



**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

**Bid Receiving Public Works and Government  
Services Canada/Réception des soumissions Travaux  
publics et Services gouvernementaux Canada**  
800 Burrard Street, Room 219  
800, rue Burrard, pièce 219  
Vancouver  
British Columbia  
V6Z 0B9  
Bid Fax: (604) 775-9381

**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**  
Public Works and Government Services Canada -  
Pacific Region  
800 Burrard Street, Room 219  
800, rue Burrard, pièce 219  
Vancouver  
British C  
V6Z 0B9

<b>Title - Sujet</b> Traverse Trail Clearing & Grubbing	
<b>Solicitation No. - N° de l'invitation</b> EZ899-171514/A	<b>Amendment No. - N° modif.</b> 007
<b>Client Reference No. - N° de référence du client</b>	<b>Date</b> 2016-11-28
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$PWY-033-7889	
<b>File No. - N° de dossier</b> PWY-6-39165 (033)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2016-12-08</b>	<b>Time Zone</b> Fuseau horaire Pacific Standard Time PST
<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 Enquiries to: - Adresser toutes questions à:</b> Siopongco, Philip PWY	<b>Buyer Id - Id de l'acheteur</b> pwy033
<b>Telephone No. - N° de téléphone</b> (604) 351-6139 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> PCA (Parks Canada) - Pacific Traverse Trail - Pacific Rim National Park - Tofino, BC	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b>	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

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**Les documents français seront disponibles sur demande.**

This Solicitation Amendment 007 is raised to:

- A. Revise BA06 (Construction Period) on the Bid and Acceptance Form**
- B. Incorporate existence of a Comprehensive Land Claims Agreement (CLCA)**
- C. Extend the bid closing date and revise the mailing label,**
- D. Incorporate Addendum 4 and the PDF file “ !APP\_H\_BMP for Prevention of Invasive Species”**

Previously issued Bid and Acceptance Form is now replaced with **Bid and Acceptance Form – Revised 11-28-2016, see attached.**

The revised **Bid and Acceptance Form – Revised 11-28-2016** must be used when submitting your bid. Any bid submitted on a previous version of the Bid and Acceptance Form will be considered non-compliant and therefore disqualified.

Changes made to the **Bid and Acceptance Form – Revised 11-28-2016** is in BA06, Construction Time; the number of weeks to completion is now “within 20 weeks.”

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## **A. BID AND ACCEPTANCE FORM (BA) – Revised 11-28-2016**

### **BA01 IDENTIFICATION**

Traverse Trail Clearing – Parks Canada  
Pacific Rim National Park, Vancouver Island, British Columbia

### **BA02 BUSINESS NAME AND ADDRESS OF BIDDER**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_ PBN: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Industrial Security Program Organisation Number (ISP ORG#) \_\_\_\_\_  
(when required)

### **BA03 THE OFFER**

The Bidder offers to Canada to perform and complete the Work for the above named project in accordance with the Bid Documents for the **TOTAL BID AMOUNT INDICATED IN APPENDIX 1**.

### **BA04 BID VALIDITY PERIOD**

The bid shall not be withdrawn for a period of thirty (30) days following the date of solicitation closing.

### **BA05 ACCEPTANCE AND CONTRACT**

Upon acceptance of the Contractor's offer by Canada, a binding Contract shall be formed between Canada and the Contractor. The documents forming the Contract shall be the contract documents identified in Contract Documents (CD).

### **BA06 CONSTRUCTION TIME**

The work must begin immediately after official notification of acceptance of tender by the contracting authority and must be completed within 20 weeks of contract award.

### **BA07 BID SECURITY**

The Bidder is enclosing bid security with its bid in accordance with GI08 - Bid Security Requirements of R2710T - General Instructions - Construction Services - Bid Security Requirements.

### **BA08 SIGNATURE**

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Name and title of person authorized to sign on behalf of Bidder (Type or print)

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**B. Incorporate existence of a Comprehensive Land Claims Agreement (CLCA)**

Under **IMPORTANT NOTICE TO BIDDERS**

Insert: This procurement is to be undertaken within lands covered by the Maa-Nulth Modern Treaty

**C. Extend the bid closing date**

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**Extension of Time**

**Traverse Trail Clearing  
Pacific Rim National Park  
Vancouver Island, British Columbia**

**Solicitation No: EZ899-171514/A**

Notice is hereby given that the time for reception of tenders previously due at  
2:00 p.m. on December 1, 2016, local time is hereby extended to  
**2:00 p.m. on December 8, 2016, local time.**

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**MAILING LABEL:**

**NOTE TO TENDERERS:** Use the mailing label below and affix it securely to the outside of the envelope or package containing your tender. For revisions to tenders: (fax # (604) 775-9381), use this sheet as the cover sheet. Always ensure your company name, return address, tender number and closing date appear legibly on the outside of your bid submission.

**REAL PROPERTY CONTRACTING  
Public Works and Government Services Canada  
219-800 Burrard Street  
Vancouver BC V6Z 0B9**

**Requisition Number:** EZ899-171514/A

**Tender Closing Date and Time:** December 8, 2016 at 1400 hours, local time

**Project Description:** Traverse Trail Clearing – Parks Canada

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## **D. Incorporate Addendum 4 (see below)**

The following changes/clarifications in the tender documents are effective immediately.

This addendum will form part of the contract documents.

### **1.0 TIMBER:**

All merchantable timber shall be cut into lengths of not less than 2.6m except as agreed to by the Departmental Representative.

### **2.0 BIRD NESTING SEASON:**

It is the intent of this Contract that all standing timber to be cleared is felled prior to the bird nesting season. Trees not down by that time must remain standing until the end of the nesting season unless detailed bird nesting searches are carried out to validate that the trees are clear. The estimated nesting season in this area starts March 12.

If the Contract award date is at least 12 calendar weeks in advance of the start of the bird nesting season and if the Contractor has not completed the falling of the trees before the bird nesting season, the additional costs incurred by the Contractor for the delay in cutting and/or cost associated with detailed bird nest searches shall be the Contractors responsibility.

If the Contract award date is closer than 12 weeks to the start of the bird nesting season, PWGSC will cover additional tree clearing costs and/or cost associated with detailed bird nest searches from the start of the bird nesting season to the date 12 weeks from Contract award.

### **3.0 Q: IS CONTRACTOR RESPONSIBLE FOR COSTS ASSOCIATED WITH WORKING INSIDE BC HYDRO ROW?**

Contrary to information contained in Addendum 3 Item 9.0, the contractor will not be required to pay for BC Hydro direct costs. Public Works and Government Services Canada will pay BC Hydro directly for costs related to the clearing work. The contractor will be required to include the contractor's costs (co-ordination, reduced productivity, etc.) into the unit prices submitted for the clearing work.

### **4.0 SECTION 01 35 33, HEALTH AND SAFETY REQUIREMENTS**

Strategic Natural Resources Consultants (SNRC) will do a danger tree assessment of the entire trail length through the month of December, 2016. This report will not be available during the tender period but will be made available to the successful bidder at the time of clearing to aid in planning and scheduling of work. Method of payment for removal or topping of danger trees remains unchanged.

Should the contractor identify additional danger trees (not previously identified by SNRC) which need to be removed to facilitate safe clearance of the trail, these should be identified to the Departmental representative 24 hours prior to removal or topping of any danger trees.

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**5.0 Q. FROM STATION 61+250 TO 63+400 DO YOU HAVE ANY PLANS FOR HIGHWAY ACCESSES IN THIS SECTION? ASSUMING THE ANSWER IS NO, ARE THE CLEARING CONDITIONS THE SAME AS THE REST OF THE TRAIL? ASSUMING THE ANSWER IS YES, HOW DO YOU PROPOSE THE TRANSPORTING OF WOOD DEBRIS AND MERCHANTABLE TIMBER FROM THIS 2KM PLUS TRAIL IN THE BUSH?**

The Florencia Bay – Old Goldmine Trail route has an approximately 2km section of trail (61+000 to 62+997) without highway access. The contractor shall be permitted to chip and dispose, within the adjacent forest, the cut organic material under 120mm diameter for the portion of the trail which exceeds 500m from an access point. The thickness of the mulched material shall not exceed 25mm for the area being covered and shall require review by the environmental monitor during spreading. If the depth of mulch reaches 25mm or the environmental monitor notes impacts to wildlife or wildlife habitat, the excess material shall be removed from site. No chipped material can be deposited into watercourses, wetlands or riparian habitat. If the Contractor is directed to salvage merchantable timber which is more than 600 metres from a road, parking lot, or highway access point an additional payment will be negotiated.

**6.0 Q. IN AMENDMENT 003 ITEM 6.0 SEDIMENT CONTROL MEASURES AROUND STREAM CROSSINGS ... YOU MENTION LARGE ROCK AND COURSE MATERIALS AT BRIDGE ENDS. HOW MUCH OF THIS MATERIAL ARE YOU ASKING FOR AND HOW DO YOU PROPOSE TO TRANSPORT IT TO THESE SITES ON THIS TRAIL?**

These are examples of clean materials that the Contractor could choose to use to build up a bridge approach that would avoid sedimentation to the water courses. The Contractor may choose other materials provided no sedimentation is introduced into the water course.

Method of delivery is the responsibility of the Contractor. The method chosen will need to meet the environmental criteria. It is likely the Contractor will select a variety of materials to suit each situation.

**7.0 Q. DECKING ROOM FOR LOGS (MERCH) 12CM+ COULD BE AN ISSUE AT COMBERS (STORAGE ROOM). IS THERE ANOTHER SITE AVAILABLE FOR LOG STORAGE IF ADDITIONAL ROOM IS REQUIRED?**

Additional storage for timber will be available at the Radar Hill Road parking lot the Contractor is constructing. The Contractor is responsible for completing this lot prior to additional storage being required.

**8.0 Q. WHAT IS THE MINIMUM SPEC (DIAMETER AND LENGTH) FOR REMOVAL OF BRANCHES AND LOGS? DO TWIGS AND NEEDLES NEED TO BE REMOVED TOO? SUGGEST PUBLIC WORKS PROVIDE ADDITIONAL DETAIL ON WHAT MINIMUM SIZE WILL BE ALLOWED.**

Small amounts of debris shall not require removal. Leaves, needles, and twigs up to 30 cm long and not more than 15 mm diameter may be left in place provided the quantity is not more than 1 cm thick on the trail clearing.

**9.0 Q. HOW MUCH MATERIAL > 120MM WILL BE DISBURSED ON SITE AND NOT REQUIRING REMOVAL TO ONE OF THE DESIGNATED STORAGE AREAS? THE SPECIFICATION DOCUMENT STATES THE QUANTITY REMOVED WILL BE AT THE DISCRETION OF THE DEPARTMENTAL REPRESENTATIVE HOWEVER THE AMOUNT REMOVED CAN HAVE A SIGNIFICANT INFLUENCE ON TRANSPORTATION COSTS. CAN PUBLIC WORKS SUGGEST A PERCENT (%) ESTIMATE OF DEBRIS >120MM THAT WILL REMAIN ON SITE?**

All material over 120mm diameter that is removed from site and stockpiled will be paid for under item 31.1.9 of the Unit Price Table. This quantity is estimated at 3,200 cubic metres. Material over 120 mm diameter that falls outside of the trail right of way (5.2 metre width) and is left in place will only be paid for under the appropriate item dictating it's cutting (clearing, danger tree, etc.) If the fallen tree (over 120mm diameter) is inside the 5.2 m trail right of way and the Departmental Representative directs that it not be salvaged, it will be pushed outside of the 5.2 m right of way without additional payment. It is estimated that up to 10% of merchantable timber (320 cubic metres) will be treated in this way

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(left on site and pushed outside the 5.2m right of way. If the Departmental Representative directs that the fallen tree be moved a greater distance, either into the forest, or along the trail, an additional payment will be made as a change to the contract.

**10.0 Q. MUST ALL TREES BE HAND FELLED AND/OR CLIMBED DOWN (I.E. NO MECHANIZED FALLING/PUSHING OVER TREES)?**

All of the trees along the trail shall be hand fallen due to the confined width of the clearing and sensitivity of the ground. The Radar Hill Road parking lot may be fallen by hand or by machine.

**11.0 Q: PRIOR TO ANY MACHINE LEAVING ONE THE 40 ACCESS POINTS TO CLIMB ONTO THE LOWBED FOR TRANSPORT TO ANOTHER ACCESS POINT – THE MACHINE NEEDS TO BE THOROUGHLY CLEANED. IN THIS CASE GIVEN THAT ALL MATERIAL WASHED OFF THE MACHINE IS FROM ‘THAT PARTICULAR LOCATION’ IS IT ACCEPTABLE TO LEAVE THIS MATERIAL ON THE FOREST FLOOR WHERE IT IS WASHED? ONE WOULD EXPECT THAT ALL OF THE DEBRIS COULD JUST STAY ON THE MACHINE AS IT IS ENTERING THE FOREST AGAIN, (SAME FOREST). I WOULD EXPECT THAT ONLY EQUIPMENT FROM OUTSIDE IMPORTING IS WHERE THE MACHINES NEED CLEANING. PLEASE BE MORE EXPLICIT.**

Referring to Section 01 35 43, Clauses 1.6 and 1.8, the Contractor shall power wash equipment before bringing it into the Park. When this equipment is transferred between work sites within the park it will need to be sufficiently clean as to avoid siltation issues for watercourses and wetlands. The material removed from the equipment may remain on the forest floor provided it will not wash into any watercourses or bodies of water. Wash areas may require silt fencing or other measures to avoid contamination of wetlands and water courses.

Washing of equipment is crucial to avoid the spread of invasive species. Please see Appendix H of the EMP which provides details of the equipment cleaning requirements. Invasive plants are known to occur along the highway/roadway ditches. The EMP notes that the contractor is required to:

Prevent spread of invasive plant species that could be found on site by cleaning equipment before moving into new areas. Remove all weeds and suspect plants from equipment and vehicles to prevent spread of invasive species.

In areas with weed infestation, we have more thorough cleaning requirements:

If working within an area of weed infestation, clothing, tools and equipment must be thoroughly cleaned before leaving the site. Capture potentially infested plant and soil debris and dispose of it in an approved spoil pile. Implement the following cleaning procedure for clothing, hand tools and personal equipment: 1) While standing on a tarp, shake and brush off all clothing to remove any plant and soil material; 2) Unroll any pant or shirt cuffs and shake then brush out debris; 3) Brush off cruiser vests, back packs, or other personal equipment; 4) Brush off boots (including tread) with a stiff bristled brush; 5) Use a wash basin to complete removal of all dirt and plant material from boots, equipment and hand tools; 6) Clean brush in wash basin; 7) Dispose of wash water by pouring through a fine filter cloth, then place the filter cloth in a strong black plastic bag; 8) Remove tarp carefully and transfer the dirt and plant material to the black plastic bag, tie securely and dispose at an approved location.

The above is meant to refer to the location of daily work rather than the Park as a whole.

Invasive plants are known to occur along the highway/roadway ditches but are not common along the trail alignment and we want to limit their spread to this area as it would cause expensive maintenance issues for the Park.

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**12.0 Q: ARE THE ACCESS TRAILS, ONCE BUILT, CONSIDERED A SITE WHERE MACHINE/MEN NEED TO WASH-DOWN BEFORE AND AFTER? IF NOT THESE MAY PROVIDE ROOM TO SET-UP A WASH-DOWN FACILITY AND/OR PROVIDE LOG STORAGE AND GRUBBING DEBRIS STORAGE.**

The access points will be constructed with clean rock and gravels. Provided the Contractor maintains these areas in a clean condition, equipment operating on these clean areas will not require washing, except when being transferred to another part of the trail to avoid the spreading of invasive species.

**13.0 Q: Would a full-time one lane closure be permitted if necessary? Closing one lane may be required to allow the following:**

- 1. Washing down machine prior to entering every access site can only happen if washed on highway as access point is not built to start with?**
- 2. Off-loading and loading on the lowbed will require one lane closure**
- 3. Loading of:**
  - 3.1. Logs: Log truck sits on highway – does not enter access points in many cases due to lack of room (width and length)**
  - 3.2. Debris: Debris truck on highway – does not enter most access points in many cases due to lack of room (width and length)**

Due to the limitations of working space within the Park it is recognized that the Contractor may need one lane of the highway, or one of the other roads for loading, unloading, and other operations. Closure of one lane will be acceptable, adequate signing and two flag people will be required to permit alternate traffic flows on the remaining open lane. All lane closures shall be in accordance with Section 01 35 00 of the specifications. Details of these closures shall be shown in the Traffic Management Plan and will be included in item 1.1 of the Unit Price Table. It is recommended that equipment be washed down at a central point such as the Combers Beach parking lot and then delivered clean to the work site.

**14.0 Q: I would like clarification on access roads. From the original description there are approximately 40 access points. The new information implies there are two types, permanent and temporary. If some are eliminated this will make removal of debris and timber more difficult. Please clarify.**

There are approximately 40 locations that the Contractor can access the trail from a paved road or highway. The 25 permanent access locations are where the future trail intersects existing access roads. The Contractor will clear and grub, remove topsoil to a firm subgrade, place geotextile, rock subbase and base for a distance of approximately 20 m to create a clean working area and to access the trail. Since these locations will become part of the trail they are referred to as permanent accesses. The Contractor will be paid under the appropriate contract items for this work.

At the 15 temporary access locations, a short clearing varying in length from 10 metres to 40 metres will be constructed by the Contractor to connect the trail to the highway or road. Construction will be similar to the above except the geotextile will be laid directly over the topsoil. Payment will be made under the appropriate unit items. These will be used by the Contractor to access the trail but they will be removed in 2 or 3 years by another contractor. These are the temporary access points.

A permanent or temporary access will be located approximately every kilometer (except on the Florencia Bay / Goldmine Trail loop) so most of the trail will be within 500 to 600 metres of an access point.

There are widened areas along the trail, one about every 250 metres, to allow one vehicle to pull over so another can pass during the clearing contract and the trail construction. These are shown on the drawing as “construction pull-outs” with exact locations identified onsite with the Departmental representative.



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**15.0 Q: In Addendum 3, item 4 mentions temporary bridges. Are these to replace the culverts that were removed from the Contract? The original contract noted there would be no crossing of water courses. Is it necessary to go across these water courses or is there other ways around them? Can we avoid using temporary bridges at our discretion?**

There are about 25 permanent streams that the trail must cross. These streams cross the entire park so there is no route that does not cross them. In the fall and winter more streams and areas of standing water appear so the number of streams will be much higher than 25. As well, most of the drainage ditches along the roads become filled with water and are treated like streams by the Fisheries and Water Acts.

The original contract said that equipment or material could not pass (or cross) through the streams. The equipment and debris would have to go over the streams by using temporary bridges. The original contract permitted culverts to be placed in the roadside ditches to cross over them and allow water to continue flowing. However it has now been clarified that it will generally not be permitted to install culverts so each ditch crossing needs a temporary bridge. The cost for supply and installation of the temporary bridges to access the trail should be included under item 35.1 of the Unit Price Table. It will be the Contractors decision if they use enough bridges to cross every stream and water course at the same time or if they use a smaller number by completing one section of trail then moving the bridges to another section of trail, or whether some larger streams will be accessed from either side and not crossed.

Culverts may still be permitted, but only in those water courses confirmed as non-fish bearing by the Departmental Representative and Environmental Monitor.

Major watercourse have been identified on the Clearing drawings at proposed bridge locations. Where access is available, the Contractor may choose to clear the trail up to these major crossings from both directions and not cross these watercourses during the clearing of the trail. The Contractor will only need to remove tall trees under the 26 proposed permanent bridge spans but not clear brush and ground cover beneath the proposed bridges.

Contrary to Addendum 2 Item #12.0, the number of water crossings and temporary bridges cannot be identified, as variations in rainfall will cause the number to vary. The Contractor may want to schedule the removal of the fallen timber and debris during periods between heavy rainfall.

It is the Contractors responsibility to handle the crossing of all watercourses and standing water encountered along the trail, whether identified in the contract or not, in a method approved by the environmental monitor and Departmental Representative.

**16.0 Q: In the new schedule of quantities item 31.4.a Geotextiles Geocomposite, is this meant to be supply only, or supply and install? And if its supply and install, where and what amounts are required? Pt 15.0 of amendment 005 mentions... for use under future sections for the trail?**

The geotextiles are to be both supplied and installed. 4,000 square metres of geotextile will be supplied and placed under both the temporary and permanent access points. There are about 40 points, each requiring about 4.75 m wide X 20 metres long = 3,800 square metres plus 200 square metres contingency. This will be paid under item 32.1 of the Unit Price Table.

5,600 square metres of geotextile will be placed under the rock sub-base material for the Radar Hill Road parking lot. This will be paid under item 32.2 of the Unit Price Table.

**All other terms and conditions remain the same.**

## Best Management Practices for the Prevention of Invasive Species

The following procedures are provided for forestry and construction crew members and vehicles to prevent the spread of invasive species within the PRNPR.

### **All equipment entering the site will be cleaned prior to entering the park:**

#### *Before entering the work area:*

- ▶ Vehicles will be inspected and cleaned (including the tires, wheel wells, bumpers and undercarriage) before entering the park each day (refer to Table 1).
- ▶ Large equipment will be inspected and cleaned before entering the site each day.
- ▶ Hand tools, will be inspected and cleaned of all dirt, and vegetative plant material before entering the site each day. The dirt and vegetative plant material can be brushed into black plastic bags and transported to a designated disposal site.

#### *Before leaving the site or moving to a new site:*

- ▶ Set-up a portable vehicle washing station on site; for additional information (for additional information refer to [www.fs.fed.us/eng/pubs/pdf/05511203.pdf](http://www.fs.fed.us/eng/pubs/pdf/05511203.pdf); and [http://nwipcr.org/documents/private/atv\\_reportaf.pdf](http://nwipcr.org/documents/private/atv_reportaf.pdf)).
- ▶ Vehicles will be inspected and cleaned (including the tires, wheel wells, bumpers and undercarriage) at a designated portable washing sites before leaving the park each day.
- ▶ Large equipment will be inspected and cleaned at a designated portable washing site before leaving the site each day.
- ▶ Hand tools, will be inspected and cleaned of all dirt and vegetative plant material before leaving the site each day. The dirt and vegetative plant material can be brushed into black plastic bags and transported to a designated disposal site.

### **Personnel entering the site will be weed free:**

- ▶ Boots and clothing of workers will be clean; boots need to be washed or have the dirt removed before entering the site and leaving the site each day (Refer to Table 1).

**Table 1: Procedures and Equipment for the Prevention of Invasive Plant Species**

<b>Vehicles and Equipment</b>	The following procedures are to be completed:
	• Before entering the park
	• Before leaving the park
	• Before travelling to a different section of the trail

<b>Procedure</b>	Vehicles must be rinsed thoroughly using an on-site portable washing station, commercial on-site washing station or a commercial truck and vehicle wash.
	Vehicles parts to be washed include:
	• undercarriage
	• front and rear wheel wells
	• soil accumulation behind bumpers
	• grills
	• tires (roll forward when washing tires)
	• floor mats
	• truck boxes or trailers

**If using an on-site washing station the water, soil and plant parts need to be collected and disposed of safely.**

<b>Personnel</b>	Before entering your vehicle, exiting the park and moving to another trail, follow the guidelines below:
<b>Equipment</b>	• stiff bristled brush
	• boot washing tub (e.g. large ziplock/rubbermaid container)
	• clean water
	• fine filter cloth
	• strong black garage bags (for disposal of water, soil and plant parts)
	• small tarp

<b>Procedure</b>	While standing on the tarp:
	• shake then brush off all clothing to remove any plant material and mud
	• unroll any pant or shirt cuffs and shake then brush out any debris
	• brush off cruiser vests, back packs to remove plant material
	• brush off boots (including the bottom of the boots) with stiff bristled brush
	• use the foot wash to complete removal of all dirt and plant material
	• brush dirt and plant material off all hand held tools
	• wash all hand held tools in the foot bath
	• clean brush in foot bath to remove any debris

	<ul style="list-style-type: none"> <li>dispose of wash water by pouring it through a fine filter cloth, then place the filter cloth in a strong black plastic bag,</li> </ul>
	remove the tarp carefully and transfer the dirt and plant material to the black plastic bag, tie securely and dispose at a contaminated site depot.
	leave the site

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