



## 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> Mt. Ozzard Bypass Rd. & Tower	
<b>Solicitation No. - N° de l'invitation</b> F1705-190075/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> F1705-190075	<b>Date</b> 2019-08-14
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$PWY-028-8631	
<b>File No. - N° de dossier</b> PWY-9-42051 (028)	<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 2019-08-21</b>	
<b>Time Zone</b> Fuseau horaire Pacific Daylight Saving Time PDT	
<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> Lam (PWY), Tian	<b>Buyer Id - Id de l'acheteur</b> pwy028
<b>Telephone No. - N° de téléphone</b> (604) 363-7968 ( )	<b>FAX No. - N° de FAX</b> (604) 775-6633
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> DFO-CCG - Mt. Ozzard - Ucluelet, 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> Raison sociale et adresse du fournisseur/de l'entrepreneur	
<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>

Solicitation No. - N° de l'invitation  
F1705-190075/A

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
pwy028

Client Ref. No. - N° de réf. du client

File No. - N° du dossier CCC No./N°

CCC - FMS No./N° VME

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Les documents seront disponibles en français sur demande.

The Solicitation Amendment 002 is raised to issue the Addendum 001, to extend the bid closing date and time and to revise the Appendix 1 - Combined Price Form for the solicitation referenced above.

- 1) Please see herein for the revised Combined Price Form to be completed and submitted with your bid documents. The Appendix 1 – Combined Price Form – Revision 1 must be used. Failure to use the revised form will result in a bid being disqualified
- 2) The solicitation's bid closing date and time has been changed as follows:

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#### **Extension of Time for Tenderers**

Mt. Ozzard Bypass Road & Tower  
Ucluelet, B.C  
Solicitation No: F1705-190075/A

Notice is hereby given that the time for reception of tenders previously due at 2:00 p.m. P.D.T. on August 19, 2019 is hereby extended to **2:00 p.m. P.D.T. on August 21, 2019.**

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- 3) Please see Addendum 001 herein.

All other terms and conditions remain unchanged.

**APPENDIX 1 - COMBINED PRICE FORM – REVISION 1**

- 1) The prices per unit will govern in establishing the Total Extended Amount. Any arithmetical errors in this Appendix will be corrected by Canada.
- 2) Canada may reject the bid if any of the prices submitted do not reasonably reflect the cost of performing the part of the work to which that price applies.

**UNIT PRICE TABLE**

The Unit Price Table designates Work to which a Unit Price Arrangement applies.

- (a) Work included in each item is as described in the referenced specification section.
- (b) The Price per Unit shall not include any amounts for Work that is not included in that unit price Item.

<b>BASE WORK</b>						
	Specification Reference	Description of work, Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit applicable tax(s) extra (PU)	Extended amount (EQ x PU) applicable tax(s) extra
		<b>BYPASS ROAD</b>				
		Mobilization/Demobilization	Lump Sum	1		
	BPR-SS01	Right of Way tree falling for 20m width	Lineal Meter	450		
	BPR-SS01	Bypass Road construction	Lineal Meter	450		
	BPR-SS01	Culvert (9m x 600mm diameter)	Each	4		
		<b>TOWER SITE - CONCRETE FOUNDATIONS</b>				
	03 30 00	Concrete Foundations	Lump Sum	1		
		<b>TOWER SITE - GROUNDING</b>				
	26 05 27	Grounding	Lump Sum	1		
		<b>TOWER SITE – ELECTRICAL CONDUIT</b>				
		Conduit	Lump Sum	1		
		<b>TOWER SITE - GRADING</b>				
	31 23 33.01	Site Grading	Lump Sum	1		
<b>TOTAL EXTENDED AMOUNT – BASE WORK (TEA-BW)</b> Excluding applicable tax(s)						

OPTIONAL WORK						
	Specification Reference	Description of work, Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit applicable taxe(s) extra (PU)	Extended amount (EQ x PU) applicable taxe(s) extra
	OHE-PS	<b>POWER LINE</b>				
		Power line design	Lump Sum	1		
		Power line construction	Lump Sum	1		
		Existing power line decommissioning & removals	Lump Sum	1		
	BPR-SS01	<b>BYPASS ROAD</b>				
		Supply, delivery, placement of 300mm layer of import 3" minus crushed material for 5.5m finished road width.	Lineal Meter	450		
		Quarry development, controlled drilling/blasting with blast mats, screening, loading, trucking, placement of 300mm layer of quarried 3" minus crushed or screened material for 5.5m finished road width.	Lineal Meter	450		
	31 23 33.01	<b>TOWER SITE - EXTRA GRADING MATERIALS</b>				
		Supply, delivery, placement, and compaction of import 3" minus crushed material.	Tonne	100		
		Supply, delivery, placement, and compaction of import ¾" minus crushed material.	Tonne	250		
<b>TOTAL EXTENDED AMOUNT – OPTIONAL WORK (TEA-OW)</b> Excluding applicable taxe(s)						

<b>TOTAL BID AMOUNT (TEA-BW +TEA-OW)</b> Excluding applicable taxe(s)	
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**THE FOLLOWING ADDENDUM SUPERCEDES INFORMATION CONTAINED IN DRAWINGS AND SPECIFICATIONS ISSUED FOR THE PROJECT TO THE EXTENT REFERENCED. THE FOLLOWING CHANGES IN THE TENDER DOCUMENTS ARE EFFECTIVE IMMEDIATELY. THIS ADDENDUM WILL FORM PART OF THE CONTRACT DOCUMENTS.**

Question(s) and Answer(s) from Bidder(s)

Question 1 - Are there bucking specs for the wood to be felled in the right of way?

Answer 1 – *No, the timber is non-merchantable and will need to be chipped on site and spread on top of the fill slope post construction, or chipped/ mulched during falling and combined with other organics to be spoiled on site below the road prism where appropriate or in approved spoil sites. Alternately, the timber can be hauled off-site.*

Question 2 - Can timber be decked road side within the right of way?

Answer 2 – *See Answer 1 above, the timber can be temporarily decked on site but must be either chipped or transported off site by the Contractor by completion of project.*

Question 3 - Are there drawings available for the cable bridge design?

Answer 3 – *Not at this time.*

Question 4 - The grounding specs 25 05 27 seem to missing in the tender package. Can you please provide those?

Answer 4 – *Section 26 05 27 is included in the tender package.*

Question 5 - Can you provide further information on the level of further design work you expect for the grounding system?

Answer 5 – *No further design work is expected for the tower site grounding system.*

Question 6 - Can you provide further information on the level of further design work you expect for the foundation design?

Answer 6 – *No further design work is expected for the tower site foundation design.*

Question 7 - Can you provide further information on the level of design required for the distribution line? Most designs are now done in PLS CAD requiring LiDAR data. In this case there will be up to date data until the new road has been constructed. Using existing LiDAR data might cause extensive field fits and potential over-design in terms of pole heights.

Answer 7 – *Bidders are to base distribution line design off of road design drawings. Road design was completed using a total station field survey conducted in April of 2019. Auto CAD files can be provided to successful bidder upon award of contract.*

Question 8 - What is the operating voltage of the line?

Answer 8 – *25kV Hydro operating voltage at connection to CCG Mt.Ozzard service.*

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Question 9 - Are there requirement for outage timing and duration when tying in the new line?

Answer 9 – *Advanced coordination required for planned outage. Minimum two weeks notice for shutdown required. Duration of shutdown is limited to 24 hours.*

Question 10 - What level of as-built survey is required?

Answer 10 – *Redline markups on design drawings meets requirement for as-built survey. Slope staking and grades for the bypass road construction during construction will be provided by CCG/ StoneCroft. CCG/ StoneCroft will complete as-built survey and record drawings for the bypass road.*

Question 11 - Disposal of right-of-way woody debris (assuming all timber is non-merch): in order to keep the cost for the disposal reasonable, is there a location available on the property that can be developed and used for temporary storage and controlled burning?

Answer 11 – *There are no locations within project area for temporary storage of material. No burning of woody debris will be permitted.*

Question 12 - Can you please clarify the line item “Quarry Development”? Is this to include prep work to get the quarry ready for drilling/blasting, i.e. remove trees, strip overburden etc.? Or is the intent to have the full scope of capping material production included?

Answer 12 – *“Quarry Development” line item has been revised as listed in revised Unit Price Table document. Use of material developed from the quarry will be managed on a per lineal metre basis. Pricing for this item is to include all quarry development, controlled drilling/ blasting with blast mats, loading, trucking, spreading and compaction/ grading of rock ballast as per contract specifications.*

Question 13 - Should the road alignment be unable to produce sufficient local subgrade and ballast material, is the trucking cost from the quarry to be included in the quarry development line item?

Answer 13 – *See answer 12 above*

Question 14 - Will there be restrictions on blasting in terms of proximity to the radar infrastructure and the existing powerline (use of mats near powerline)?

Answer 14 – *There is no planned blasting work in proximity to radar infrastructure. Any blasting undertaken near existing powerline is to be conducted in a controlled manner and utilize blasting mats.*

Question 15 - Can the grounding design drawing provided in the tender package considered IFC meaning there will be no further design work required?

Answer 15 – *IFC drawings will be issued following contract award. No changes are expected.*

Question 16 - It is expected that additional clearing will be required to accommodate the powerline (e.g. anchor locations). Will there be a mechanism to allow removal of additional trees if required?

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Answer 16 – *CCG will work with the successful bidder to identify areas that may require additional removal of trees related to power line infrastructure. See revised unit price table related to this item.*

Question 17 - The drawings identify a dump site location for the project (Drawing A1-4, spoil site A). Can all material excavated from the project be deposited in this dumpsite? The drawings estimate about 6500 m<sup>3</sup> of material to be disposed of and the cost to dispose offsite is very expensive (hundreds of thousands of dollars).

Answer 17 - *The estimated organics/ overburden volume is anticipated to be either side-cast where appropriate below the road prism, or hauled locally to approved spoil sites within the project area, including the lower road "Spoil Site A" and between the lower switchback. If a higher volume of spoil material is generated during the project that can not be accommodated within the project area, additional end-haul spoil sites will be designated by CCG at a separate cost.*

Question 18 - Is it acceptable to bury woody debris from the right of way clearing operation in a designated spoil site, such as the deactivated spur at the bottom of the by-pass road?

Answer 18 – *Burying of woody debris will not be permitted.*