- A3 The contractor will do a site walk through with Parks Canada prior to site clearing to agree on a reasonable amount of tree clearing. The contractor will require approval from Parks Canada prior to cutting down any tree.
- Q4 Will survey be provided by the Consultant?
- A4 No, only control points will be provided by the consultant.

2) ADDITIONAL BIDDER QUESTIONS

- Q5 Can you provide the weight of the bridge sections?
- A5 The 15.1 metre section of bridge complete with decking and railings is estimated to weigh 9,500kg. The 7.2 metre section of bridge complete with decking and railing is estimated to weigh 4,600kg.
- Q6 All materials that are to be disposed of off site include the existing timber bridge, existing concrete abutments, bank material?

- A6 Yes, the existing timber bridge, existing concrete abutments and wing walls and excavated bank material are all to be disposed of off site.
- Q7 Is the 4"x6" decking pressure treated?
- A7 As per Notes on Drawing 009, "Timber shall be treated with a preservative approved for pedestrian contact in accordance with CAN/CSA S6-14 and PCA Guidelines."
- Q8 The timber nailing strip 2"x8" rough, they it at 2.5" x 7.2" which doesn't exist.
- A8 The timber nailing strips shall be 64mm high and the minimum width shall be 184mm wide.
- Q9 Not sure if they want the posts and railings to be pressure treated. The want fir grade #2 or better but you can't get fir pressure treated, it's only pine or spruce.
- A9 As per response in Q7 all timber is to be pressure treated with a preservative.
- Q10 Do they want the timber capping to be rough cut or smooth, same for the railings and it states the timber be preserved with something approved for human contact.
- A10 Timber caps and all railings to have planed smooth surface.
- Q11 The timber ballast wall is 10x10 and this will be custom order which I will have to see about pricing and availability.
- A11 Ballast wall timber is required to be 250mm x 250mm.
- Q12 Just reviewing the tender documents, Section 01 14 00 Work restrictions Clause 1.2.1 Access and Egress, the only equipment permitted on site are as follows: an ATV, CAT 302.4D, BOBCAT T450. Any other pieces of equipment will have to be pre-approved prior to tender close.
- A12 The permitted equipment noted above are sized such that they can cross over on the new bridge and any other equipment proposed to cross the new bridge must be approved.
- Q13 Does the crane for lifting in the new bridge structure need to be pre-approved before tender close?
- A13 No, pre-approval is only required for equipment driving across on the new bridge.
- Q14 We are considering lifting in some larger pieces of equipment to the far side of site using the crane, such as CAT 304 with a breaker attachment. This equipment would not be permitted across the new bridge structure (too wide and too heavy), but should be more effective for the work on site. They would also have to be lifted back out from the far side of the site using the crane as well. Does this equipment need to be pre-approved before the tender close as well?
- A14 No, pre-approval is only required for equipment driving across on the new bridge.
- Q15 According to the drawings, the following areas are Blasted and Painted with an inorganic zinc primer (specified as Dimetcote 9H in the tender documents): where bearing plates are attached, where girder ends are installed, and contact surfaces of bolted connections. Blast and Painting is to include all areas within 150mm of the specified locations. Please confirm if these specified locations are correct.
- A15 Yes, these are the locations to be blast cleaned and painted.
- Q16 Will "touch-ups" to the existing structure be required outside the specified areas, such as where rusting is present? Does the whole of the steel structure need to be blasted and painted?

- A16 No, only the described areas require blast cleaning and painting.
- Q17 The connection between the top of bearing sole plates and steel girders appears to be absent on the drawings. Do the steel girders just sit on the sole plate, or are they welded together?
- A17 The sole plates are to be welded to both sides of the steel girder bottom flanges with 8mm fillet welds.
- Q18 5-inch galvanized common wire nails are specified in the drawings. Would 5-inch Ardox galvanized spiral nails, which would grip the lumber better, be an acceptable substitution?
- A18 No, the specified common wire nails are to be used.
- Q19 The connection of the bridge rails to the posts are not specified in the drawings, We are assuming that the connecting elements will be a 1-inch diameter bolts, 1 per post at each of the three rails, similar to the bolts which attach the posts to the brackets, Is this correct?
- A19 The rails are to be bolted to the posts with 2 – 16mm diameter ASTM A307 round headed bolts per rail to post connection location.
- Q20 Are there any limitations to any cranes we bring to site for the erection of the modified structure and other activities?
- A20 Cranes are to only be positioned on the west side of the creek and shall be of a size that does not require additional tree clearing over and above agreed upon tree removal in Question 3. The intent is not to remove extra trees than required to undertake the new bridge construction and bank modification work.
- Q21 The project is winter work. Is all work related to dealing with frozen ground, snow clearing/removal, and inclement weather considered incidental to the contract? Will additional payment be considered for any of these items or is this incidental to the contract?
- A21 No additional payment will be made for winter work as Contractor shall consider working with frozen ground and dealing with snow and other winter conditions to meet the construction schedule in their bid.
- Q22 Can the Contractor provide a new steel bridge structure as opposed to modifying and using the existing steel bridge structure that is being provided by Parks Canada.?
- A22 Yes, the Contractor may provide a new bridge structure as opposed to modifying the existing bridge. The new pedestrian bridge must meet all of the requirements of the latest CSA S6 Highway Bridge Design Code and match the widths and span lengths set forth in the contract documents. The use of weathering steel is acceptable for the new girders. The Contractor must take possession of the existing bridge girder sections and existing decking materials and dispose of them as part of his bridge replacement costs.
- Q23 If the existing steel bridge structure that is being provided by Parks Canada is used, at what point does the Contractor assume responsibility for it? Is the Contractor required to have the structure reviewed by an Engineer after it is sand blasted to confirm there are not defects or integrity issues that were covered by the existing paint, or, is this something that would be done by Parks Canada and their Consultant? If the Contractor is required to have an engineer review the existing steel structure after the paint has been removed, will additional payment be considered for this or is this something that would be incidental to the contract and that we should allow for in our bid?
- A23 Parks Canada and their Consultant will review the existing steel structure in the Contractors fabrication shop once the paint has been removed and will confirm he condition. Based on our

visual inspections we do not anticipate any problems with the existing steel girders and the Contractor shall bid the job accordingly.

- Q24 If the paint on the existing steel is removed and additional repairs and modifications are required (Beyond what are already identified in the IFT drawings and specs), will additional payment be considered for this or is this something that would be incidental to the contract and that we should allow for in our bid?
- A24 If additional repairs or modifications are required to the steel girders over and beyond what is identified in the IFT drawings and specifications this work will be considered an extra to the contract.
- Q25 If the structural excavation for the new structure is completed and unsuitable and/or frozen material is encountered and needs to be dealt with or removed and replaced, will additional payment be considered for this or is this something that would be incidental to the contract and that we should allow for in our bid?
- A25 Dealing with unsuitable or frozen material beneath the footings is to be incidental to the contract.

All other terms and conditions remain unchanged.