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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

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<b>Title-Sujet</b> <b>Boundary Swing Bridge Replacement for Trent Severn Waterway National Historic Site</b>		
<b>Solicitation No. - No. de l'invitation</b> <b>5P468-22-0092/A</b>		<b>Date:</b> <b>September 06, 2022</b>
<b>GETS Reference No. – No de référence de SEAG</b> PW-22-01003050		<b>Client Ref. No. – No. de réf du client.</b> RPA 344
<b>Solicitation Closes – L'invitation prend fin :</b>		
<b>at – à</b> <b>2:00 PM</b>	<b>on – le</b> <b>Sept 13, 2022</b>	<b>Time Zone - Fuseau horaire</b> <b>HAE - EDT</b>
<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 Inquiries to: - Adresser toute demande de renseignements à :</b> <b>Sheldon Lalonde</b> <a href="mailto:sheldon.lalonde@pc.gc.ca">sheldon.lalonde@pc.gc.ca</a>		
<b>Telephone No. - No de téléphone</b> <b>343-585-3836</b>		<b>Fax No. – No de FAX:</b> <b>1-855-983-1808</b>
<b>Destination of Goods, Services, and Construction:</b> <b>Destinations des biens, services et construction :</b>		
See Herein – Voir aux présentes		

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

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

## AMENDMENT #6

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

### 1. QUESTIONS AND RESPONSES:

#### **Question #1 -**

The proposed construction schedule as outlined in section 01 32 16.07.1.4 is not currently feasible. *Multiple* structural steel fabricators are offering windows in the range of 20-26 weeks upon receipt of approved shop drawings to fabricate this very unique bridge structure – even in light of having the material as readily supplied by Central Welding. This is 14 full weeks behind the stipulated and unachievable milestone date.

#### **Question #2 -**

Our efforts to secure a structural steel fabricator have been strictly limited by the proposed schedule in the tender documents. All suppliers have noted they are currently full and cannot meet the fabrication and delivery schedule, and therefore have declined to provide pricing at this time. Would the Owner consider revising the proposed schedule constraints to facilitate the installation of the new heritage swing bridge in the 2023/2024 season (Spring 2024 completion) in lieu of the current 2022/2023 season? Please advise.

#### **Question #3 -**

After contacting many structural steel suppliers and fabricators, multiple suppliers have indicated that the timelines proposed in the tender documents are unachievable. Would Parks Canada consider pushing back/ extending the milestone date for the structural steel on site and the date of the bridge operation. Can PCA also consider revising the date for which substantial completion is to be achieved.

#### **Answer: (same #1, #2, #3)**

Parks Canada while it would have preferred the original milestones is revising the Milestone completion dates based on the information in the questions submitted. The extension shall not be construed to indicate that time of completion is not important to Parks Canada and progress must be continuously made towards completion. Contractors cannot use the supply chain issues to justify delays in other portions of the work that are not directly affected by the items which are delayed. A multipath plan is required to schedule the work to make progress towards completion. It is within the control of the contractor to have portions of the work available and to complete other portions of the work.

Section 01 32 16.07 Construction Progress Schedule 1.4 is changed as follows.

#### **1.4 PROJECT MILESTONES**

- .1 Project milestones form interim targets for Project Schedule.
  - .1 Preconstruction Meeting and Master Plan as per specification.
  - .2 Finalized Detailed Schedule within 20 days of award.  
Submit and comply to all Environmental Requirements and obtain approvals within 60 days of award.
  - .3 After EMP approval forms of mobilization that do not interfere with canal operations, does not affect the navigation channel (south abutment to center pier from edge to edge of the site) and provides protection to the environment and navigation may be considered up until the period of canal closing in 2022. Submit all plans as part of the EMP submission.
  - .4 With exception to any early mobilization activities not impacting navigation, **the earliest full site mobilization date is Oct 11<sup>th</sup> coinciding with canal closing.** Accommodate the

- Parks Canada Barge crossing the site a limited number of times (twice) should it be required for a period of up to two weeks beyond this date.
- .5 **Concrete work on Abutments and Pier completed by Feb 20th, 2023.**
  - .6 **Truss and Superstructure Components Preferred on site May 1st, 2023 or earlier – Actual revised Milestone of June 17th, 2023.**
    - .1 While later dates than May 1<sup>st</sup> will be accommodated the preference for May 1<sup>st</sup> or earlier provides a window before canal season for erecting of the superstructure prior to canal season at least to the point where the bridge steel can be rotated to the canal open position. Note the in-water work restriction from March 15 to July 15. No exemptions to allow in-water work will be entertained
  - .7 The Parks Canada Barge crossing must be accommodated
    - .1 The barge must be accommodated a limited number of times (twice) should it be required for a period of up to two weeks before the canal season.
  - .8 Navigation Season opens May 19<sup>th</sup>, 2023. During all hours of operation, the canal must be open to navigation.
    - .1 Open to navigation shall be defined as during all operational hours of the canal
      - .1 An unimpeded, unrestricted water channel 12 meter wide with a minimum depth of water depth of 1.8 meter (this depth will be an issue close to the south abutment before the bottom has dropped off sufficiently). The water channel restriction can not extend more than 3 meters either side of the bridge in closed position where the waterway must return to its preconstruction configuration.
      - .2 No sharp objects projecting beyond fendering or protection on either side of the opening will be allowed. The fendering or protection will be proportional to risk of damage to vessels crossing through the opening.
      - .3 Navigational signage shall be provided and located at both entrances to the restriction marking the opening.
      - .4 Warning lights will be provided protecting non-navigation portions of the bridge site and marking the edges of the opening during periods of restricted vision both during operational hours and outside operational hours..
      - .5 Minimum overhead clearance over navigation channel shall be 7 metres.
      - .6 No delays to Vessels shall be tolerated. This will be particularly true for scheduled commercial vessels. See additional restrictions below.
      - .7 The number of vessels and required bridge swings per day varies from season to season and depending on what month and day of the week it is. The Contractor can otherwise expect in a typical year peak season for vessels will be in July and August when on average upwards of 500 bridge swings per month can be expected. Shoulder seasons see fewer vessels. This includes the months of May and June where an initial surge of vessel traffic can be expected at the beginning of the season but otherwise monthly bridge swings are less than 200 per month. Similarly, a decline in vessels follows the summer and bridge swing counts will typically decline to less than 50 in the month of October. This information is share to give the Contractor an awareness that public vessels will frequent the site. Their navigation through the channel must not be impeded and their safety from work area hazards must be ensured.
      - .8 A limited number of scheduled commercial vessels cross the site. One such vessel is the Kawartha Voyageur which is one of the larger vessels on the canal but its schedule is set and available and has windows of time

where it makes no crossings of the Boundary site. 24 hours prior to a scheduled vessel crossing no activity that could interfere with the crossing of the Kawartha Voyageur will be allowed. This includes activities where it is anticipated that the obstruction can easily be removed. The contractor will work all of the 24 hours before the scheduled crossing with a crew sufficient to easily remove any obstruction and allow the vessel to pass with additional shift workers as necessary in order to not obstruct or delay this vessel in any way or require it to make difficult maneuvers or approaches.

- .2 Operational hours vary during the season
  - .1 The 2022 hours of operation provide an indication of the hours which will be likely during the 2023 season. Refer to Parks Canada website. <https://www.pc.gc.ca/en/lhn-nhs/on/trentsevern/visit/heures-hours>
  - .2 Dates will be adjusted based on the dates of holidays and it should be noted that Fridays and weekends have extended hours.
  - .3 Holiday weekends are extremely important, and navigation must be accommodated at or above the level described above regardless of cost to the contractor. The week of Quebec's St Jean Baptiste Holiday on June 24<sup>th</sup> can also have elevated traffic.

.9 **Bridge operating well by August 1<sup>st</sup>, 2023** and preliminary commissioning progressing.

.10 **Preliminary Commissioning completed before August 11<sup>th</sup>, 2023 with commissioning requirements requiring Parks Canada staff completed before October 6<sup>th</sup>, 2023.**

.11 **The date of substantial completion shall be August 25<sup>th</sup>, 2023.**

Substantial completion shall be achieved when its definition is met as defined in GC1.1.4 Substantial Performance of the work. <https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual/5/R/R2810D/19#substantial-performance>.

The condition of "ready for use" discussed in the above cited general condition of contract is indirectly defined in Specification Section 01 91 37. The bridge shall be deemed to have met the intent of 'ready for use' and to have satisfied the definition of substantial completion when the following conditions are satisfied (a) bridge is operating well as deemed by the Departmental Representative; (b) accepting public traffic crossing up to the full posted speed and load rating with all safety devices in place; (c) the contractor has completed preliminary commissioning; and (d) the 14 day operational test period requirement described in Section 01 91 37 is complete.

.12 **Site Occupation ended by October 6<sup>th</sup>, 2023** for closing of the canal with all commissioning complete.

.13 A maintenance period of sixty calendar days must be completed after substantial completion and preliminary acceptance must be obtained in order to achieve final completion or simply '*completion*' as defined in GC 1.1.5 of the general conditions of contract.

.14 **The date of final completion shall be October 27<sup>th</sup>, 2023.** The intent is for the maintenance period to occur during the canal operating season and it may extend into the end of navigation season two week closeout by Parks Canada when the bridge is still swinging.

If the maintenance period is not complete by the final completion date, the balance remaining will be extended to commence following the canal opening in May 2024 Any extensions into navigation season 2024 will be deemed unacceptable to Parks

Canada and liquidated damages pursuant to the general conditions of contract will apply. While the milestones have been adjusted due to the potential challenges regarding the availability of material and labour this does not allow the contractor to neglect the schedule. Further approvals to extend the contract time should not be expected.

**Question #4 -**

Section 13 Mechanical Part 2 2.1.8 states all hydraulic steel tubing shall be ASTM A269 Seamless. 316 Stainless ¾" OD x .095" wall unless otherwise specified. **Tubing shall be provided using coiled material.** Standard Hydraulic SS tubing is supplied in 20 ft random lengths.

**Answer:**

Tubing is available in coil from several manufactures. The intent is to complete all lines with coil material in as long a length as required to eliminate joints. This will be especially important under the canal and in any underground runs where no joints will be allowed. Standard rigid tubing may be used within the mechanical room in single runs from component to component where there is an advantage for short runs and the connections are accessible. The contractor can submit a request to consider rigid tubing elsewhere if there is an advantage but should be prepared to complete the work with coil material if the request is not approved.

**Question #5 -**

We would require detailed measurements of the basement to confirm sizing of the HPU Tank and motor assembly.

**Answer:**

Refer to amendment #2 for interior dimensions and photos of the building. The proposed equipment can be manufactured to roughly similar size as the original and there was more than adequate space. There is some water softener etc. equipment in the room related to the building. The biggest constraint to installation is the size of the doorway which was visible during the site visit. This is the only means of access to the room and all assemblies must be placed in the room through that opening. Some photographs of the room have been provided.

**Question #6 -**

The lock cylinder has been specified to be located on the bridge. To accommodate this we will need to supply some means of rotation for the hydraulic lines. This in our opinion will cause leak points due to the movement. Would it not be better to locate the locking pin on the south abutment with the lift cylinders as it was done at the Glenn Ross bridge?

**Answer:**

The hydraulic lines shall be provided with slack at the point of rotation and the lines must be hung such that they do not drag or get snagged throughout the swing. The rotation of the span at maximum is just beyond 90 degrees, and typically this can be accommodated with slack in the hoses.

**Question #7 -**

The cylinder ports of both the swing cylinders and lift cylinders are specified as #10 Oring can we use 5/8 100R2 hose size vs the ¾ specified. This would give us more room in the conduit between the power house and the center pier to run the hydraulics lines and electrical cables.

**Answer:**

All hoses and tubes shall be ¾". The run in particular for the swing cylinders is long and especially at colder temperatures the smaller diameter would have a significant impact on the swing time. Porting shown is representative only. If the Contractor can locate a cylinder with #12 ports this would be ideal, but in the absence of that port adapters from #10 to #12 are readily available.

**Question #8 -**

Can Parks Canada confirm the concrete removal and replacement quantities are accurate in the bid form. There is a note on the drawings stating that "The top of the side of the north abutment have been removed down approximately 400mm.

**Answer:**

Removal and replacement quantiles can only be confirmed in the field. The removals will no equal the replacement quantiles as both there are missing sections in the pier and the removals for the most part if not entirely have occurred on the North abutment. The quantities are an approximation of what is possible or likely and variation will occur.

**Question #9 -**

Can Parks Canada please specify what the amount of Liquidated Damages per day is for this contract.

**Answer:**

There is no set amount applied to this contract for liquidated damages. Refer to General Condition GC 5 – *Terms of Payment* > \$100k Construction Services, clause GC5.10 *Assessments and Damages for Late Completion*.

<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual/5/R/R2850D/8#assessments-and-damages-for-late-completion>

***ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED***