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

Title-Sujet Reconstruction of Highway 93A Jasper National Park	
Solicitation No. - No. de l'invitation 5P420-17-5308/A	Date: October 25, 2017
GETS Reference No. - No de reference de SEAG PW-17-00796675	Amendment No. - N° de la modif. 002
Solicitation Closes:	
at - à 02:00 PM	on - le November 2, 2017
Time Zone - Fuseau horaire MDT - HAR	
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 (403) 292-8502	Fax No. - No de FAX: (403) 292-4475
Destination of Goods, Services, and Construction: Destinations des biens, services et construction:	
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TO BE COMPLETED BY THE BIDDER (type or print)

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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	
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Amendment 02

This amendment is being raised to distribute answers to bidder questions and make changes to the tender package.

A) QUESTIONS AND ANSWERS

Q1 Section 01 35 31 1.5.1 states:

"The Contractor shall provide traffic control in accordance with current edition of: Alberta Transportation – Traffic Accommodation in Work Zones Manual, Alberta Transportation –Standard Specifications for Highway Construction, Edition 15, 2013, Section 7.1 – Traffic Accommodation and Temporary Signing, Manual of Uniform Traffic Control Devices for Canada, (MUTCD) distributed by Transportation Association of Canada" while section 1.9.3 states: "Place signs and other devices to standards and in locations recommended in British Columbia Ministry of Transportation – Traffic Control Manual for Work on Roadways." Is this correct or a typo?

A1 References to British Columbia Ministry of Transportation to be removed.

Q2 Section 01 35 43 3.1.4 References Beaver Pit. Where is Beaver Pit?

A2 Beaver Pit should be replaced with "Marmot Pit" in the Specifications.

Q3 Regarding recycling reclaimed asphalt:

- Section 02 42 13 .14 1.1.1 states "Asphalt Pavement Removal by cold milling will be considered eligible for Recycled Asphalt Pavement use in the mix design."

- Section 32 12 16 2.1.2 states "The use of a Reclaimed Asphalt Pavement (RAP) is not permitted for this project."

- Which is correct? Is RAP allowed or not?

A3 Text revised to the following (changes are marked **red** and **bolded**): The last sentence in paragraph 1.1.1 says that "Asphalt Pavement Removal by cold milling **may** be considered eligible for Recycled Asphalt Pavement use in the mix design." This contradicts paragraph 1.1.2.2 of specification 32 12 16 (Asphalt Concrete Pavement) which says that "The use of Reclaimed Asphalt Pavement (RAP) **may be considered** for this project."

Q4 Is there a pit plan for Marmot Pit available, showing extraction area and proposed rehabilitation?

A4 Pit plan is not available at this time.

Q5 Items 7, 8, 9, 10, 11,12 on the drawings it shows new culverts installed requiring 1.6mm thick culvert, in the documents under specification 33 42 13 culverts are required to be 2.0 mm thick and to be epoxy coated, which culvert thickness and coating is to be installed.

A5 All culverts to be minimum 2mm and epoxy coated.

Q6 Item # 6 Deep Patch Repair, the specifications reference is 32 01 16.13 and 32 11 17,the 32 01 16.13 is not referenced in the documents and either is the location and structure shown in the drawings. Could you provide further clarification?

A6 32 01 16.13 is a standard clause that may be used in other projects incorporating full depth reclamation and is referenced here to clarify that these works on this project fall under 32 11 17. Futher notes on Deep Patch Repair reference at 01 27 00 1.11.2 - Reshaping Granular Road Base.

The areas of deep patch repairs and depth requires are undermined. The repairs are required at various locations of yielding, heaving, or other evident subsurface failure. The locations for deep patch repairs will be agreed upon with the contractor and departmental representative. Contractors should base efforts upon bid item quantities.

Q7 Is there a specified full depth reclamation ie; 300 mm total base and asphalt or 400 mm total depth base and asphalt.

A7 "Full depth reclamation" on this project is not expected to be as deep as in traditional environments. There is pitrun layer beneath the ACP of highly variable depth and with unknown size rocks. The intent is

to pulverize all of the old asphalt in place while incorporating 50mm -100mm of the existing granular base, compact and place new asphalt on top. Depths and pulverization as directed by departmental representative as field conditions vary.

Q8 I can only find 32500 tonnes of mix from the drawings compared to 39860 tonnes in the schedule of quantities.

A8 There is ~38-40,000t of ACP anticipated on the project, including ~6250t as leveling course, ~7,850t inlay following milling, and the balance ~25850t as overlay pavement and miscellaneous patch and access works.

Q9 Item # 22 has a quantity of 530 m2 whereas the drawing sections B3 show approx. 66500 m2

A9 Bid item to be changed to 67,250m2

Q10 Section 01 32 16.07 (1.5)– Project Milestones – shows all clearing and brushing complete by November 30, 2017, yet 01 11 00 (1.3.2) states clearing and brushing works to occur between September 11, 2017 and March 31, 2018.

A10 The dates in Section 01 11 00 SUMMARY OF WORK under 1.3.3 CONSTRUCTION DURATION are correct. Clearing and Brushing work is to be completed by March 1, 2018.

Q11 Section 01 35 43 (3.3.1) – Pavement Marking and Guardrail Placement states “Payment for removal, installation and temporary glow posts to be paid under Lump Sum Item 3 b) Prime Cost Sum...”. There is no Prime Cost Sum.

A11 There is no Prime Cost Sum on this contract and this reference should be deleted. These works shall be incidental to the contract.

Q12 Section 01 35 43 (3.9.4) - Culvert Installation – how are we paid for fish salvage?

A12 The culverts are not expected to be in contact with fish bearing waterbodies and generally are not on any permanent watercourses. No fish salvage is anticipated.

Q13 With regards to culvert removal and replacement, are we to assume that all excavation is paid in Item 13; Culvert Removals are paid under Items 11 & 12, Culvert Installations are paid under Items 7 to 10; and all granular backfill paid under Item 15? Specifically, is the excavation item meant to cover all excavation required to carry out the culvert removal and replacement?

A13 Yes to all.

Q14 With regards to Item 6 – Deep Patch Repair, the unit of measurement is square meters. This gives no indication of the depth of material to repair. Should this not be a volume measurement? How is the backfill material paid?

A14 This is in m2 and is inclusive of all labour and material cost. The actual area of deep repairs required as well as the depth is undetermined. The repairs are to extend until competent embankment or ditch elevation is reached, as directed by Departmental Representative.

Q15 Section 01 27 00 (Measurement and Payment) paragraph 1.4.7.1 states “ Clearing and Underbrush Clearing will be measured and paid by surveyed square meters of clearing completed.” Does this mean that payment will only be for actual areas cleared? If this is the case, then the schedule of quantities does not make sense. Drawing C215 shows two tables highlighting areas of “Close Cut Clearing” and “Brush Clearing”. When extended assuming a 7 m clearing width per the Brushing Typical section, the areas calculate to 83,860 m2 and 3,115 m2 respectively. This is significantly less than the bid quantities of 33,480 m2 and 333,340 m2. The bid quantities seem to reflect clearing the total length of the project (23.876 km) at 7 m either side of the road for a total area of 334,264 m2. Even this falls short of the total bid quantity of 366,820 m2.

A15 There is an error in labeling the tables on plan Page C215. The table with the header “Highway 93A Brushing Clearing” is actually a continuation of the Table headed “Highway 93A Close Cut Clearing” which corresponds to the “Brushing and Clearing - Close Cut” quantity of 33,480m2. The close cut clearing is clearing of larger more mature trees which is not necessarily 7 m wide - it is variable based on site review from no close cut clearing required in sections, to 1 m for areas adjacent a watercourse. Very few areas would require a full 7m width cleared. Contractors should base efforts upon bid item quantities.

Q16 Are there locations for item # 6 (Deep Patch Repair) also the schedule refers to specification 32 01 16.13; which is not described in the reference documents or in the typical sections.

A16 Deep Patch Repair reference to be changed to 01 27 00 1.11.2 - Reshaping Granular Road Base.

The areas of deep patch repairs and depth requires are undermined. The repairs are required at various locataions of yeilding, heaving, or other evident subsurface failure. The locations for deep patch repairs will be agreed upon with the contractor and departmental representative. Contractors should base efforts upon bid item quantities.

Q17 The specifications refer to many unforeseen costs to be "incidental to the work". How are contractors to quantify and price this incidental work? Generally, PCA covers this with a Prime Cost Sum allowance. Will there such an allowance added to this tender?

A17 There is no Prime Cost Sum allowance for this project. Change orders will be used for unforeseen circumstances.

Q18 Section 01 11 00 – 1.9 Work Camp : How many spaces are available and when are they available? Paragraph 1.9.2 mentions Appendix A but there is only a single page labeled App B at the end of the specs and it is blank.

A18 There are 7 spots being held for the successful Contractor for this project; however additional spots may be available in Spring 2018 depending on occupancy from other projects. Work camp spots will be available from the time the contract is awarded through to contract completion. Reservations and payment for the Work Camp can be made once the contract is awarded. This addendum contains The Work Camp Terms of Reference, which is included as a separate attachment in this addendum under DSP2.

Q19 Section 01 27 00 – Measurement & Payment a. Paragraph 1.4.7.3 states "The price includes...disposal offsite...traffic accommodation..." Does disposal off site mean out of the park or in a PCA pit? Is traffic accommodation not paid under the Traffic Accommodation Lump Sum?

A19 This clause is in reference to brushing and clearing; refer to section 31 11 00, 1.4 for further details. Chips and mulch to be removed from site and disposed, timber to be taken to Marmot Pit. Traffic Accommodation is paid under lump sum and is not included under the clearing and grubbing items.

Q20 Section 01 27 00 – Measurement & Payment

b. Paragraphs 1.4.9.1.1, 1.4.11.1.2, and 1.4.11.3.2 state "The price to include...disposal of contaminated or unsuitable material offsite..." What is the quantity and nature of these materials? Does offsite disposal mean out of the park or in a PCA pit?

A20 None of the following items are expected to be substantial enough to require quantification: • Excess cut and organics from ditching works

- Generally any waste material from excavation that cannot be reused as excavation.
- Poor subgrade materials that may be found where deep repairs are required
- Materials that can not be pulverized as part of the works due to contractor equipment limitations
- Other unforeseen materials.

Clean, non contaminated materials can likely be delivered to a PCA pit, as directed by a Departmental Representative and ESO.

Q21 Section 01 27 00 – Measurement & Payment

c. Paragraph 1.4.15.1.8 mentions Beaver Grates yet there is no reference to them on the drawings. There is also no Lump Sum in the schedule of quantities.

A21 This should be removed from the Specifications, no Beaver Grate is included under this project.

Q22 Section 01 35 43 (Environmental Procedures) paragraph 3.1.4 states "Ground asphalt material shall be removed, recycled or stored in the Beaver Pit..." Where is Beaver Pit? Also, would disposal of the materials referenced in question 3 above be acceptable at this location?

A22 Beaver Pit should be replaced with "Marmot Pit" in the Specifications. It is expected that some millings are to be incorporated into the granular base for this project as part of the reclamation works and excess to be stockpiled in Marmot Pit.

Q23 Section 01 74 21 (Construction Demolition Waster Management and Disposal) paragraph 1.7.5 states "Haul waste from brushing offsite unless otherwise..." Does disposal off site mean out of the park or in a PCA pit?

A23 Refer to section 31 11 00, 1.4 for further details. Chips and mulch to be removed from site and disposed, salvageable timber to be taken to Marmot Pit. There is potential that limbs/brushing/chips can be burned at the Waste Transfer Station. Pending fire, climatic conditions and time of year, burning may also be permitted in Marmot Pit pending approval from the PCA Departmental Representative, and PCA Fire Management Officer. Prior to burning activities a Restricted Activity Permit is required.

Q24 Section 02 41 13.14 (Asphalt Pavement Removal)

a. The total quantity of milling in the schedule of quantities is 530 m², yet Section B3 (Station 205+240 to 214+880) on the drawings calls for "50mm Mill and Replace". Shouldn't the bid quantity reflect this quantity of 9640 m x 6.9 m = 66,516 m² of additional area to be milled?

A24 Bid item to be changed to 67,250m²

Q25 Section 02 41 13.14 (Asphalt Pavement Removal)

b. With regards to FDR (full depth reclamation), the schedule of quantities call for 80 mm FDR whereas the drawings and typical section call for 70 mm FDR.

A25 The drawing and typicals are accurate, 70 mm is correct.

Q26 Section 02 41 13.14 (Asphalt Pavement Removal)

c. How deep is the full depth reclamation? We understand the depth of existing asphalt and underlying aggregates. What is not clear is what ratio of reclaimed asphalt vs the depth of aggregate is required. In other words, how deep is the reclamation?

A26 "Full depth reclamation" on this project is not expected to be as deep as in traditional environments. There is pitrun layer beneath the ACP of highly variable depth and with unknown size rocks. The intent is to pulverize all of the old asphalt in place while incorporating 50mm -100mm of the existing granular base, compact and place new asphalt on top. Depths and pulverization as directed by departmental representative as field conditions vary.

Q27 Section 02 41 13.14 (Asphalt Pavement Removal)

d. The last sentence in paragraph 1.1.1 says that "Asphalt Pavement Removal by cold milling will be considered eligible for Recycled Asphalt Pavement use in the mix design." This contradicts paragraph 1.1.2.2 of specification 32 12 16 (Asphalt Concrete Pavement) which says that "The use of Reclaimed Asphalt Pavement (RAP) is not permitted for this project."

A27 Text revised to the following (changes are marked **red** and **bolded**): The last sentence in paragraph 1.1.1 says that "Asphalt Pavement Removal by cold milling **may** be considered eligible for Recycled Asphalt Pavement use in the mix design." This contradicts paragraph 1.1.2.2 of specification 32 12 16 (Asphalt Concrete Pavement) which says that "The use of Reclaimed Asphalt Pavement (RAP) **may be considered** for this project."

Q28 Section 31 05 16 (Aggregate Materials) paragraph 3.2.1.1 states "It is expected that the Marmot Pit will be prepared for excavation prior to the works included under this project." However, subsequent paragraphs 2, 3 & 4 talk about clearing, grubbing and stripping ahead of quarrying or excavation. How are we to interpret and be compensated for any work to be done?

A28 Paragraphs 2, 3 and 4 to be removed.

Q29 Section 32.12.16 (Asphalt Concrete Pavement)

a. Paragraph 2.2.2.4 states "Mixes with a TSR value less...shall be treated with a liquid anti-strip additive..." Paragraph 2.2.2.9 says that payment for liquid anti-strip will be made at the rate shown in the Special Provisions. Where is this rate shown?

A29 Section 32.12.16, Paragraph 2.2.2.9 is revised to the following: **Liquid anti-strip additive, if required, will be incidental to the contract.**

Q30 Section 32.12.16 (Asphalt Concrete Pavement) - b. Paragraph 2.4.2.1.1 states "Failed areas in existing surfaces shall be repaired as directed by the Consultant. Areas requiring repair will be identified by the Consultant in consultation with the Contractor." How are we to be paid for these repairs?

A30 These areas will be paid for by the Deep Patch Repair Quantity

B) TENDER PACKAGE CHANGES

1. Section 01 35 43, 1.19.2 To be removed from specifications
2. Section 01 35 43, 1.19.10. Change "the Glacier Compound in Glacier National Park" to "the Maintenance Compound in Jasper National Park"
3. Section 01 35 43, 3.6. Change "Glacier" to "Jasper". Change "Revelstoke" to "Jasper"
4. Add the following folder: *DSP2_17-5308.zip*

All other terms and conditions remain unchanged.