



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**

**002**

**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**

<b>Title-Sujet</b> Miette River and Athabasca East River Bridge Rehabilitation Jasper National Park		
<b>Solicitation No. - No. de l'invitation</b> 5P420-15-5276/A		<b>Date:</b> December 24, 2015
<b>GETS Reference No. - No de reference de SEAG</b> PW-15-00712802		<b>Amendment No. - N° de la modif.</b> 002
<b>Solicitation Closes:</b>		
<b>at - à</b> 02:00 PM	<b>on - le</b> January 13, 2016	<b>Time Zone - Fuseau horaire</b> MST - HNR
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>		
<b>Address Inquiries to: - Adresser toute demande de renseignements à :</b> Jen Maheu		
<b>Telephone No. - No de téléphone</b> (403) 292-8502		<b>Fax No. - No de FAX:</b> (403) 292-4475
<b>Destination of Goods, Services, and Construction:</b> <b>Destinations des biens, services et construction:</b> See Herein - Voir ici		

**TO BE COMPLETED BY THE BIDDER (type or print)**

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

## Amendment 02

This amendment is issued to distribute answers to bidder questions and make changes to the Unit Price Table.

### **1) BIDDER QUESTIONS**

Q1 The tender package for the drawings is incomplete, specifically for the Athabasca River (East) Bridge. The package current holds only pages 8-9 (of 15 pages total) for the tender drawings and the record drawings are absent entirely for this bridge structure. These will have to be added as soon as possible.

A1 The tender package is complete. This solicitation includes the supply and delivery of girders only for the Athabasca River (East) Bridge as indicated on the price form and in the project specifications.

Q2 The adjacent Athabasca River (West) Bridge Rehabilitation Project presents a **major coordination issue** for the work on the Athabasca River (East) Bridge. The two structures are approximately 60 meters apart (15 guardrail posts between both structures, at approximately 4 meters between the posts if a weak-post W-beam) and the same undivided two-way highway running across both structures in sequence. The projects aren't just nearby, they're effective right on top of one another; there isn't even enough space to place a "Construction Ends" sign between the two structures, nor room of the "Construction Ahead" signs. Both projects will need to share the same traffic plan for the entire duration of the project. If the two projects are active in the same time frame, the traffic plan for the west bridge is the traffic plan for the east bridge.

- Several activities on both projects should be done at roughly the same time. Notable examples would be the girder removal and erection dates, which side of is being worked on for both structures, and when the concrete decks are being poured. Even the use of the same cranes on-site, particularly the one which will be in-between both structures, is very much recommended.
- Traffic lights for alternating traffic at night can only be placed on the outside limits of both projects, not in-between the two structures; to place them in-between without having them on the same timer would almost inevitably result in traffic in both directions being told to proceed at the same time; traffic would be dead-locked, which would have to be avoided.
- Any coordination issue on either project will likely delay both projects, and conflict between different contractors will be hard to avoid.

If conflict is to be avoided entirely, the only solution would be to remove the work on the Athabasca River (East) Bridge from this solicitation. From there, the first option would be to seek out a price from the party doing work on the west bridge and see if they'd be willing to take on the work this year (using the same traffic plan and equipment that they would have on-site for that project); effectively making work on both structures into one larger project. The other option would be delaying the Athabasca River (East) Bridge rehabilitation until after the work on the west bridge is complete, likely the following year.

A2 As indicated in Answer 1, this solicitation includes only the supply and delivery of Girders for Athabasca River (East) Bridge. There are no issues with respect to coordination with the Athabasca River (West) Bridge work.

Q3 Upon a site inspection it was noted that the banks at the abutment fill area are fairly steep on the west side of the bridge, due to the size and weights of the girders a larger crane will be required for the removal and installation, therefore a wide footprint will be required. During these operations can the lane widths available to the traffic be reduced to approx.. 3.0m-3.5m?

A3 A short duration reduction in available road width during crane lifts etc., will be considered during the work, but is subject to the approval of the Departmental Representative.

Q4 If engineered fill is required to accommodate the crane footprint can this fill be dressed up, seeded and left in place after use?

A4 Please refer to Clause 1.11, Section 01 35 43 Environmental Procedures and the Basic Impact Analysis. All impacts shall be minimized and any vegetation disturbed must be revegetated with native vegetation.

Q5 Is there a geotechnical report available for disbursement?

A5 No, a report is not available.

Q6 Please provide an exact address of where the Athabasca East Bridge girders are to be stored upon delivery.

A6 The location of storage may change depending on the proposed delivery date for the girders, but will be located in Jasper National Park.

Q7 Is there a milestone date for the delivery of the Athabasca East Girders? Or is contract completion the date?

A7 There is not a separate milestone date for the delivery of the Athabasca East Girders, other than prior to the completion of the contract.

Q8 In regards to bid item No. 15 – Spec Ref. 34 71 13.01 – Crash Attenuators during the site visit it was noticed that there is existing attenuators installed on all 4 corners. Are these to be replaced with a different type of attenuator? Can the existing ones, as per the attached picture, be reused? Should this item be deleted?

A8 The existing attenuators do not need to be replaced, they will be reused and the pay item will be deleted.

## 2) UNIT PRICE TABLE

### DELETE

15	34 71 13.01	Crash Attenuators	Each	4	\$ _____	\$ _____
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**All other terms and conditions remain unchanged.**