



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Public Works and Government Services Canada
ATB Place North Tower
10025 Jasper Ave./10025 ave. Jasper
5th floor/5e étage
Edmonton
Alberta
T5J 1S6
Bid Fax: (780) 497-3510

**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
ATB Place North Tower
10025 Jasper Ave./10025 ave Jasper
5th floor/5e étage
Edmonton
Alberta
T5J 1S6

| | |
|--|--|
| Title - Sujet Waterton Signs, Guardrails | |
| Solicitation No. - N° de l'invitation EP922-200063/A | Amendment No. - N° modif. 003 |
| Client Reference No. - N° de référence du client Parks - EP922-200063 | Date 2019-06-14 |
| GETS Reference No. - N° de référence de SEAG PW-\$PWU-023-11636 | |
| File No. - N° de dossier PWU-9-42017 (023) | CCC No./N° CCC - FMS No./N° VME |
| Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-06-25 | Time Zone Fuseau horaire Mountain Daylight Saving Time MDT |
| F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/> | |
| Address Enquiries to: - Adresser toutes questions à: Taylor (RPC), Ian | Buyer Id - Id de l'acheteur pwu023 |
| Telephone No. - N° de téléphone (780) 566-9487 () | FAX No. - N° de FAX (780) 497-3510 |
| 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 |

This solicitation amendment has been raised to make the following changes and answer questions received:

Remove and Replace the following sections:

00 01 10 Table of Contents
01 27 00 Measurement and Payment
01 32 16.19 Construction Progress Schedule
02 41 13 Selective Site Demolition
31 36 00 Gabion Construction
31 23 22 Common Excavation
31 23 33.01 Excavating, Trenching and Backfilling
32 00 01 Subgrade Preparation
32 17 23 Pavement Markings
34 71 13.21 Vehicle Guide Posts
34 71 13.25 Vehicle W-Beam Guide Rail

Section 10 14 00 Signage - Part 2 2.1.8

Remove:

“The Contractor shall supply all bolts and other hardware required to mount signs to posts or to frames and the frames to the posts. All bolts and hardware shall be galvanized.”

Replace with :

“The Contractor shall supply all bolts and other hardware required to mount signs to posts or to frames and the frames to the posts. All bolts and hardware shall be Stainless Steel.”

Question 1

There is a 70 week from award completion date on the cover sheet for the project making completion sometime in September 2020. Work Restrictions Section 01 14 00 1.1.2 states that the guard rail needs to be done in 4 weeks and the signs in 6 weeks. Which one of these is correct?

Answer 1

Both are correct. The installation of the guardrail is the highest priority, followed by the signage. The reason for the long overall duration is primarily related to the hazard tree assessment and abatement work. There are restrictions on hazard tree removals during the period of April 1 to September 31, on account of the little brown bats and the migratory birds. Hazard tree removal will be kept to a minimum to allow for the safe installation of the signs and guardrails from April 1 to September 31. Additional hazard tree assessment and abatement work will occur after September 31. Note: Wildlife surveys are required between April 1 and September 31. Aug 24 was noted as the end of the bat window in the supplementary mitigations section, however the correct date is September 31. The hazard trees have been assessed and abated in the first 8 KM of the Redrock parkway, report attached. Another assessment will be required prior to initiating construction. Additional mitigations, such as flush cut stumps, de-limb, top and relocating outside of clear zone and parallel with contours will be required in this area. Beyond km 08, there has been no hazard assessment or abatement work has been completed to date. All trees within 1.5 tree lengths of the roadway will be assessed

and hazard trees will be abated in accordance with the Wildlife/Danger Tree Assessor's Course Workbook Parks and Recreation Sites Course Module. The drawings indicate that all trees are to be cut within 20m of the edge of pavement, which is incorrect. All hazard trees within 1.5 tree lengths of the edge of pavement must be cut. The fallers must be certified. Mapping needs to be completed by a Registered Forest Technician and the prescriptions need to be completed by a Report and recommendations concerning what to do with the debris needs to be prepared by and under the seal of a Registered Professional Forester. Processors and other heavy equipment are not permitted for hazard tree abatement work. The attached reports and maps are included to show what an acceptable hazard tree mapping and report will look like. Volumes cut, species, and recommendations concerning next steps are all required. In the fall, the hazard tree crews will de-limb, top and flush cut the stumps along the roadway which were not cut flush on the first pass on account of the snow. Additional hazard tree assessment and abatement work may also be added at the discretion of the Departmental Representative at various locations within the park. Crews may also be sent to complete work at any location throughout the park, at the discretion of the Departmental Representative.

Bat surveys must be completed by a qualified and registered (e.g., P.Biol, R.P.Bio, P.Ag.) environmental professional who has a minimum of 30 field days of bat survey experience in forested settings (e.g., roost surveys, emergence surveys, acoustic monitoring), and experience making recommendations based on survey results.

Question 2

We would like clarification as to whether the paint lines are a single yellow dividing line or a twin/dual yellow line dividing line.

Answer 2

A single yellow dividing line will be required.

Question 3

On the cover page, the title is Wildfire Hazard assessment and on the advertisement and the tender form page 10 of 19, it is listed as Waterton Signs, Guardrails and Hazard Tree Removal, Waterton Lakes National Park. What is the correct project title?

Answer 3

The following can be used as the title for the project: "Waterton Signs, Guardrails and Hazard Tree Removal", "Waterton Lakes National Park Signage & Guardrail upgrades", "Waterton Lakes National Park Red Rock Signage and Guardrail upgrades", "Hazard Tree Assessment and Abatement, Signs and Guardrail Replacement", "Wildfire Hazard Assessment", "Waterton Signs, Guardrails and Hazard Tree Removal, Waterton Lakes National Park"

Consider all of the above noted titles hereby removed and replaced by the following title "Waterton Signs, Guardrails and Hazard Tree Removal"

Question 4

BA06 – What is the typical timeframe for notification of award be anticipated following closing, to determine an adequate completion date 70 weeks thereafter.

Answer 4

The time frame to the notification to award can vary significantly for a variety of reasons.

Question 5

1.4.2 – Will there be a list provided of other contractors/work being done in the area prior to close?

Answer 5

A complete list is not available at this time. Scaling is ongoing on the Red Rock Parkway by Mountain Rock. McKnight Enterprises is working on the Bears Hump and Cameron Falls Trails project. McNally and LW Dennis Contracting are using the SMS pit for the Townsite Campground and Streetworks program, respectively. The SMS pit is located near the entrance of the Red Rock Parkway. Consultants will be accessing the Crandell Campground area with subcontractors. Westco Construction is in the process of repairing the Blakiston Falls Viewing platforms and working on fencing. Jennex and Link Builders are currently working on the Alpine stables project. A contract for the reconstruction of five pedestrian bridges may commence during this contract. Design consultants and subcontractors associated with the Crandell Campground and day use area upgrades may be accessing the area with their subcontractors.

Question 6

1.9.3 – Is there a facility or secure location to store materials and equipment that would be available?

Answer 6

Lay down areas will be made available near the Red Rock Parkway. The security cannot be guaranteed, however there may be storage locations available that have a locked gate to help prevent vehicular access. Locations to be confirmed. An indoor facility for material storage is not available.

Question 7

3.3.5 – What type of steel sign post is required?

Answer 7

The single steel post required is a galvanised U channel post with (Nylon washers).

Question 8

3.3.8 – What is the meaning of “Deep Steel Post”?

Answer 8

All guardrail/guide rail posts will be deep post or enhanced deep post installation. The posts have a greater embedment than a typical guardrail post. A typical guardrail post as per the Alberta Transportation specification TEB 3.09 has a standard post length of 1.83 m, with embedment depth of approximately 1.1 m. All guardrail/guide rail posts on this project will be installed require an

embedment depth of 2 metres minimum, with the exception of the section above the lost horse box culvert/retaining wall. The deep posts will have 2.74 m post length with an embedment depth of approximately 2 m. The enhanced deep post sections will have a post length of 3.66 m with an embedment depth of approximately 2.93 m. All guardrail/ guiderail posts will be galvanized steel.

The increase embedment depth are required on account of the side slopes. For side slopes up to 2H:1V, a deep post is required. For slopes steeper than 2H:1V, enhanced deep posts will be required, at the discretion of the Departmental Representative.

Question 8

3.3.8 – The drawings reference a routed wood spacer for guardrail and the specification references a steel spacer block.

Answer 8

HDPE, Pressure treated wood or Steel blocking are all acceptable.

Question 9

We are writing to have “King Blocks” (recycled plastic spacer block) allowed for use as a spacer block for the guardrail (bid item 8) for Tender Parks-EP922-200063.

Answer 9

HDPE “King Blocks” are considered an acceptable alternate blocking material.

Question 10

We would like to use TL-3 X-Lite Impact Attenuators for bid item 9, instead of the TL-3 SKT impact attenuator listed in the tender documents.

Answer 10

TL-3 X-Lite Impact Attenuators are an acceptable alternative provided they can be installed with the required flare.

Question 11

If the road is closed to vehicular traffic, can you indicate what level of traffic accommodation will be required?

Answer 11

The parkway will be open to pedestrian traffic throughout the project. Parks Canada staff, consultants and contractors for other projects will require vehicular access. The level of traffic accommodation required will be at the discretion of the contractor to ensure safe passage of the public.

Question 12

At the Coppermine Creek location, will accommodation be made to allow for a shorter post (for example standard size) in order to mitigate damage to the existing retaining wall?

Answer 12

Yes, a standard (1.83m) length strong post can be used if necessary behind the retaining wall at Coppermine Creek.

Question 13

Will any accommodations be made to allow for standard size posts rather than 2 meter posts in areas that are less hazardous given that the speed along this road is 50 km/hr. If so, what would be acceptable? Obviously the longer post/deeper drilling adds to the overall cost of the project.

Answer 13

No, other than the behind the retaining wall per question 2 above. In most instances, there is a lack of crest behind the proposed barrier, and the intent of deep post approach is to avoid embankment widening.

Question 14

Would it be possible to perform "test" drilling in various locations along the project prior to tender close?

Answer 14

Yes; however, this needs activity needs to be coordinated with and permitted by Canada Parks prior to the closing of the tender. Extensions will not be granted on account of test drilling.

Question 15

Which SKT is required for installation? Is this a TL-3 (100 km) or TL-2 (70 km) design? The tender specifications give three options but does not specify. It explains to refer to contract documents (not found). The speed limit is 50 km/h. By crash testing standards a TL-2 SKT could be installed. The unit price table has supply & install impact attenuator.

Answer 15

TL-2 is desired SKT system.

Question 16

Can you please provide clarification for the spacer blocks depicted in drawing C-07?

In the Notes (4) "wood spacer blocks not acceptable" is described.

The same drawing page also depicts an "89 mm Long Galvanized Nail" driven at an angle into said Spacer Block.

Can you please provide clarification on this?

Specifically;

- Types of acceptable materials for Spacer Blocks

Answer 16

The galvanized nail should be removed from the detail. All posts are to be galvanized steel. HDPE, Pressure Treated Wood and Steel Spacer blocks are acceptable. Spacer blocks are to be installed in accordance with the manufacturers' recommendations.

All other terms and conditions remain unchanged.