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Parks Canada Agency Bid Receiving Unit
National Contracting Services
220 - 4 Avenue S.E., suite 720
Calgary, AB T2G 4X3

**REVISION 001 TO A
INVITATION TO TENDER**

**RÉVISION 001 À UNE
INVITATION À SOUMISSIIONER
DEMANDE D'OFFRES À
COMMANDES**

The referenced document is hereby revised;
unless otherwise indicated, all other terms and
conditions of the Offer remain the same.

Ce document est par la présente révisé; sauf
indication contraire, les modalités de l'offre
demeurent les mêmes.

Issuing Office - Bureau de distribution :

Parks Canada Agency
National Contracting Services
220 - 4 Avenue S.E., suite 720
Calgary, AB T2G 4X3

Title - Sujet : Jasper Heritage Train Station Exterior Drainage Recapitalization – Jasper National Park	
Solicitation No. - N° de l'invitation : 5P420-19-0227/A	Date : September 4, 2019
Amendment No. - N° de modification : 001	
Client Reference No. - N° de référence du client : 709.09	
GETS Reference No. N° de reference de SEAG : PW-19-00886823	

Solicitation Closes - L'invitation prend fin : At - à : 2:00 PM On - le : September 12, 2019	Time Zone - Fuseau horaire MDT - HAR
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F.O.B. - F.A.B. :		
Plant - Usine : <input type="checkbox"/>	Destination : <input checked="" type="checkbox"/>	Other - Autre : <input type="checkbox"/>

Address Enquiries to - Adresser toutes demande de renseignements
à : Rebecca Chen

Telephone No. - N° de telephone : (587) 439-3529	Fax No. -N° de télécopieur : (866) 246-6893	Email Address – Courriel : rebecca.chen2@canada.ca
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**Destination of Goods, Services, and Construction - Destination des
biens, services, et construction :**
Jasper National Park
See Herein – Voir ici

**TO BE COMPLETED BY THE BIDDER - À REMPLIR PAR LE
SOUMISSIONNAIRE**

Vendor/ Firm Name - Nom du fournisseur/ de l'entrepreneur :
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Address - Adresse :

Telephone No. - N° de telephone :	Fax No. - N° de télécopieur :
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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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Signature :	Date :
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Amendment 001

This amendment is being raised to distribute information from the optional site visit.

A. Optional Site Visit Attendees

Vendor	Representative's Name
Chandos Construction	Cody Brown
AECOM	Jim M
Jasper Concrete	Steven Colbath

Contact information for the attendees are available upon request and approval from the vendors.

B. Minutes

Overview of works:

This project is broken down into 4 components of work:

- Replacement of the Train Station exterior drainage system
- Retaining wall repairs – including river rock facing
- Basement floor repairs – includes removal and replacement of top coat finishing, expose, patch and seal hole in foundation wall on north corner of building where currently leaking.
- West parking lot rehabilitation

Summary of existing system and site conditions:

The current drainage system consists of weeping tile running north to south on both street side and track side of the building, covered with a metal grating system. The down spout drainage flows into catch basins at the building edge and ties into the weeping tile system. The storm water does not drain to a sewer or downstream collection system so it pools in the pedestrian area surrounding the building. CCTV footage shows much of this system is blocked by debris or caved in. This and the compacted grating channel has caused the excessive pooling of surface water and is the leading factor to the damage on the retaining wall and basement floor.

The Jasper Heritage Train Station will be fully operational during construction, but in low season. The building occupants consist of Parks Canada Administration staff and the public administration office; business operators – Via Rail, Rocky Mountaineer, Avis and Hertz car rental and Barako's Café. Pedestrian traffic is particularly heavy on the south side (track side) of the building especially during train arrivals and departures. Train schedules are unpredictable and subject to change. Site safety is critical in all areas, fencing/hoarding and site signage in both official languages or standard symbols are required. A pedestrian management plan is one of the required pre-construction submittals that must identify the phases of work and the designated access and egress points of the Train Station and safe access routes for pedestrians throughout construction. It must also include revised Fire/Evacuation Plans for the Train Station recognizing the change in building egress points during construction.

C. Questions & Answers

Q1. Will all accesses to the building be required to be maintained?

A1. At least one access on either side (north & south) to the business section of the building must be maintained at all times. In addition to this, the access to the Parks Canada Administration offices at the northwest corner of the building must be maintained at all times. This access does not qualify as a public pedestrian access. See section 01 14 00 Work Restriction in the specifications

- Q2.** The downspout on the southeast corner of the building currently drains into the garden bed and no catch basin exists. Will one be required?
- A2.** Yes. The downspout is to be rerouted to new downspout CB. Noted on drawing C-0003
- Q3.** Can the west parking lot be used for supply storage?
- A3.** Yes. The west parking lot will be designated to the contractor for storage and laydown. Preference would be to allow some public parking however Parks Canada is prepared to provide full use of the space if needed. If full use is needed at least one temporary parking stall will be required in a specified area of the east parking lot. The contractor will be responsible for setting up and signing.
- Q4.** What is the completion date for the project?
- A4.** Current completion date is June 1, 2020. The original intention was to complete all construction by December 31, 2019. Due to the late start we realize it is unlikely that the work for the west parking will be completed due to weather factors. The intention is to complete the majority of the works in the fall prior to freezing and return to complete the remainder in early spring when temperatures allow. May long weekend is the typical ramp up for Jasper's high season and public traffic to the building will increase significantly at this time. The Train Station must be left in a fully operational state with no impact to pedestrians or businesses after 2019 Fall construction if the work carries over to Spring 2020.
- Q5.** Was there mold testing completed behind the plywood wall in the basement where the leak is occurring?
- A5.** No, this was not completed.

ALL OTHER TERMS & CONDITIONS REMAIN UNCHANGED