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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.

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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

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

<b>Title-Sujet</b> Johnston Canyon Rock Stabilization Banff National Park		
<b>Solicitation No. - No. de l'invitation</b> 5P420-16-5194/A	<b>Date:</b> September 8, 2016	
<b>GETS Reference No. - No de reference de SEAG</b> PW-16-00745049	<b>Amendment No. - N° de la modif.</b> 003	
<b>Solicitation Closes:</b>		
<b>at - à</b> 02:00 PM	<b>on - le</b> September 13, 2016	<b>Time Zone - Fuseau horaire</b> MDT - HAR
<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> Nathaniel Harrison - nathaniel.harrison@pc.gc.ca		
<b>Telephone No. - No de téléphone</b> (403) 292-4572	<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		

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### Amendment 3

This amendment has been issued to answer questions from bidders and to provide information from the mandatory site visit.

#### A. Questions

- Q1.** Section 01 11 00 paragraph 1.8.2 states that work will start on September 6. Considering that the closing date is September 8, can we assume that the completion date will be extended beyond October 28, 2016?
- A1.** All work is to be completed by October 28, 2016.
- Q2.** Item 3 in the Lump Sum table is "Installation of Precast Concrete Panels". Are these panels supplied by Parks? If not, what is the specification on the panels including quantity required, dimensions, reinforcing? Would this item be better served as a unit price per panel installed?
- A2.** The Precast Concrete Panels will be provided by Parks Canada. The Precast Concrete Panels will be delivered to the contractor laydown area in the Day Use Parking Lot.
- Q3.** Item 7 in the Lump Sum table is "Helicopter Transport & Use". Section 01 25 20B Paragraph 1.6 states that Helicopter use is paid by the hour. How does this relate to the Lump Sum?
- A3.** Bidders are to provide a lump sum amount for all helicopter support which is based on the type of helicopter, number of helicopters, and number of hours used. As this may vary from bidder to bidder, a lump sum amount is to be provided. The contractor will be reimbursed for actual costs as per the hourly rate for each helicopter.
- Q4.** Item 5 in the Unit Price table is for Rundle Stone Wall Construction and is paid per lineal meter. How high are the two walls?
- A4.** The Rundle Stone Wall should have minimum height of 0.9 m. The Rundle Stone Walls are to be constructed to match the existing walls along the trail.
- Q5.** Item 7 in the Unit Price table is for Railing Modifications and is paid per lineal meter and is to include the supply of new rails, posts, fasteners and mesh infill panels. The chart on drawing 1 shows a summary of the length requiring upgrades. It is unclear what "upgrades" entails. There is no indication of the post spacing or the length of mesh panels that require replacing, for example.
- A5.** The current railing configuration is of posts with horizontal cross members. The tender quantity of railing to be upgrade will require mesh panels. The detail of the final railing is provided in the Contract Drawings. The components required to complete the work is dependent on the Contractor's means and methods of construction. The reuse of existing infrastructure versus the use of new materials is a commercial decision for the Contractor. No breakdown of components will be provided.
- Q6.** With regards to the Railing Modifications, is the unit of measure the lineal meters of fence or lineal meters of railing?
- A6.** The unit rate is for linear meters of railing modified. The measurement of Railing Modification will be from end post to end post of the zone of railing modification. In this instance, fence and railing can be using interchangeably.
- Q7.** Photos 28 to 30 prescribe the installation of "barrier fence" which is the "same as elsewhere on site". Is there a detailed specification for the components of this fencing? Is this fencing paid under Item 9 in the Unit Price table? Is "barrier fencing" the same type of fencing as shown on the two drawings, even though the posts there are attached to cross beams?
- A7.** The "barrier fence" is paid under Unit Price Items 14 and 15 depending on if the fence/railing is to be removable. The barrier fencing is the same type as the fencing/railing show in the drawings except with concrete post foundations instead of being attached to cross beams. The fence/railing post foundation in rock shall have a minimum diameter of 125 mm and depth of 300 mm. In soil, the

fence/railing post foundations shall have a minimum diameter of 300 mm and a minimum depth of 1,000 mm.

- Q8.** In the past have the railings been removed prior to scaling work?
- A8.** Most recently the railings have been removed prior to scaling. As part of the mesh panel installation, the areas that will undergo scaling maintenance will have a removable post detail added. However, historical programs have used various protection measures such as plastic barrels, conveyor belting and blast mats. The means and methods for reusing or reconfiguring the existing railing for mesh installation is at the discretion of the Contractor.
- Q9.** What needs to be done with regards to tourist access to the site during the construction program?
- A9.** During construction the site will be closed under a Superintendent's Closure. A Superintendent's Closure enables Wardens to remove people from the site and issue fines up to \$25,000. If tourists enter the site and refuse to leave, the Wardens can be called for removal of the individual(s).
- Q10.** Is the scaled material going to be disposed of in the canyon?
- A10.** Scaled material can be disposed of in Johnston Canyon. Efforts should be made to distribute the material along the work zone to limit the impact on the creek. The trim blasting allowed for at the location before Catwalk 1 is intended to reduce the size of the material coming off the slope.
- Q11.** What is to be used as backfill behind the Rundle Stone wall? Does it need to be crushed rock?
- A11.** Scaled / native material can be used for backfilling of the Rundle Stone walls. It is not a requirement that backfill material be brought to site.
- Q12.** How were the helicopter hours determined for the tender package?
- A12.** The allowance for 10 hours of a 212 helicopter or equivalent and 30 hours of a 407 helicopter or equivalent is based on the estimated scope of work. **It is up to the contractor to confirm and provide a price based on their analysis of how much helicopter time will be needed to complete the work.** Helicopter use efficiency will be closely monitored during the construction program. It is strongly encouraged that the Contractor have a scale on site to prepare flying packages in advance of the helicopter arriving on site. Parks Canada understands that Johnston Canyon is a variable site and the weather will be an issue towards the end of the construction period.
- Q13.** What needs to be done at the location of the second Rundle Stone Wall before cold patch trail repair can be done? Is a subgrade needed?
- A13.** Subgrade is not needed. The trail path needs to be leveled prior to cold patch application.
- Q14.** There is no line item for bolt camouflaging, how is this item to be paid? What is required for the bolt camouflaging? How many bolts are there that need camouflaging?
- A14.** There is allowance for scaling hours at this location. Bolt camouflaging would be paid under this line item. If time allows, graffiti removal would also be paid under the scaling hours. There are approximately 12 bolts that need to be camouflaged. Camouflaging will consist of cutting the bolt flat to the nut and packing around the plate and nut with grout or cement. An example of camouflaged bolts can be seen on the downstream end of the slope.
- Q15.** Should the railings / fence upgrades be new material?
- A15.** It is up to the Contractor whether the existing railings are upgraded or replaced with new material, as long as the final product is in accordance with the Contract Drawings.
- Q16.** Is the tree leaning over the trail (between Catwalk 6 and 7) included in the scope of work?
- A16.** Individual trees will be examined on a tree by tree basis. The scope of the project may be revised based on issues identified during the course of work. Windfall or other fallen trees crossing the Fire Lane will be the responsibility of the Successful Contractor to move. These trees will not be measured for payment.

**Q17.** How far is it from this location to the MacMat installation location?

**A17.** Based on the Site Plan provided in the tender package, it is approximately 150-200 m in plan view. Hose run through the forest will likely be closer to 300-400 linear meters.

**Q18.** Are we allowed to move the brush piles in the laydown area? The helicopter will blow them around during lifting operations.

**A18.** PCA will review what the end use is intended for the brush. The contractor will be allowed to move it.

## **B. Mandatory Site Visit**

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A list of the attendees has been attached.

Information provided at the site visit is as follows:

### CATWALK 1:

- Two Arborist trees were identified at this location. The goal of felling the trees is to have them fall in a way to create a natural berm at the base of the slope.
- Access to the top of the slope is from the fire road.

### CATWALK 2:

- Identified the location of 3 – 6 m rock bolts.
- Identified the 3<sup>rd</sup> Arborist Tree above catwalk 3.

### SECOND RUNDLE STONE WALL

- Check scale to occur above the Rundle Stone wall location.
- The new railing in this area is part of the lump sum item for paint touch up.
- Stockpiled precast concrete slabs are for installation in Catwalk 3.

### UPSTREAM END OF CATWALK 3

- The Catwalk 3 panels which are currently wood are to be replaced with pre-cast concrete panels which will be provided by PCA.

### BARRIER FENCE BETWEEN CATWALK 3 and CATWALK 4

- Identified the location of the barrier fence between Catwalk 3 and 4.
- Barrier fence is to be approximately 6 m long, built to the same design as the other railing sections.
- The barrier fence is to have concrete post foundations.
- Cold patch trail repair is required between Catwalk 3 and Catwalk 4.

### CATWALK 5

- Identified the location of the barrier fence between Catwalk 4 and 5.
- Identified the location for rock bolt camouflaging and graffiti removal.

### DOWNSTREAM OF CATWALK 6

- Identified second section of railing that is included in the paint touch up lump sum item.
- Identified area above trail which is the location for the lump sum MacMat & Greenax installation. There is access from the fire road for this location. MacMat and Greenax will be provided by PCA and will be delivered to the parking lot.

### BELOW CATWALK 6

- Identified both areas for bolt installation.
- Identified the small trim location. Controlled rock removal is required. The trim blast should be designed to 'pop and drop' the overhang.

#### TRAIL INSECTION WITH FIRE ROAD ACCESS

- From the upstream end of Catwalk 6 to the upper falls the work is mainly cold patch trail repair and railing upgrade.
- Identified fire road access.
- Padding material for protection of infrastructure needs to be non-organic material. PCA is very concerned about the introduction of seeds and foreign species. Previous contractors have used tires, plywood, plastic rain barrels and conveyor belts for protecting infrastructure.

#### UPPER FALLS LOOKOUT

- Upper Falls Lookout is a high priority area for railing upgrade.
- Access to the Ink Pots trail is ~400 m from upper lookout.
- There is a high likelihood of people trying to access the site from the Ink Pots trail. The entire site needs to be secured during construction. Daily sweeps of the work areas for the public entering the site will be required.

#### JUNCTION OF FIRE ROAD AND TRAIL ACCESS ROAD

- This was the location where the contractor stationed the compressor last year.

#### GATE TO FIRE ROAD

- The resort will be open for the first month of the project. It is very important to be respectful of the resort and the guests.
- Clearing of fallen trees on the fire road to provide site access is the responsibility of the Contractor. Trees can be moved to the side of the road. No offsite disposal is needed.
- The PCA Environmental Surveillance Officer will be making visits to site during construction. They will making sure that the contractor is meeting the project environmental requirements. Key items for them currently include; removal of domestic garbage from site, fueling of equipment and other mitigation measures.
- With the trail closed, wildlife will come back into the area including grizzly bears, black bears and wolves, which are known to visit the site. Wolves may be the biggest issue as the den is very close and they have started to scavenge.
- The Johnston Canyon day use parking lot is not available as a laydown area. Two options are available including across Bow Valley Road and the new parking lot in the Johnston Canyon camp ground.

#### OPTION 1 LAYDOWN AREA

- Area is an old camp ground which has been rehabilitated.
- Disturbance to the ground such as tire tread marks will need to be rehabilitated at the end of the project. PCA will provide grass seed.

#### OPTION 2 LAYDOWN AREA (JOHNSTON CANYON CAMP GROUND PARK LOT)

- The camp ground is open until September 26. Access must be maintained to the public until the camp ground is closed.
- The parking lot may not be ready for use at the start of the project. Contractor should plan on using both laydown areas.

**All other terms and conditions remain unchanged.**

# Johnston Canyon, Banff National Park - August 31, 2016 Mandatory Site Visit Attendance Sheet

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