



**RETURN BIDS TO /
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**Parks Canada Agency, Bid Receiving Unit
National Contracting Services**

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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: September 02, 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 13, 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 #5

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

1. QUESTIONS AND RESPONSES:

Question #1 -

Ref Section 01 32 16.07, clause 1.4 Project Milestones and BA06 Construction Time: we appreciate these contract milestones, however on-going supply chain disruptions and labour market shortages are not in favour of meeting these requirements, particularly regarding the supply of the structural steel which is not realistically doable within the specified construction period. We suggest to consider extending the project completion time to Spring 2024. Please confirm.

Answer: Refer to Amendment 4 for revised milestone dates.

Question #2 -

A Project Schedule shall be submitted according to APPENDIX 3 - QUALIFICATION CRITERIA. Considering present supply chain disruptions, is Contractor allowed to propose a different schedule that may not satisfy stipulated contract milestones. Would Parks Canada evaluate it equally?

Answer: Refer to Amendment 4 for revised milestone dates. Milestone dates must be respected and be reflected in the Contractor's schedule submission.

Question #3 -

Ref Section 05 12 33 Structural Steel: As stated in clause 1.3.2 "The Bolsover bridge can be used as reference for most of the details that were present at the Boundary Road Bridge making the changes as marked on the contract drawings." Please provide as-built drawings of new Bolsover Bridge as a reference.

Answer:

As-built drawings for Bolsover Bridge are not available but will not provide additional information. Dimensioning and detailing from the Bolsover Bridge shop drawings were included in the production of the drawings in this contract.

Question #4 -

During site visit, access to the existing operating Kiosk was restricted. Please provide interior photos and as-built drawings of Kiosk floor plan including access door.

Answer:

See Amendment 2 Question 5

Question #5 -

Would Parks Canada consider relocating existing hydro lines at east and north of bridge locations?

Answer: See Amendment 4 Question 5

Question #6 -

Would Parks Canada provide a list of preferred suppliers or subcontractors for this project?

Answer:

A voluntary list of interested suppliers is available on the BuyandSell website under the project.

<https://buyandsell.gc.ca/procurement-data/tender-notice/PW-22-01003050/list-of-interested-suppliers>

Question #7 -

Spec 011102 section 1.22.3 mentions Bearing and all salvaged parts for pickup at yard at Kirkfield on Talbot River Road. Spec 013544 section 1.1 mentions lead paint has not been removed from salvaged items and contractor responsible for removing lead at offsite at appropriate facility. Also Spec 017421 section 1.3.8 mentions some parts to be reused. Please provide a list of parts to be picked up from Kirkfield yard and which parts to be reused for new Bridge, which ones need lead removal and then to be reused and which ones to be sent to landfill as part of Waste Reduction Workplan WSW? Is the contractor responsible for transporting these components?

Answer:

The salvaged parts as specified are to be picked up by the Contractor. Note at the site meeting it was discussed as to whether the wheels axles and frames were salvaged. New wheels, axles and frames are required The old wheels were not salvaged for reuse on this bridge but rather as spares for another. While a designated substances report (DSR) and hazardous materials survey was not completed specific to these parts, the protective paint on the old bridge superstructure was identified as a lead containing material in a DSR undertaken on the overall bridge. This applies to all parts with exception to the balance beam which was a more recently replaced item on the old bridge. The balance beam was painted when it was installed on the old bridge. While similar to the paint specified in the specification for the new bridge, it must be completely blasted and recoated as per the specification.

The contractor will pick up the following parts at the Parks Canada Kirkfield yard for reuse after reconditioning as per the specification. All sizes and weights are approximate.

- 1.) Center Bearing Assembly: Quantity: 1 piece. Size: .7 meters x .7 meters x .7 meters, Weight: 800 kg as depicted Drawing S8 Centre Castings-A35, Top Castings A82, Cast Centre Pins CP – The Note beside the Pin is changed to “Salvage Existing Pin Do Not Remove From Pivot Casting”
- 2.) Counterweights: Quantity: Approximately 10 pieces. Size: 10 cm x 10 cm x 50 cm long each. Total sum weight of all pieces approximately 150 kg Drawing S18 Photo 5 Shows some of the pieces of counterweight.
- 3.) Latch Pin Casting: Quantity: Four pieces as depicted on Drawing S8 Castings A24 Dimensions shown weight 20kg each. Abutment Ramps Castings – Quantity: Two Pieces Drawing S8 Castings A28 Dimensions Shown weight 20kg each. Balance Beams: Quantity 2 pieces. Size: 4.5 meters long x .5 meter wide x .5 meter wide Weight: 600 kg each as depicted on Drawing S8 One each of Cross Beam CB1 and CB2.
- 4.) Gear Sectors – Quantity: 16 curved pieces Size: 1.1 meter x .3 meters x .2 meters, Weight: 90 kg each as depicted on Drawing S13 Detail C shown as Old Gear Track with fastening requirements. Also shown on the same drawing in photographs of Gear Track and Gear track detail

Question #8 -

Drawing S18, Photo 8 shows a damaged end stop needing to be replaced. Are there two end stops and can drawings be made available?

Answer:

Existing drawings are unavailable. There is one end stop required on the West (downstream) rest pier and a bumper required on the North abutment. The pictured end stop is to be replaced. It appears to be a simple L-

shaped fabrication using structural steel c channel approximately C150x 16 and braced by two structural steel angle struts 75x75x8. The height of the stop shall meet the bridge as it spins around and be as per the pictured stop. The price for replacement should include new stainless steel threaded anchors epoxied into the concrete with stainless washers and stainless nylon lock nuts to match the current size and fully develop the anchor. Existing anchors must be cut flush to the surface. The New end stop will be offset 50 mm to avoid anchor interference confirm location with Departmental Representative. The end stop is intended as a guide and a place to lock the bridge in the open position. It intended that the end stop would fail before imparting too large of a load on the bridge and the new stop should be of similar strength and stiffness.

Question #9 -

Per Drawing S6 if the center pier requires chipping to 239.15 is the quantity of underwater dowels accurate? Bid item # 5 mentions 100 each underwater dowels set in epoxy.

Answer:

The removals to allow the construction of the pier cap itself will be at an elevation of 241.20. approximately 760 mm below the top of the pier. Removals are required to allow the new concrete pier cap and then additional removals are generally to be limited to loose concrete to achieve a stable surface. The water level varies, and an indication of historical water levels is provided on the graphs on drawing S4. The milestone dates would indicate based on historical data that there should be windows for the contractor to put the majority of the dowels for the pier cap in the dry. Drawing S6 pictorially shows a straight removal line at the bottom of the repairs with a dimension that varies. The bottom of removal and the vertical dimension to the repair line from top of pier will vary . The concrete removal/repair horizontal depth from the face will also vary. In addition where concrete is missing removals will not be required but new concrete will need to be placed. All removal and repair limits will have to be confirmed in the field. Refer to Drawings S7 Detail D.

Question #10 -

Would PCA allow the use of existing control building as contractor site office to save the time in setting up site trailer as well utilize the limited space that we have for the project?

Answer:

Refer to the response to Amendment #2 Answer Number 7

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED