



**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

**Bid Receiving - PWGSC / Réception des soumissions -  
TPSGC**

**11 Laurier St. / 11 rue Laurier**

**Place du Portage, Phase III**

**Core 0B2 / Noyau 0B2**

**Gatineau**

**Québec**

**K1A 0S5**

**Bid Fax: (819) 997-9776**

**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 & Fast Track Procurement  
Div/Div des Acquisitions commerciales et achats en  
régime accéléré

L'Esplanade Laurier,

East Tower 7th Floor

140 O'Connor, Street,

Ottawa

Ontario

K1A 0R5

<b>Title - Sujet</b> Bicycle Rack Procurement&Install	
<b>Solicitation No. - N° de l'invitation</b> H1085-192251/A	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b> H1085-192251	<b>Date</b> 2019-07-26
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$PD-038-77423	
<b>File No. - N° de dossier</b> pd038.H1085-192251	<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 2019-08-13</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT	
<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> Epps, Shane	<b>Buyer Id - Id de l'acheteur</b> pd038
<b>Telephone No. - N° de téléphone</b> (343) 550-1623 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

**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/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

Contract No. - N° du contrat  
H1085-192251/A

Amd. No. - N° de la modif.  
001

Buyer ID - Id de l'acheteur  
pd038

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H1085-192251

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CCC No./N° CCC - FMS  
No./N° VME

**Amendment 001 is raised to modify the following information:**

**Delete Article -4.1.2 Financial Evaluation, in its entirety.**

**Replace with the following:**

#### **4.1.2 Financial Evaluation**

The price of the bid will be evaluated in Canadian dollars, Applicable Taxes excluded, Delivery Duty Paid destination, Canadian customs duties and excise taxes included.

Bids will be evaluated to determine the lowest price on an aggregate price basis for the items and quantities listed in the Technical portion of the bid.

#### **Bid Evaluation Example:**

SITE 1

(Total of 12 parking spots required)

<b>BID A:</b>		<b>BID B:</b>	
Price of 4 rack corral	\$1600	Price of 3 rack corral	\$1100
Quantity 3:		Quantity 4:	
3 x \$1600 = \$4800/12 units	\$400/unit	4 x \$1100 = \$4400/12 units	\$367/unit
Installation cost: \$100		Installation cost: \$120	
\$100/12units	\$8.33/unit	\$120/12units	\$10/unit
Total=	\$408.33/unit	Total=	\$377/unit

In this example, BID B would be considered the winner at \$377/unit.

#### **Delete Article 5. REQUIREMENTS**

**Replace with the following:**

#### **5. REQUIREMENTS**

Canada has a proposed layout to accommodate projected parking needs of the various sites. If a proposal is submitted containing the same amount of available bicycle parking spaces for any given Site, but with a different proposed layout/configuration of the racks/corrals than what is currently shown in the solicitation documents, Canada will evaluate that proposal(s) on the same cost/unit (or parking spot) basis as a bid submitted using the exact layout/configuration. There will be no bid rejected based on a modified layout or configuration if it can result in a better value for money for Canada.

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## Delete Article 5.2 STAGGERED WHEEL WELL SECURE RACKS


Replace with the following:

### 5.2 STAGGERED WHEEL WELL SECURE RACKS

The Contractor must provide the requirement with the following specifications:

**Total quantity of individual units: 126**

- **Four rack corrals: x 24**
- **Six rack corrals: x 5**

Specifications	Value
Rack material	Carbon steel
Finish	Galvanized
Rack must include: <ul style="list-style-type: none"><li>a) An element that cradles one wheel.</li><li>b) Support for the bicycle frame securely at one point or more.</li><li>c) A design to vertically and/or horizontally stagger handlebars.</li></ul>	
Sample Images	 The image block contains two photographs. The left photograph is a close-up of a bicycle rack component, showing a curved metal frame support and a locking mechanism. The right photograph shows a street scene with a bicycle parked in a rack. A white arrow points to the frame support area, with a label 'Frame support and locking area' and 'Support de cadre et zone de verrouillage'. Another label 'Alternated vertical staggering' and 'Alternance verticale décalée' points to the handlebars of the bicycle.

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**Delete ANNEX B in its entirety.  
Replace with the following:**

## **ANNEX "B"**

### **BASIS OF PAYMENT**

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid firm unit price(s) in Canadian dollars, Delivery Duty Paid at destination as specified in the contract for a cost of \$ \_\_\_\_\_. Customs duties are included and applicable Taxes are extra.

Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work, unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.

CATEGORY	TOTAL UNITS	UNIT MAKE/MODEL	UNIT PRICE (EACH)	TOTAL
CATEGORY 1	143		\$_____	\$_____
CATEGORY 2	126		\$_____	\$_____
REPAIR STAND/ AIR PUMP	2		\$_____	\$_____
INSTALLATION SERVICES	1		\$_____	\$_____
			<b>SUBTOTAL:</b>	<b>\$_____</b>
			<b>TAXES (____ %):</b>	<b>\$_____</b>
			<b>TOTAL:</b>	<b>\$_____</b>

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## QUESTIONS AND ANSWERS #1

### **Q1: Are there specific qualifications or certifications required in order to install the supports?**

A1: No particular qualifications or certifications are required, however, the bidder should be knowledgeable and experienced with installing support hardware into asphalt.

**Q2: One of the racks that is specified in this tender is a wheel well secure rack to cradle 1 tire. We have 2 bike suppliers and both of them do not carry a rack like this for the primary reason that it often causes the front wheel to bend if someone were to knock a bike over. It is undesirable with cyclists due to the "wheel bender" effect and if there are a number of them side by side, the chances of bikes being knocked over is very high as they are much less secure and sturdy than the Inverted U shaped racks**

**Are you set on having this rack as part of the bid or would you accept an alternate that is more secure? Either more inverted U or a different style of rack? If this is the rack needed – do you have a specific supplier in mind that makes the model you are looking for? I would like to see the specs.**

A2 : The documents do define that we are looking for a wheel-well secure style rack, which is included in the APBP (Association of Pedestrian and Bicycle Professionals) best practice guide, and is not a wheel bender style rack. The wheel-well secure style racks have a support for the frame of the bike to prevent them from falling over. The wheel-well secure racks provide a higher capacity - in the space where 8 bikes can park with inverted u racks, 12 can fit with wheel-well secure, so changing this would impact the capacity of the enclosures.

**Q3. The RFQ states that all metal is to have a galvanized finish. Can we add extra protection by adding our signature finish over top? It is formulated especially for creating a cleaner galvanized look and presentation and adding durability. We already provided this finish for bicycle racks purchased by OC Transpo, City of Ottawa, Government of Canada and many others in Ottawa and other cities. This finish can be provided in absolutely any colour.**

A3. The requirement for a galvanized-finish is so it will match the finish of the existing enclosures. Bidders may provide special coatings but Canada is not prepared to spend more per unit beyond the current specifications.

**ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME.**

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