



**RETURN BIDS TO /
RETOURNER LES SOUMISSIONS Á:**

**Parks Canada Agency, Bid Receiving Unit
National Contracting Services**

BID FAX : 1-855-983-1808

Bid Email / Courriel de soumission:
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This is the only acceptable email address for responses to bid solicitation. Bids submitted by email directly to the Contracting Authority or to any other email address will not be accepted.

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INVITATION TO TENDER
APPEL D'OFFRES

Proposal 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.

Issuing Office :

Parks Canada Agency
National Contracting Services
Cornwall, Ontario, K6H 6S2

Title-Sujet Boundary Swing Bridge Replacement for Trent Severn Waterway National Historic Site		
Solicitation No. - No. de l'invitation 5P468-22-0092/A		Date: August 25, 2022
GETS Reference No. – No de référence de SEAG PW-22-01003050		Client Ref. No. – No. de réf du client. RPA 344
Solicitation Closes – L'invitation prend fin :		
at – à 2:00 PM	on – le Sept 08, 2022	Time Zone - Fuseau horaire HAE - EDT
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 : Sheldon Lalonde sheldon.lalonde@pc.gc.ca		
Telephone No. - No de téléphone 343-585-3836		Fax No. – No de FAX: 1-855-983-1808
Destination of Goods, Services, and Construction: Destinations des biens, services et construction :		
See Herein – Voir aux présentes		

**TO BE COMPLETED BY THE BIDDER
À ÊTRE COMPLÉTÉ PAR LE SOUMISSIONNAIRE**

Vendor/Firm Name – Nom du fournisseur/de l'entrepreneur	
Address - Adresse	
Name of person authorized to sign on behalf of the Vendor/Firm Nom de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur	
Titale - Titre	
Telephone No. - N° de téléphone:	_____
Facsimile No. - N° de télécopieur:	_____
Signature	Date

AMENDMENT #2

THE PURPOSE OF THIS AMENDMENT IS TO GIVE EFFECT TO THE FOLLOWING CHANGE;

1. Addition to the specifications and drawings by WSP Canada Inc (MMM Group Limited), attached separately:

- **11103905-01, 15-10-23, Geotechnical Investigation Boundary Road Swing Bridge by GHD.**
- **11230442-01-RPT Boundary Road Bridge - Concrete Core Report by GHD.**
- **ZIP File - Boundary Road Bridge Building Photos**

2. Attendance at Mandatory Site Visit:

1	BRONTE CONSTRUCTION	9	HUGOMB CONTRACTING INC
2	CLEARWATER STRUCTURES	10	LANDFORM CIVIL
3	CONSTRUCTION DEMATHIEU & BARD (CDB) INC	11	LOOBY BUILDERS (DUBLIN) LIMITED
4	DURHAM KAWARTHA CONCRETE	12	LOUIS W. BRAY CONSTRUCTION LIMITED
5	EBC INC,	13	POW ENGINEERING
6	EIFPAGE	14	SHARP INDUSTRIAL INC.
7	FACCA INCORPORATED	15	SMALLTREE INDUSTRIES
8	HPN ENGINEERING	16	

August 17, 2022 Job Showing Synopsis

- Site attendees gathered at the south end of the bridge to sign the mandatory attendance sheet.
- The site meeting commenced at 14:05 EST.
- Parks Canada Project Manager, accompanying representative along with the Design Engineer from WSP Canada were introduced.
- The Project Manager then discussed site access and constraints, Parks Canada May to October long weekend operational season, the in-water work restriction for fish spawning between March 15th and July 15th and the construction schedule including a deadline for bridge opening before navigation season opening in May 2023.
- The scope of the project was then discussed and the site meeting concluded with discussion of the invitation to tender document requirements including the technical rated criteria and tender closing date.
- Some questions were asked and responded to. Bidders are advised to refer to the formal responses below which shall be deemed to supersede any responses offered verbally at the job showing.

3. QUESTIONS AND RESPONSES:

1) Question:

Has underwater investigation been completed on the concrete abutments and piers.

Reference: Nil

Response:

Yes. Diving inspection was completed to identify the scope of work and extent of repair requirements. Best efforts have been made to provide an indication of the extent of repair in the quantities and on the drawings however the true extents will be determined on site based on the condition of the concrete encountered during removals.

2) Question:

The drawings call for a specified embedment length for reinforcing dowels in the concrete abutments faces above and below water. The North Abutment for example is an uneven surface and the drawings state that the concrete condition is to be confirmed. This means the dowels could be longer and they may also need to be drilled deeper into the abutment than specified. How will dowel embedment be determined and dealt with for payment?

Reference: Drawings S6 and S7

Response:

The true condition of concrete cannot be known until the removal work is completed. An inspection is required to verify condition and this may include trial installation of dowels. The design specifies a removals depth for concrete but also notes that this was exceeded at the North abutment when removals were completed due to concrete condition in that location. The design also specifies a minimum embedment length for dowels and cover to the face of new concrete. This will determine dowel lengths which will vary based on location. Refer to Detail E/Drawing 7 which states deterioration extents will vary significantly underwater. The Department Representative will direct the Contractor on embedment length requirements in the field. It is the Contractor's responsibility to determine the method for installing the dowels. The unit of measurement for payment for dowels is for "each" dowel supplied and installed as per unit price items #4 and #5. No additional payment will be made for dowel length variation caused by the extent of concrete removals varying in depth. Only where additional embedment depth is required by the Departmental Representative due to concrete condition may additional costs of labour and material be entertained.

3) Question:

New Hydraulic and Electrical lines are specified as crossing under water on the river bed. Are any existing electrical cables or mechanical tubing or hoses still present? Is there an existing conduit? If not will divers be required to complete the installation?

Reference: Drawing C5

Response:

All existing bridge electrical wiring and mechanical tubing was removed prior to this contract with exception to partial remnants which remain intact such as at the south east corner of the centre pier. Any remnants will require removal. No existing wiring or mechanical piping will be used aside from the existing site service. The contract includes supply and installation of all new wiring, tubing and piping required for the new bridge power systems, lighting and operable mechanisms. This includes installation of a protective precast concrete half round conduit (RCC half round pipe) on the river bed which will house all wiring, conduits and tubing running under the water. The method of installation is the Contractor's responsibility. Diving is expected for several components of the work and will be permitted on the project provided acceptable dive safety plans are submitted by the Contractor.

4) Question:

What path will the new electrical and mechanical wiring and tubing follow from the bridge control building to the centre pier and south abutment along the river bed? Will it be run along the bridge structure?

Reference: Drawing C5

Response:

The new wiring and piping will run from the control building at the south east corner of the bridge abutment along the same path as the previously removed materials did. This extends along the east face of the abutments and centre pier. The operator's control platform will remain at the south east corner of the bridge as well.

5) Question:

Can photos of the bridge control building interior be provided given no access was available at the job showing? Particularly the basement crawl space where the electrical panel and hydraulic power unit must be installed.

Reference: Nil

Response:

Yes. See attached photos. The interior floor plan dimensions are 3.45m x 4.72m. The ceiling height of the main level is 2.44m. The ceiling height of the basement crawl space is on average 1.4m or less in some locations.

6) Question:

Does the HPU need to be installed in the building again?

Reference: Drawing C5

Response:

Yes. It was determined that there are no viable alternate locations at this time.

7) Question:

Can the bridge control building be used as a site office?

Reference: Nil

Response:

Yes, the building may be used upon request. However, the water supply and sanitary plumbing including the bathroom and kitchenette may not be used. All plumbing must remain winterized during construction. The Contractor must supply own portable sanitary facilities and potable water supply. If used, a photographic condition survey must be completed by the Contractor before and after use of the building. Photos must be shared with the Departmental Representative. The Contractor will be responsible for moving out the existing contents with exception to files and other protected information which must first be removed by Parks Canada staff. Contents including furniture, water treatment appliances, boxes and other articles must be delivered to storage at Parks Canada's Kirkfield Shop Located at 46 Talbot River Road, Kirkfield, Ontario K0M 2B0. All contents will need to be moved back in and set back up at completion of work by the Contractor at their cost. Contents must be professionally packed into a suitable moving truck, secured and protected from damage during transport. Contractor must replace any contents damaged during handling and transport.

8) Question:

Is the expectation that cofferdams will be used to complete underwater removals on the abutments and centre pier.

Reference: Drawings S6 and S7

Response:

The contractor is responsible for selecting means and methods for construction. The basis environmental impact assessment (BIA) and design documents, allow provisions for the possibility of either tremie concrete or cofferdams installations for concrete operations. In terms of removals the documents also allow provisions for the possibility of concrete removals below the waterline to be completed in dry conditions or underwater including mitigations requirements for environmental containment of debris and contaminants. The Contractor is responsible for mitigating the impacts of their proposed activities as part of the environmental management plan (EMP) process.

9) Question:

If concrete removals are completed under water, how will the extent of quantities be dealt with? The drawings specify a wide range for the anticipated depth of removals. It is likely that the quantity of removals will be greater if completed below water versus in dry conditions based on the available methods of removal for each approach. How are bidders to consider completing the work so that all bidders assume similar?

Reference: Drawings S6 and S7. General Terms and Conditions of Contract.

Response:

The true concrete condition and extent of removals will not be known until the work is complete. Efforts have been made through detailed above and below water inspections to identify the extent of repair requirements however as noted on the drawings, particularly below water the extents may vary greatly due to the severity of concrete deterioration and the limited ability to discern deterioration extent below water during investigations. Bidders are advised to select the means and methods of construction which will be most efficient. Assume the estimated quantities in the unit price table are accurate for the purposes of price determination. There are payment provisions in the general terms and conditions of the contract (refer to the Invitation to Tender document) for variations between estimated and actual unit price item quantities. These will be followed should quantities vary from estimates.

10) Question:

Can the space provided in the forms to respond to technical rated criteria in the Invitation to Tender document be expanded so we have more space to type in content? The forms have insufficient room for a detailed response to some criteria.

Reference: Invitation to Tender Document Appendix 4 – Qualification Forms and Page 2 “Important Information to Bidders”

Response:

Yes. There is no page count or character limit on responses; however, as indicated in the ITT document, please note there is a 15MB E-mail file size limitation which will include the size of all attachments. Files must be attached to E-mails. Links to file transfer protocol (FTP), web or cloud based file transfer sites cannot be used due to security risks. To aid the response submission process, bidders are encouraged to submit response forms in portable document file (PDF) format. Many available PDF editing software programs have the ability to compress PDF file size should the original file exceed the size limitation. Where a response remains too large for the Email size limitation, the response may be split into multiple emails with separate attachments as explained in the ITT

document. The number of emails should be included in each email noting "Email 2 of 3". The contractor is responsible to ensure all portions of the emails arrive and arrive before the deadline.

11) Question:

Is the river used as part of the Ontario Federation of Snowmobile Clubs (OFSC) official trail system?

Reference: Nil

Response:

The extent of snowmobile use on the river is unknown. Bidders are directed to the official snowmobile club's website for trail map information. <https://www.ofsc.on.ca/> It is known that no official trail passes through the bridge site; however, unofficial trails on any waterbody are common and snowmobilers frequently pass through the bridge site despite the ice being commonly thin. Flashing beacons are installed on the concrete pier and rest piers since the bridge is no longer present and the concrete protruding above the ice can be a hazard particularly at night and during low visibility conditions. The Contractor is responsible for securing the work area from public access. This includes in the water and on the ice and will also include maintaining the existing flashing beacons. The work will take place outside of navigation season. During the non-navigation season except in the two weeks before and the two weeks after navigation there are no restrictions on the Contractor closing off access to the river through the bridge site during the work provided adequate warning signs and lights for navigation and winter recreational uses are provided.

12) Question:

Is there bathymetry data available for the river bed?

Reference: Nil

Response:

No detailed bathymetry information is available across the width of the canal with exception to along the centerline of the bridge. This information has not been validated and should be used for reference purposes only. The Contractor must conduct own bathymetrical survey in advance of work as required for planning purposes. Note that all site activities particularly those taking place in-water must be permitted by Parks Canada Environmental Authority. Note that this is the environmental permitting office and not the project Departmental Representative from Parks Canada however the Departmental Representative will act as a liaison to assist in the permit application submission and review process.

13) Question:

Is there a load limitation on the causeway roadway leading to the south abutment?

Reference: Nil

Response:

There is no posted load limitation on the roadway leading to the south abutment however the contractor is responsible for verifying any and all equipment can safely access and set-up on the site. A crane plan including verification of acceptable soil bearing capacity by a geotechnical Engineer will be required at outrigger locations for all crane operations.

14) Question:

Can a barge be floated up from downstream at Bolsover Lock 37? This includes to float the bridge for installation.

Reference: Nil

Response:

The use of barges is permitted on the project. Parks Canada do not own boat ramps within the river reach surrounding the bridge. This includes at Bolsover Lock 37 where there is direct access to the water but no watercraft launching facilities. Lock 37 remains a possible launching point. The intent to use lock 37 areas must be included in the response to the ITT. Prior to approval, the Contractor will be required to assess and report on any potential impacts to the site and adjacent properties; to conduct an existing site condition survey; and submit a site restoration plan. The Contractor is responsible for protecting the ground mobilizing equipment during frozen ground conditions where possible. Loads immediately adjacent to the lock walls will not be permitted. Hoisting activities will require crane plans and be overseen by Professional Engineer knowledgeable in crane operations. Any access from the lock must be done at the East (upstream) extent of the site. No lockage through lock 37 from downstream will be possible during the work.

Detailed bathymetry data is not available and the contractor should conduct own investigation of the river considering the true water level during construction which will vary. The navigation channel during navigation season will generally offer 1.5m of water as a minimum when the water level is normal. Nearby marina access may be available but must be coordinated with private property owners. This includes the Port of Call Marina next to the site. Parks Canada has not made arrangements with any private property owners to support the construction work. In terms of floating the bridge, a detailed bridge transportation and erection plan will be required prior to completing the bridge installation which must include any hoisting and transport methods. The bridge must be analyzed by a structural bridge engineer appointed by the Contractor if it is to be hoisted in a manner differing from it's design in-service support conditions. The analysis must be accepted by the Departmental Representative. Prior to spring freshet the water level can be shallow particularly outside of the navigation channel including toward the Port of Call Marina. The specifications call for bridge installation to occur prior to spring freshet. In most seasons freshet will bring high water and rapid flows. Additional information related to water levels and flows at the site will be issued as a clarification.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED