



RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
Bid Receiving Public Works and Government
Services Canada/Réception des soumissions
Travaux publics et Services gouvernementaux
Canada
The Cambridge Building
3 Queen Street/ 3, rue Queen
PO Box 5000/CP 5000
Charlottetown, PEI C1A 4A2
Bid Fax: (902) 566-7514

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
Commercial Acquisitions (PEI)
The Cambridge Building
3 Queen Street/3 rue, Queen
Charlottetown, PEI C1A 4A2

Title - Sujet Parking Lot Repair JAG Bldg PEI	
Solicitation No. - N° de l'invitation ED001-170593/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client R.074056.001	Date 2016-07-06
GETS Reference No. - N° de référence de SEAG PW-\$PWC-023-3902	
File No. - N° de dossier PEI-6-39030 (023)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-07-12	
Time Zone Fuseau horaire Atlantic Daylight Saving Time ADT	
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: Ellis-Herring, Alison	Buyer Id - Id de l'acheteur pwc023
Telephone No. - N° de téléphone (506) 636-3908 ()	FAX No. - N° de FAX (506) 636-4376
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

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

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This Solicitation Amendment No. two (2) is raised to include the following addendum no. 2.

The following addendum to the tender documents is effective immediately. This addendum shall form part of the contract documents.

All other terms and conditions remain the same.

Addendum No. 2.

1. INVITATION TO TENDER DOCUMENT

REMOVE Appendix 1 – Combined Price Form in its entirety **AND REPLACE WITH** revised Appendix 1 – Combined Price Form dated July 4, 2016 attached.

Please note: Appendix 1 - Combined Price Form dated July 4, 2016 attached in this amendment is the Appendix 1 - Combined Price Form that **MUST** be submitted with your bid.

2. SPECIFICATIONS

1. The revised Unit Price Table (refer to item 1 of Addendum 2) includes a new item “Mobilization & Demobilization” along with revised quantities to represent additional work outlined in revised drawings and specifications.
2. Bidders are advised that they will be paid for Mobilization & Demobilization on one occasion only for the entire project. All shutdowns and restarts due to restrictions outlined in the drawings and specifications are to be included in the lump sum bid price for Mobilization & Demobilization. In addition, no monies will be paid due to any shutdown/slowdown as a result of elevated odours/contaminants in the Joseph A. Ghiz Building air distribution systems.
3. Include all costs for relocation of existing concrete light base, pole, lamp and wiring in the lump sum bid price for Mobilization & Demobilization.
4. Include all costs for removal of existing concrete curb, removal/replacement of paving stones, removal/replacement of flagpole and base for construction of one additional disabled parking stall in the lump sum bid price for Mobilization & Demobilization.
5. **Section 01 10 10**, Part 1.20.2:
The word “wit2hin” should be “within”
6. **Section 32 11 23**, Part 3.6.1 and 3.6.2:
Remove Phases 1, 2 and 3 and replace with the following:

Heavy Duty:	Asphalt Base	75mm
	Asphalt Seal	<u>50mm</u>

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Total Asphalt

Thickness = 125mm

Light Duty:

Asphalt Base 60mm

Asphalt Seal 40mm

Total Asphalt

Thickness = 100mm

4. DRAWINGS

REMOVE drawings C0, C1, C2, C3, C4, C5, C6, C7 and C8 **AND REPLACE WITH** attached revised drawings C0, C1, C2, C3, C4, C5, C6, C7 and C8.

5. QUESTIONS AND ANSWERS

Q1. Section 31 23 33 .01 page 4, 3.6.2

States we are to retain services of PEI Land Surveyor for layout and grade certification.

Do we have to have them layout all items and individual layers of materials in the same capacity that our own construction surveyor would or is it just for final signoff and verification or our own layout. My concern is that the cost to have this done by a land surveyor will be extremely expensive and in my own opinion unnecessary. Day to day layout should be own forces and if needed verification should be by land surveyor. Please indicate scope of what is expected of the land surveyor.

A1. The contractor can provide its own day to day surveying. All quantity calculations shall be submitted with progress claims. Final grade certification shall be by a PEI Licensed Land Surveyor.

Q2. Section 32 01 16 page 1, 1.4.1

States that Asphalt corings have been carried out and included in appendix A.

I do not see an appendix A in the documents and as it is vital to know the existing thickness, Can you please provide any information on this that you have. We will need to know the thickness to calculate the price per M2 for the removal of asphalt.

A2. See attached, "Table 1 – Pavement Coring Summary" and Dwg No. 1 titled "Pavement Condition Assessment".

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Q3. Section 32 01 16 Page 3, 3.6.1

States that all work is to be carried out on this project during weekend times.

Is this the case. It is shown elsewhere in the document that it is incorrect at some level.

A3. Delete Section 32 01 16 part 3.6.1

Q4. Section 01 10 10 page 7, 1.20.1

States that at all times, driveway, loading areas and parking areas shall be left in a usable state for all employees and visitors to the tax centre.

Can you define usable. I am wondering what finished surface is considered acceptable for the duration of the project. At various times due to your scheduling / phasing requirements we will be required to have the project in a semi finished state until the next available phase window. It could mean that a granular surface is what can be available. Is this acceptable, and if not what surface is.

A4. A well graded granular surface free from potholes and controlled for dust will be acceptable and considered useable for up to one week at any one location. All surfaces must be paved with hot mix asphalt base material in order to be considered useable for periods longer than one week.

Q5. Section 01 10 10 page 8, 1.20.7

States that work must be completed by specified date or we will be required to provide parking / transport for those areas still under construction. Should we be the successful bid, can you confirm the actual date we would be able to start the work with the full award and contracts done. We have been given an end date but no start date. It is impossible to allow for this penalty if we are unable to set a start time and evaluate if we can have the project complete by the time stipulated. We would need the time frame to allow properly.

A5. Assume work will be permitted to begin on Monday July 18th. The Contractor must fulfil their obligations that are required prior to starting work onsite, including submission of insurance certificates, health and safety plan, detailed schedule, required permits, and all other required items.

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Q6. Section 01 10 10 page8, 1.20.10

States that the roadway in front of the building must be done on weekends.

Are we able to use smaller areas with traffic control to do curb and sidewalk repairs prior to working on the main asphalt roadway?

Further to that can you define what "Usable" is? Is it a granular surface or is it asphalt? Or other?

A6. Most work on and around the roadway directly in front of the building and main entrances must be completed on weekends or during evenings to prevent disruptions to traffic and pedestrians and to prevent paving odours and emissions from materials and equipment from entering the building through the doors or fresh air intake grills. Miscellaneous work can take place in this area during the day on weekdays if there will be no disruption to traffic and pedestrians and no odours and emissions will be generated to the extent that they will enter the building.

See above definition provided as a response to item #10.

Q7. Section 01 11 01 general observation ad question

The item for Mobilization and Demobilization has a considerable amount of work involved and various items that can be easily covered off by unit measure or a Lump Sum item. Can you add a pay item to the contract for this work. With the majority of the items being unit measure it is impossible to allow for Lump sum costs in unit bid items that will vary in Quantity throughout the project. If seem completely unrealistic to try to blend a scope this large across various fluctuating items. Please provide an item so that we may be compensated fairly for the work required and also allow to not have to provide weighted unit bid items that would unbalance the bid.

A7. Mobilization & Demobilization has been added as a bid item in the Unit Price Table – Revised July 04, 2016.

Q8. Can we work on the loading dock and side entrance roads during normal operating times while still working on the areas of parking lot up to 140 stalls?

A8. Yes. Work on the access roads and parking/service areas to the south and west of the building must be coordinated with the building facilities staff to ensure there is, at all times, safe and efficient passage, parking and use by pedestrians, staff, vehicles, delivery trucks and all other vehicles.

Q9. Do we need to provide asphalt base and seal along with line paint prior to moving to the next section of construction?

A9. It is a requirement of this project that all parking areas are to be completed in their entirety prior to moving to another parking area. The intention is to minimize shuffling the areas where staff can

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park. If the Contractor wishes, consideration will be given to permitting placement of the asphalt seal coat during off hours (evenings or weekends) if an acceptable arrangement can be agreed to among all parties. In addition, it is reaffirmed that lane painting must occur as specified.

Q10. Is work allowed after hours and through the night in order to meet schedule requirements?

A10. Any work carried out after hours must meet Provincial and Municipal bylaws. If this option is chosen, additional coordination of limited parking would be required by the Contractor since some staff in the building do work overnight shifts. In addition, the Contractor shall be required to ensure safe passage for pedestrians and vehicles through the twilight and night times.

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REVISED APPENDIX 1 - COMBINED PRICE FORM July 4, 2016 (2 pages)

- 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

The Lump Sum Amount designates Work to which a Lump Sum Arrangement applies.

- (a) Work included in the Lump Sum Amount represents all work not included in the unit price table.

LUMP SUM AMOUNT (LSA) Excluding applicable tax(s)	N/A
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UNIT PRICE TABLE

The Unit Price Table designates Work to which a Unit Price Arrangement applies.

- (a) Work included in each item is as described in the referenced specification section.
- (b) The Price per Unit shall not include any amounts for Work that is not included in that unit price item.

Item	Specification Reference	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit applicable tax(s) extra (PU)	Extended amount (EQ x PU) applicable tax(s) extra
1	01 11 01	Mobilization & Demobilization	Lump sum	1		
2	01 29 83	Materials Testing	lump sum	1		
3	32 01 16	Removal of Existing Asphalt	m ²	19700		
4	31 12 33.01	Excavation: for Parking Lots / Driveways (including Allowance for Proof Roll Test Excavation and Grade Adjustment)	m ³	3800		
5	31 23 33.01	Excavation: for Concrete Curb, Gutter & Walkways	m ³	500		
6	35 05 14	Catchbasins (Repairs)	units	10		
7	32 11 16.01	Proof Roll Test	lump sum	1		
8	32 11 16.01	Premium Borrow-Backfill Proof Roll Areas and Areas Identified for Repairs on Plans	tonne	4700		

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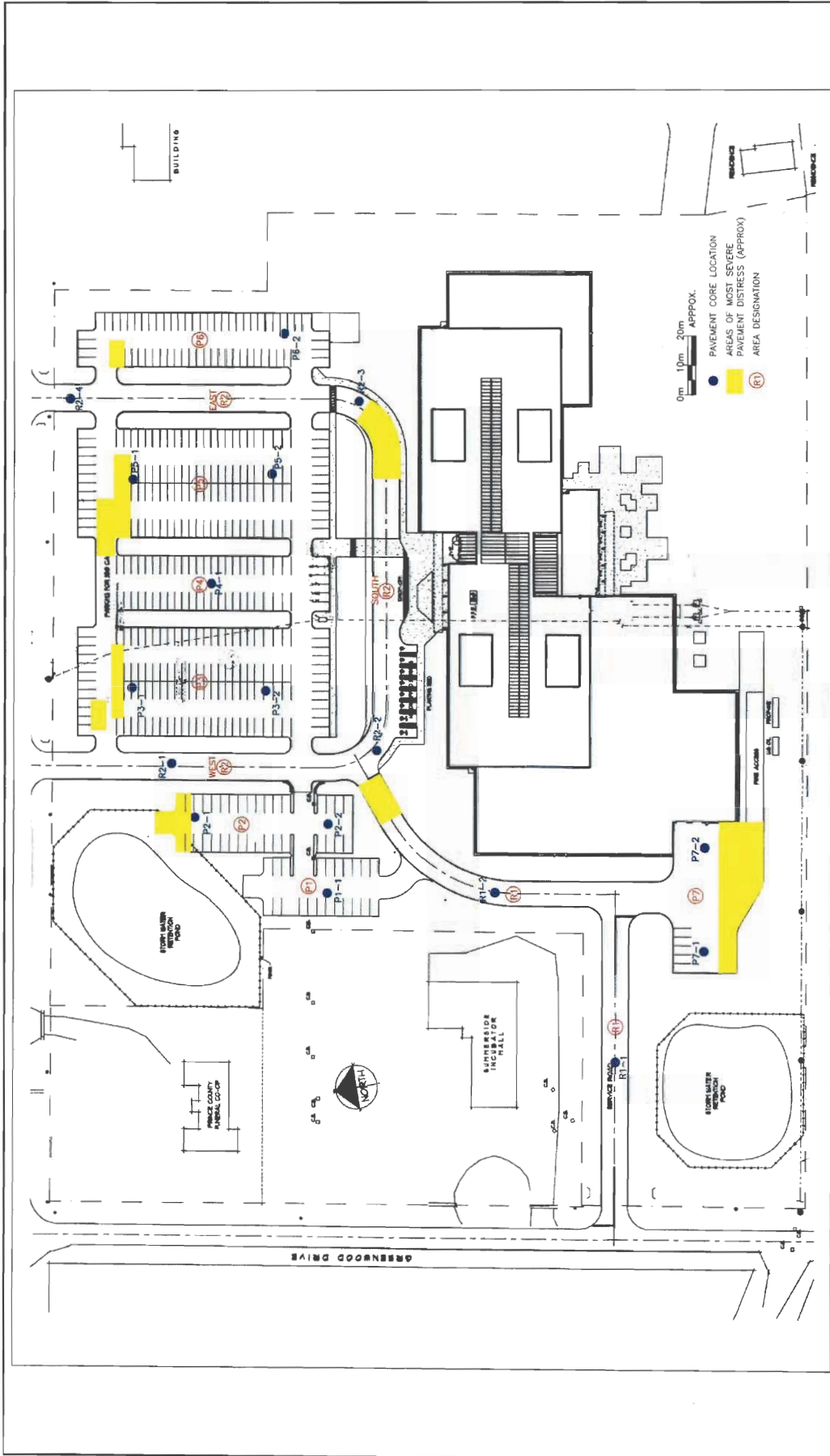
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Item	Specification Reference	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit applicable tax(s) extra (PU)	Extended amount (EQ x PU) applicable tax(s) extra
9	32 11 16.01	Premium Borrow-Concrete Curb, Gutter Areas & Walkways	tonne	400		
10	32 11 23	Class "A" Gravel-Backfill Proof Roll Areas and Areas Identified for Repairs on Plans	tonne	4300		
11	32 11 23	Class "A" Gravel-Concrete Curb, Gutter & Walkway	tonne	300		
12	32 16 15	Sidewalk Concrete Walks, Curbs & Gutter				
		Curb & Gutter	m	365		
		Sidewalk	m	90		
13	32 12 13.16	Tack Coat	m ²	20 000		
14	32 17 23	Pavement Markings	lump sum	1		
15	32 91 19	Topsoil and Finishing Grading	m ²	650		
16	32 12 16	Asphalt Paving				
		Base (75mm thick)	tonne	1650		
		Seal (50mm thick)	tonne	1100		
17	32 12 16	Asphalt Paving				
		Base (60mm thick)	tonne	2050		
		Deal (40mm thick)	tonne	1370		
18	32 92 23	Sodding	m ²	900		
TOTAL EXTENDED AMOUNT (TEA) Excluding applicable tax(s)						

TOTAL BID AMOUNT (LSA +TEA) Excluding applicable tax(s)

Table 1 - Pavement Core Summary

	Core #/Location	Pavement Thickness (mm)			Comments
		Seal	Base	Total	
1	P1-1	45	70	115	1999 expansion; core in good condition
2	P2-1	40	65	105	1999 expansion; core delaminated between seal and base lifts
3	P2-2	45	90	135	1999 expansion; core delaminated between seal and base lifts
4	P3-1	40	80	120	seal core in good condition; base layer fragmented by coring equipment
5	P3-2	50	55	105	core in good condition
6	P4-1	35	60	95	core in good condition
7	P5-1	35	65	100	seal core in good condition; base layer fragmented by coring equipment
8	P5-2	45	55	100	seal core in good condition; base layer fragmented by coring equipment
9	P6-1	30	65	95	core in good condition
10	P6-2	35	70	105	core in good condition
11	P7-1	30	65	95	core in good condition
12	P7-2	30	70	100	core in good condition
13	R1-1	20	70	90	roadway; core in good condition
14	R1-2	50	105	155	roadway; core in good condition
15	R2-1 (west)	25	110	135	roadway; core in good condition
16	R2-2 (south)	60	105	165	roadway; core in good condition; two layers of seal at 30 mm per layer
17	R2-3 (south)	30	75	105	roadway; core in good condition
18	R2-4 (east)	30	115	145	roadway; core in good condition



<p>THIS DRAWING ILLUSTRATES SUPPORTING INFORMATION SPECIFIC TO A STANTEC CONSULTING LTD. REPORT AND MUST NOT BE USED FOR OTHER PURPOSES.</p> <p>Reference:</p>	<p>PAVEMENT CONDITION ASSESSMENT</p> <p>SUMMERSIDE TAX CENTER (JOSEPH A. GHIZ BUILDING)</p> <p>SUMMERSIDE, PRINCE COUNTY, PEI</p>		Job No.: 121617730	Dwg. No.: 1
			Scale: 1 : 1250	
			Date: 9-SEPT-2014	
			Dwn. By: MO	
			App'd By: GZ	
Client: WSP CANADA				
				

