



RETURN BIDS TO:

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National Contracting Services

Bid Fax: 1-855-983-1808

Bid Email:

soumissionsami-bidsrpc@pc.gc.ca

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**REVISION 001 TO A
INVITATION TO TENDER**

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

Issuing Office:

Parks Canada Agency
National Contracting Services
Calgary, AB

Title: Signal Mountain Fire Guard – Jasper National Park	
Solicitation No.: 5P468-22-0193/A	Date: December 19, 2022
Amendment No.: 001	
Client Reference No.: N/A	
GETS Reference No.: PW-22-01015598	

Solicitation Closes: At: 2:00 PM On: December 22, 2022	Time Zone: MST
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F.O.B.: Plant: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other: <input type="checkbox"/>	
Address Enquiries to: Carmen Song	
Telephone No.: 604-358-9479	Fax No.: 1-855-983-1808
Email Address: carmen.song@pc.gc.ca	
Destination of Goods, Services, and Construction: See Herein	

TO BE COMPLETED BY THE BIDDER

Vendor/ Firm Name:	
Address:	
Telephone No.:	Email Address:
Name of person authorized to sign on behalf of the Vendor/ Firm (type or print):	
Signature:	Date:

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Amendment 001

This amendment is raised to:

- A. Distribute information from the Bidders' Conference held on December 8, 2022;
- B. Answer questions from bidders;
- C. Make changes to the tender documents.

A. Bidders' Conference Information

1. Bidders' Conference Attendees

Vendor	Representative's Name
Backwoods Energy Services	Slade Becker Donny Murray
Freya Logging Inc.	James Kelly
Stellar Contract Consultants	Jerome
Outland Forestry Services LTD	Carl Laramee Kathleen Collins
Willows Construction Ltd.	Brandon Liew
Landmark Solutions	Steve Giesbrecht
Good Wolf Ventures Ltd	Edward Courterelle
Earthex Contracting	Darcy
Aseniwuche Development Corporation (ADC)	Shannon Chowace

2. General Information

- Please carefully review the solicitation documents.
- A completed ITT must be included in your submission.
- Only bids received by the fax and email found on the cover page of the ITT will be accepted as official.
- The responsive bid carrying the lowest price will be recommended for contract award.

3. Project Overview

- Objective – to create a control line to manage wildfires.

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- Access to unit – via Highway 16. Unit located at 7km on Maligne Road. Must cross Moberly bridge – one lane only. Height restriction is 4.8m. Weight restriction is CL1-625 (625kN) – will not be an issue with low bed and logging equipment.
- Offload equipment onto landing on unit harvested last year. There is a ditch between the road and landing. Last year the company filled the ditch with logs/snow and put rig mats over to create access for equipment and vehicles.
- From the landing a skid trail has been flagged. Follow the skid trail in the previously harvested unit, crossing over a hiking trail twice. Any damage will have to be repaired
- Unit 1 starts at the back of the previously harvested unit. It is a Lodgepole pine type, 1050m long – 4m wide running surface. Must also take out any dead pine beyond the 4m that can be reached with equipment.
- Units 2-6 are 7m wide plus as far as you can reach out to grab dead pine on either side.
- Intent is to award as many units this winter as possible within limited budget.
- Within each unit – full tree removal on running surface, process trees, remove tops and pile and burn all debris <10cm diameter. Processed logs >10cm diameter will be retained on site on the uphill side of the unit.
- No equipment restrictions other than it has to be low ground pressure.
- There are several creek crossings – absolutely no instream works permitted. Crossings need to be constructed with skid bridges or rig mats.
- An estimate of rig mats you will need to cross streams is in SOW. If more are required it will be addressed through a change order.
- Terrain – within the previously harvested unit there is a considerable slope break which the skid trail crosses in the best possible location.
- Once into the new units, the terrain is flat to very gently sloping. There are a few places where blading will be required to jump up 1-2m to utilize bench features.
In the spring there were some wet areas outside of the creeks shown on the map. By fall it was only the creek locations that were wet. Which is why we are doing this as a winter project.

B. Questions and Answers

- Q1.** Will the winning bid be based on the lowest Total Bid Amount regardless of the individual line costs in the Lump Sum Amount or Total Extended Amount? The scenario I am thinking about is this:
- a. Bidder 1 Total Bid Amount is lowest cost but there is only budget to do mob/demob and Units 1-2.
 - b. Bidder 2 Total Bid Amount is 2nd lowest cost but due to the structure of his bid you can complete mob/demob and Units 1-4.
 - c. Would the winning bid be the one with the lowest TBA or the one that allows the greatest amount of the total project to be completed?

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- A1.** We will evaluate based on the Total Bid Amount. Contractors should bid on their cost to complete the project and be prepared to complete all units. For more information on in the event that the lowest compliant bid exceeds the amount of funding Canada has allocated for the work, please see section *SI07 Insufficient Funding* of the Invitation to Tender.
- Q2.** The unit of measurement in the Unit Price Table of the ITT is specific to Rig Mats. Would you consider changing the unit of measurement to /crossing so that alternatives to installing rig mats would be considered? This way the cost/crossing for each unit could be considered based on its complexity and type of crossing structure.
- A2.** Yes, please see amendment below. It is to be noted that I used a standard rigmat size of 8ft x 15ft to determine the length of area to be protected with rig matting. Some will be for crossing structures, whereas others are required to address wetter areas on either side of the creeks and could potentially be switched out to swamp rig mats.
- Q3.** Concerning page 1 of the Invitation to Tender. What is the full address of the "office" designated on the front page of the invitation to tender which will receive the Bid and Acceptance form as well as the Bid Security Bond?
- A3.** Bids must be received before tender closing time at fax number 1-855-983-1808 or by email at soumissionsami-bidsrpc@pc.gc.ca. Bids received in-person or by courier will not be accepted. Bidder must provide an electronic copy of their bid security with their bid submission.
- Q4.** Concerning page 6 of the Invitation to Tender section 2.1 (a). Does the surety company or approved verification service provider of the surety company (acceptable bonding companies) need to be established in the province where the work will be performed i.e. Alberta.
- A4.** No, the surety company does not have to be in the province where the work is performed.
- Q5.** If we opt to fax the tender, can we simply write down the closing date and time in the Comments section of page 1?
- A5.** Please refer to SI01 Bid Documents in the ITT, which provides instructions on including solicitation number, bidder's name, closing date and time on the package for identification.
- Q6.** Concerning the Bid Bond form. I wish to complete the form as a guarantee of work to be performed as opposed to a security deposit (as described in the opening paragraphs). In light of this, does the information to provide start at the third paragraph "WHEREAS..." ([Bid Bond - Acquisitions Forms - Publications and Procurement Documents - Buying and Selling - PWGSC \(tpsgc-pwgsc.gc.ca\)](#))
- A6.** Financial bid security is required as per GI08 which can be in the form of a bid bond or a security deposit in an amount that is equal to not less than 10 percent of the bid amount. A bid bond must be sealed by the approved bonding company and cannot be solely signed by the bidder.
- Q7.** Concerning the Performance Bond and Labour and Material Payment Bond forms. Can the Witness be a business associate?
- A7.** Yes, the witness signing the forms can be anyone.
- Q8.** Have the units been surveyed already and are they ready to go?
- A8.** Yes, all units and creeks have been centre lined flagged.

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Q9. Are there restrictions around leaving piles burning? Fire suppression equipment? 24-hour monitoring?

A9. Burn piles will be restricted in size (4m x 4m) and piles must be rolled in nightly. 24-hour monitoring is not required. Burning may not be permitted on days where winds exceed 12km/hour. Appropriate fire suppression equipment must be kept on site.

Q10. Where can burn piles be placed? Do we need to strip organic material for burn piles?

A10. Piles can be located on the unit running surface or directly adjacent. Organic material does not need to be stripped as it will provide protection to the mineral soils.

Q11. Does equipment require level 3 bleaching prior to arriving on site?

A11. Bleaching is not a requirement. However, all equipment must be free of vegetation and dirt upon arrival or it will be sent out to Hinton for rewashing. No power washing equipment/station is available in Jasper.

Q12. Are there fuel capacity restrictions?

A12. There are no fuel capacity restrictions but adequate spill containment and response equipment are required.

Q13. Is the project on the east side of Maligne Rd – 7km off highway 16?

A13. It is on the South side of the Maligne Rd.

Q14. Is the flagged skid trail existing or do we have to build new skid trail?

A14. Much of this skid trail was cut and utilized for logging of the unit last winter. No stumps were pulled. Some sections of the flagged skid trail (especially towards the back end of the unit) are new.

Q15. What are the lengths of each of the units?

A15. Unit 1 – 1050m

Unit 2 – 260m

Unit 3 – 315m

Unit 4 – 385m

Unit 5 – 560m

Unit 6 – 630m

Q16. Are all the unit's different bids or the same bid?

A16. All units are within the same bid. See Appendix 1 – combined price form to calculate a lump sum price.

Q17. Do we need to use steel frame rig mats or would swamp crossing rig mats be acceptable?

A17. Steel-framed or unframed rig mats, pre-fabricated skid bridges or bridges constructed out of logs would all be acceptable for creek crossings, as long as no debris or snow is deposited into the creeks. No instream works are permitted. Swamp crossing rig mats would be acceptable for wet approaches on either side of the creeks.

Q18. Is the middle ground quite wet?

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A18. In the spring many wet areas were encountered along this planned mechanical line. Especially within the black spruce types. However, by late summer the only wet areas were those associated with the identified creeks.

Q19. Are we going to haul wood or anything out from the unit's?

A19. No. Processed logs >10cm diameter will be left on site on the uphill side of the unit. Logs to be laid randomly flush to ground. Limbs and tops to be burned on-site.

Q20. When do we have to be done work?

A20. Project must be completed by Mar 15, 2023 as we lose the harvest window (snowpack/frozen soils).

Q21. Are we planning on mulching or stumping?

A21. No, neither mulching or stumping will be permitted for this project.

Q22. How are we going to get fuel in?

A22. Access will be a big issue, especially for re-fuelling. It will be up to the company to come up with a strategy on how to re-fuel and get the work done. Equipment can be walked out to re-fuel at landing, or fuel can be brought in with the equipment.

Q23. Are creeks fish-bearing?

A23. This is unknown. All creeks will be assumed to be fish-bearing and subject to DFO guidelines. Absolutely no instream works will be permitted.

Q24. Is there a Landing zone for helicopter to drop off fuel?

A24. One helipad will be cut within Unit 1. No other helipads are yet designated, but there are many natural open areas that may be suitable for drop-off.

Q25. Is there special insurance required for this project?

A25. Consult the Invitation to Tender on page 17 – liability minimums.

Q26. What do we do with the pine outside of the 4m or 7m running surface? Do we have to process them? What side of the trail do we leave those logs?

A26. Dead pine that can be reached with equipment from the running surface are to be felled, processed, tops removed and placed on the uphill side of the line.

Q27. What is the maximum height permitted for the laid down logs?

A27. Processed logs are to be laid flat to the ground.

Q28. Are there predetermined process lengths or can the logs be any lengths?

A28. Parks Canada prefers that logs be processed and left full length.

Q29. Is the cabin on the trail or in the unit?

A29. The cabin is located beside the line. It has been clearly flagged with No Work Zone tape and will easily be seen and worked around.

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Q30. What is the minimum number of workers required?

A30. There is no minimum as long as the project end date requirements can be met.

Q31. Are there any Indigenous partnerships required for this project?

A31. Indigenous partnerships are not a project requirement. However, many Indigenous companies have been invited to submit a bid and partnering opportunities with Indigenous or non-Indigenous companies are available on the Canada Buys webpage on which the project is posted.

Q32. Is lodging for workers available?

A32. The Municipality of Jasper has many hotels/motels. In addition, there is a contractor camp within the town of Jasper where winter camping by contractors with travel trailers is permitted.

Q33. Would the equipment and trucks be an eye sore for the community?

A33. This is not an issue. The residents of Jasper are used to sharing their community with commercial vehicles.

Q34. Is there a compound where we would be able to park our truck to protect our equipment?

A34. No, there is not. The contractor would be permitted to erect temporary fencing on the landing if required.

Q35. Are you measuring the 4m or 7m distance from the crowns or the boles of the tree? How do you plan on measuring that?

A35. It will be measured from the base of the bole of the trees. If more than 4m width is required to accommodate equipment travel, it will be acceptable to remove more trees.

Q36. Is there an expectation to be pruning the inside edge of the fireguard?

A36. Pruning is not a requirement within this project.

Q37. On the 4m section do we still need to reach out to get the dead pine or just the 7m section?

A37. The reach-out to remove dead pine will be a requirement on all sections of the line.

Q38. Who started the project last year?

A38. Freya Logging completed phase 1 of the project last year, harvesting a unit between Maligne Road and Keith Lake.

Q39. Are we going to be able to build more helipads due to the length of the line?

A39. Further helipads will be considered if required for contractor safety.

Q40. How will ground disturbance be managed?

A40. Work will be completed with Low Ground Pressure equipment in winter on adequate snowpack and frozen soils.

Q41. The cutting specifications for heli landing pads are in the prescription however I don't see heli-landing pad locations on the map. Please confirm the location of these pads.

A41. This was an oversight and the map is now corrected, please see DSP2_22-0193. There is one heli-spot landing pad in Unit One located on a flat Lodgepole pine bench.

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Q42. Is hand falling for all, or portions, of the project an acceptable alternative to mechanical clearing?

A42. Hand-falling is an acceptable alternative (or could be combined with mechanical falling) as long as project requirements for processing and placing of logs on the uphill side of the line can be met.

The same reach-out of 6-7m from the edge of the running surface would be required for hand falling contractors.

C. Tender Package/ Solicitation Revisions

In: ITT_22-0193, Appendix 1 – Combined Price Form
Table: Unit Price Table
Line: Item 1-4

Changes bolded in red below.

Delete:

Item	Specification Reference	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit applicable tax(es) extra (PU)	Extended amount (EQ x PU) applicable tax(es) extra
1	2.4	Rig Mat supply/install – Unit 1	/rig mat	4	\$	\$
2	2.4	Rig Mat supply/install – Unit 4	/rig mat	3	\$	\$
3	2.4	Rig Mat supply/install – Unit 5	/rig mat	3	\$	\$
4	2.4	Rig Mat supply/install – Unit 6	/rig mat	1	\$	\$

Replace with:

Item	Specification Reference	Class of Labour, Plant or Material	Unit of Measurement	Estimated Quantity (EQ)	Price per Unit applicable tax(es) extra (PU)	Extended amount (EQ x PU) applicable tax(es) extra
1	2.4	Rig Mat supply/install – Unit 1	per 8ft x 15ft crossing structure	4	\$	\$
2	2.4	Rig Mat supply/install – Unit 4	per 8ft x 15ft crossing structure	3	\$	\$
3	2.4	Rig Mat supply/install – Unit 5	per 8ft x 15ft crossing structure	3	\$	\$
4	2.4	Rig Mat supply/install – Unit 6	per	1	\$	\$

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			8ft x 15ft crossing structure			
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Note: If you have already submitted your bid, you are invited to send us your revisions by email to soumissionsami-bidsrpc@pc.gc.ca or fax to 1-855-983-1808. Please indicate the number of the invitation to tender on all correspondences.

Appendix A – Timber Harvest Site Plan Maps has been revised and are included in DSP2_22-0193.zip. A summary of changes are listed below:

1. Location of the existing helipad has been added.

ALL OTHER TERMS & CONDITIONS REMAIN UNCHANGED.