
THE CORPORATION OF THE TOWNSHIP OF PICKLE LAKE



REQUEST FOR PROPOSAL

Double Surface Treatment Resurfacing 2021-03

SECTION 1 - INTRODUCTION

1.1 REQUEST FOR PROPOSAL (RFP)

1. The Township of Pickle Lake (the “**Township**”) invites qualified proponents (“**Contractors**”) to submit proposals to provide services for road surface treatment services.

2. To remove current road surfacing in its entirety where applicable and replace material with “granular A” base. All areas in relative condition will have a single layered surface treatment added. Ensure 2 layers of road surface treatment are in all areas specified, compacted, and sealed.
3. Ensure all sewer main covers and valve covers are raised to above new road grade.
3. Provide work schedule.
4. Provide pricing for the work listed above.
5. Provide all traffic control for the designated paving areas, including detouring.
6. Provide lane designation painting for walking pathway.

1.2 Location

The Township of Pickle Lake is located approximately 537 kms north of Thunder Bay. The work site comprises of the following:

Pickle Lake Road (3200 metres)

Claude Ave (300 metres)

Koval Street N and S (2500 metres)

Lakeview Crescent (700 metres)

Dickenson St (200m)

Connell Street (400 m)

Hooker Lane (150 m)

Ramona Street (106m)

Rose Ave (1000m)

Walking Pathway extending Koval Street South portion road width by 3 metres wide from the corner of Pickle Lake Road & Koval Street to Lakeview Crescent, with shoulder line painting to depict walking lane. (700 metres).

Road width: Pickle Lake Road and Koval Street 7 metres in width.

All other roadways mentioned above 6.7 metres in width.

Totalling approximately 2400 Tonnes of Gravel for Resurfacing.

1.3 Background

The Township of Pickle Lake is executing road resurfacing on one major roadway in Pickle Lake and additional side street due to intersection points. The finished surface is to be double chip and seal to allow for a longer lifecycle of the asset. The roadways were last resurfaced in 1991. All culverts are currently in good repair and do not require replacement. The current surface will need to be removed in its entirety in some areas, and resurfaced, while other areas can be resurfaced with a single coat. The base layer is to consist of compacted granular “a” gravel. The Double Surface Treatment is consistent with the OPSS.PROV 304 Standards.

1.4 Available Information

1. Aerial photography of proposed area to be chip sealed.
2. Approximate meters of all chip seal location

1.5 Timeline

All resurfacing must be completed by September 30th, 2021.

Completed work after September 30th, 2021 will result in a daily penalty of \$5,000.00.

1.6 Materials

Binders: Binders shall be according to OPSS 1103

Aggregates: Shall be in accordance with OPSS 1006 Class 2

1.7 CONSTRUCTION REQUIREMENTS

Equipment: The size and condition of all equipment shall be approved prior to construction. Should equipment be unsatisfactory for whatever cause, the Contractor shall remove and replace the equipment without delay of cost. The equipment shall conform to the following minimum requirements.

Pressure Distributor: The pressure distributor shall be designed and manufactured to spray binder on the road surface. The pressure distributor shall be capable of applying binder at the specified rates and in a continuous and uniform manner both longitudinally and transversely for a full lane width.

Mechanical Aggregate Spreader: The mechanical aggregate spreader shall be designed and manufactured to be self-propelled and capable of continuously and uniformly distributing aggregate at the specified application rate.

Rotary Power Brooms: Brooms shall be capable of cleaning gravel, sand, dirt, and other debris from the roadway surface.

Roller:

General:

Rollers shall be ballasted according to the manufacturer's recommendations.

Steel Drum Rollers:

Steel drum rollers shall be single drum vibratory rollers according to Table 1 and shall be operated in the static mode, if the drum is not rubber coated. Drive wheels shall not mark the aggregate.

Pneumatic-Tired Rollers:

Pneumatic rollers shall be self-propelled and be according to Table 2. The wheels shall be mounted with smooth tread rubber tires. Tire inflation pressure shall be a minimum of 350 kPa when the tires are cold. All tires shall have equal pressure. Each roller shall be equipped with a suitable tire pressure gauge for checking tire inflation pressure.

Pilot Vehicle: The pilot vehicle shall be equipped according to the requirements of the OTM, Book 7.

Manholes, Valve Boxes and Existing Thermo Markings: Manholes, valve boxes and thermo markings shall be covered with an approved material during the operation and shall be removed immediately after the street has been Chip Sealed and Fog Sealed. The Contractor is responsible for locating all exposed manholes, valve boxes and thermo markings prior to Chip Sealing.

1.8 EXECUTION OF THE WORK

Operational Constraints: Surface treating operations shall not be carried out when the ambient temperature at the work location is less than 10°C or where climatic or site conditions preclude the curing of the binder.

The application of binder and aggregate shall terminate one hour before sunset.

Surface treatment shall not be carried out prior to May 15th south of a line through Pembroke, Magnetawan, and Pointe au Baril Station or prior to June 1st north of such line.

Surface treatment shall not be carried out after September 1st except with the permission of the Contract Administrator. Surface treatment may be extended to September 30th provided a high float emulsion is used.

1.9 SAMPLING

Binder: Binder field samples shall be provided for testing purposes as specified in the Contract Documents. The work shall include sampling, labelling, packaging, and delivery of samples to the laboratory designated within 5 business days. A lot shall be deemed to be the quantity of work completed with a shipment (truck tanks) of binder. A sample of binder shall be taken at the job site from each shipment of binder and this sample shall represent the lot. Each binder sample shall consist of a minimum size of two full 4-litre samples of material. The sample containers shall be new triple tight cans with lids or suitable plastic containers of similar capacity which can be closed to prevent any leakage. Sample containers shall be supplied and filled, leaving only sufficient space to allow for liquid expansion. The sample shall be taken from a sampling spigot on the transfer line, or, if one is not available, from the end of the transfer line. Each sample shall be taken after sufficient material has been drawn from the truck tank to purge the transfer line. The sample shall be identified using PH-CC-349, supplied by the Contractor. In addition, a tag shall be placed on each pail and labelled as A1 of 2" or A2 of 2". Tag PH-CC-349 is only for use by the owner in the identification of the sample for contract administration purposes.

Aggregates: Aggregate samples shall be provided for testing purposes as specified in the contract documents.

Determination of Binder and Aggregate Application Rates: The application rate for the binder and the aggregate shall be as specified in the contract documents. Satisfactory compliance to the specified application rates of binder and aggregate shall be demonstrated to the Contract Administrator.

Equipment: The following equipment shall be supplied for the determination of binder and aggregate application rates:

- a) **A portable electronic balance with the following characteristics:**
 - i) **Five-digit display**
 - ii) **Accuracy to 0.1%**
 - iii) **Capacity 10kg**
 - iv) **Minimum platform size of 300 mm by 400 mm**

- b) Sheet metal trays, each 500 mm x 500 mm inside dimensions plus/minus 1 mm, with sides 7mm in height plus/minus 1 mm. The sheet metal shall be of 18 guage (approximately 1.3 mm) with soldered corners.
- c) One 5kg test mass.
- d) A carpenter's level for balance.

Sampling Frequency: Field sampling shall be carried out by the Contractor to determine the binder application rates:

- a) At the start of each day's work. If the contractor provides two distributors, the binder application rate of one distributor shall be determined at this time.
- b) When approximately half of the total day's production is completed. If the contractor provides two distributors, the binder application rate of the second distributor shall be determined at this time.

Field sampling shall be carried out by the contractor to determine the aggregate application rates at the start of each day's work.

Procedure: Each section of the road used to obtain the application rates shall be a maximum of 50 m in length. Field sampling shall be conducted in the presence of the contract administrator, to determine the binder and aggregate application rates as follows:

- a) Set up and level the balance in a firm location protected from the wind.
- b) Check the tolerance of the balance with the 5 kg test mass.
- c) Obtain the tare mass (in kg to three decimal places) of two clean trays and record.
- d) Place the two trays in the centre of the lane being treated approximately 30 cm apart and parallel to the centreline.
- e) Remove the first tray after the binder has been sprayed and before the aggregate has been applied.
- f) Remove the second tray after the binder and aggregate have been applied and before rolling.
- g) Obtain and record the gross mass (in kg to 3 decimal places) of each tray.
- h) Carefully patch the marks left by the trays using the binder and aggregate specified in the contract documents. The patches shall be rolled.
- i) Clean the trays for reuse.

Calculations: The following calculations shall be performed in the presence of the Contract Administrator:

- a) Obtain the net mass of the binder applied to the first tray.
Net Mass of Binder+ Gross Mass- Tare Mass
- b) Calculate the binder application rate to 2 decimal places.
Binder Application Rate (kg/m²)- Net Mass of Binder x 4
- c) Obtain the net mass of binder and aggregate on the second tray.
Net Mass of Binder and Aggregate=Gross Mass-Tare Mass
- d) Obtain the net mass of aggregate on the second tray.
Net Mass of Aggregate=Net Mass of Binder and Aggregate (from 3 above) -Net Mass of Binder (from 1 above)
- e) Calculate the aggregate application rate correct to one decimal place.

Aggregate Application Rate (kg/m²) – Net Mass of Aggregate (from 4 above) x 4

f) Calculations shall be promptly reported to the contract administrator.

Acceptance of Binder Application Rate: The binder application rate is acceptable when the rate is within tolerance of plus/minus 5% of the specified rate. The binder application rate is unacceptable when the test result is outside the tolerance of plus 5% of the desired rate and work shall stop. Field sampling shall be repeated in a maximum of 50 m sections until two consecutive acceptable test results or four acceptable test results are obtained. When two consecutive acceptable binder test results are obtained, work may proceed. When four unacceptable binder test results are obtained before two consecutive acceptable test results, the distributor shall be permanently removed from the working area.

Acceptance of Aggregate Application Rate: The aggregate application rate is acceptable when the rate of aggregate application is within a tolerance of plus 10% of the specified rate. The aggregate application rate is unacceptable when the test result is outside the tolerance of plus/minus 10% of desired rate and work shall stop. Work may proceed when the application rate has been adjusted to the desired rate.

Surface Preparation: Existing bituminous surfaces shall be free and clean of all debris and standing water before application of binder. Where a binder is to be applied on a granular surface, the surface shall be free of standing water and shall be prepared by dampening, fine grading, and compacting immediately prior to the application of the binder. The surface shall be finish rolled to ensure a compacted smooth and float free surface.

Binder Application Temperature: Shall be in accordance with OPSS 1103.

Application of Binder: After the surface has been prepared, the binder shall be uniformly sprayed on the road surface at the specified application rate. When binder is to be applied to two adjacent lanes, the application of binder on the initial pass shall be done without the use of an end nozzle. When binder is applied to the adjacent lane, the nozzle positioned closest to the first application of binder shall be an end nozzle. The spray bar height shall be adjusted to ensure that there is a triple lap of the binder application. At the written request of the contractor, the contract administrator may allow the use of a double lap application. Longitudinal joints shall be constructed to ensure full coverage on the centreline. The application of the binder shall terminate at the same station for both lanes at the end of each day. All roadway appurtenances within the area to be surfaced shall be properly covered and protected immediately, prior to single and double surface treatment.

Application of Aggregate: Aggregate shall be uniformly applied at the rate specified. The distance between the pressure distributor and the spreader shall not be more than 30 m. If excess aggregate is present when constructing a double surface treatment, the excess shall be removed prior to the second application of binder.

Rolling: Immediately after spreading, the aggregate shall be rolled with a minimum of two pneumatic-tired rollers. The entire treated area shall receive two passes from each pneumatic-tired roller. When the surface treatment is placed on a prepared granular grade, on pneumatic-tired roller shall be replaced by a steel drum roller. The entire treated area shall receive two passes from pneumatic-tired roller and one pass from the steel roller. Rollers shall be operated at such a speed as to prevent aggregate pick-up, but in no case shall the speed of rollers exceed 10 km/h. All rolling shall be completed within 300 m of the aggregate spreader. When the combination of rollers is not

sufficient to maintain the completed rate of progress, additional rollers shall be used. When specified in the Contract Documents, traffic shall be convoyed according to the OTM, Book 7. The pilot vehicle shall guide one-way traffic through or around construction. The maximum speed of the convoy shall be 30 km/h. Convoying shall be maintained until such time as the surface treatment is able to carry traffic without damage.

Protection of the Work: Damaged areas shall be repaired until such time as the work has been accepted by the Contract Administrator. Signs indicating fresh surface treatment, or similar wording, shall be erected at the limits of the Working Area and any intersections throughout the Working Area immediately after placement of surface treatment and shall remain in place for a minimum of 72 hours.

Management of Excess Material: Management of excess material shall be as specified in the Contract Documents.

1.10 QUALITY ASSURANCE

Binder Material Requirements: Acceptance of the binder shall be based on testing conducted by the Owner or the Owner's agent, using current LS test methods of the MTO Laboratory Testing Manual or ASTM test procedures as specified in OPSS 1102 or 1103. The Contract Administrator shall determine the acceptability of each lot according to OPSS 1102 or 1103. Lots that are not acceptable shall be removed and repaired or accepted with a price adjustment. If the Contractor elects to repair the lot in lieu of a payment adjustment, the lot shall be repaired and re-evaluated to the satisfaction of the Contractor Administrator.

1.11 MEASUREMENT FOR PAYMENT

Actual Measurement

Binder: Measurement of binder shall be by mass in kilograms.

Class 1, 2, 3, 4, 5 or 6 Aggregate: Measurement of aggregate shall be by mass or volume as specified in the Contract Documents

By Mass: Measurement of aggregate shall be by mass in tonnes.

By Volume: Measurement of aggregate shall be by volume in cubic metres, loose, by predetermined truck capacities. The predetermined capacity of each truck shall be that computed from its box dimensions. Loading of each truck shall be kept to not less than the predetermined capacity. The Contractor shall not be required to load trucks in excess of this capacity to allow for bulking, and no deduction shall be made for any settlement of the load during transportation, provided that such settlement is not caused by spillage or leakage. Each truck shall be uniquely and readily identifiable.

Traffic Convoy: Measurement for traffic convoy shall be in hours based on the number of hours that the pilot vehicle is convoying traffic.

1.12 BASIS OF PAYMENT

Binder "type" - Item

Class 1 Aggregate - Item

Class 2 Aggregate - Item

Class 3 Aggregate - Item

Class 4 Aggregate - Item

Class 5 Aggregate - Item

Class 6 Aggregate - Item

Traffic Convoy - Item

Payment at the Contract price for the above tender items shall be full compensation for all labour, Equipment, and Material to do the work. Damaged areas requiring repair prior to the acceptance of the work shall be repaired by the Contractor at no additional cost to the Owner. Payment for any lot of binder which does not meet all Contract requirements shall be subject to a price adjustment, except when the lot sample has been delivered within 5 Business Days of sampling and testing is not started within 14 Days of sampling. A calculated price adjustment shall be determined, through a system of adjustment points based on test results for any lot sample when tested providing the sample remains in a condition suitable for testing. Where more than one test result is available on any one sample, the test result with the least deviation from the specification limit shall be used to calculate the price adjustment. The price adjustment percentage for the lot is the total number of adjustment points for each sample divided by 25. A fixed price adjustment of 20 percent of the Contract price shall be made for lots for which the following conditions apply: a) A lot sample has not been received for testing; or bi) The lot sample contains insufficient material for testing; or c) The lot sample does not remain in a condition suitable for testing for 14 Days after sampling (e.g., broken emulsion or foam-over during distillation).

Adjustment Points for Emulsified Asphalt Binders: The total number of adjustment points shall be equal to the summation of the number of units that each test deviates from the specification limits times the multiplier as specified in Table 3, plus:

a) 1000 adjustment points for failure of the Particle Charge Test when the binder type is RS-2, CRS-2, RS2P, or CRS-2P, HFMS-2(ON) and;

b) 200 adjustment points for failure of the Coating Test when the binder type is HF-100S, HF-150S, HF-250S, HFMS-2(ON), HF-100SP, HF-150SP or HFMS-2P(ON). Prior to the summation, all adjustment points shall be rounded to one decimal place according to LS-100.

Table 1 Requirement for Steel Drum Rollers

Minimum Drum Diameter mm	Minimum Drum Width mm	Minimum Static Drum per mm of drum width kg
1500	2100	2

Table 2 Requirement for Pneumatic-Tired Rollers

Roller Class	Minimum Mass T	Minimum Mass per Tire kg
R1	8	900
R2	18	2500
R3	25	3600

Table 3 Tests, Units and Multipliers for Emulsified Asphalt Binder

Test	Unit	Multiplier
Residue by Distillation	%	200
Viscosity (less than minimum)	SFs	30
Viscosity (greater than maximum)	SFs	5
Demulsibility (Note 1)	%	50
Residue Penetration @ 25oC	0.1mm	15
Settlement (Note 2)	%	30
Storage Stability (Note 3)	%	50
Oil Portion of Distillate, by Volume of Emulsion (Note 4)	%	50
Sieve test	%	1000
Residue Float Test @ 60oC	S	2
Residue Solubility in Trichloroethylene (Note 5)	%	1000
Ash Content of Residue, By Mass (Note 5)	%	1000
Residue Elastic Recovery @ 10oC (Note 6)	%	30
Residue Force Ductility @800% Elongation, 5 cm/min, pull rate @ 4oC (Note 7)	kg	1000
Residue Apparent Viscosity @ 60oC (Note 8)	Pa.s	10 (Note 9)
Residue Ductility @ 25 oC (Note 10)	cm	10
Notes: 1. For all emulsified asphalt binder types except HF250S. 2. For emulsified asphalt binder types RS-2, CRS-2, RS-2P, and CRS-2P only. 3. For emulsified asphalt binder types HF-100S, HF-150S, HF-250S, HFMS-2(ON), HF-100SP, HF-150P, HFMS-2P(ON), and HFRS-2 only. 4. For emulsified asphalt binder types CRS-2, HF-100S, HF-150S, HF-250S, HFMS-2(ON), CRS-2P, HF100SP, HF-150SP, and HFMS-2P(ON) only. 5. The ash content test shall be used instead of the solubility test for Emulsified Asphalt		

<p>Binder Types RS2P, CRS-2P, HF-100SP, HF-150SP and HFMS-2P(ON) when the manufacturer indicates that the polymer additive is not soluble in trichloroethylene. 6. For emulsified asphalt binder types RS-2P, CRS-2P, HF-100SP, HF-150SP and HFMS-2P(ON) only. 7. For emulsified asphalt binder types RS-2P, CRS-2P, HF-100SP and HFMS-2P(ON) only. 8. For emulsified asphalt binder types HF-100S, HF-150S, and HF-250S only. 9. The multiplier will be used when the apparent viscosity plots below AB or AB extrapolated, CD or CD extrapolated, EF or EF extrapolated on Figure: Viscosity Requirements for Distillation Residues from High Float Emulsified Asphalt of OPSS 1103. 10. For emulsified asphalt binder types RS-2, CRS-2 and HFRS-2 only</p>		
--	--	--

TABLE 1
Gradation Requirements, LS-602

MTO Sieve Designation	Percent Passing by Mass					
	Class 1 (Note 1)	Class 2	Class 3 (Note 2)	Class 4	Class 5 (Note 1)	Class 6 (Note 3)
19.0 mm	--	100	100	--	--	--
16.0 mm	--	98-100	96-100	--	--	100
13.2 mm	100	75-95	67-86	--	--	96-100
9.5 mm	75-100	50-80	29-52	100	100	50-73
6.7 mm	0-40	--	--	--	40-85	--
4.75 mm	0-10	25-50	0-10	70-100	5-25	0-10
2.36 mm	--	--	--	10-100	0-10	--
1.18 mm	--	10-40	--	5-90	0-5	--
600 µm	--	--	--	3-70	--	--
300 µm	--	2-20	--	2-40	--	--
150 µm	--	2-13	--	0-15	--	--
75 µm	Note 4	2-7	Note 4	0-7	Note 4	Note 4
<p>Notes:</p> <ol style="list-style-type: none"> Class 1 and Class 5 aggregates shall be washed according to OPSS 1001. Class 3 aggregate has the same gradation requirements as HL4 coarse aggregate. Class 6 aggregate has the same gradation requirements as HL3 coarse aggregate. Class 1, 3, 5, and 6 requirements for percent passing 75 µm are given in Table 2. 						

Table 2 Physical Requirements

MTO Laboratory Test	MTO Test No.	Class 1 (Note 1)	Class 2 (Note 1)	Class 3 (Note 1)	Class 4	Class 5 (Note 1)	Class 6 (Note 1)
Loss by Washing, Pass 75 µm sieve, % maximum	LS-601	1.3 (Note 2)	–	1.3 (Note 2)	–	1.3 (Note 2)	1.3 (Note 2)
Absorption, % maximum	LS-604	1.75	–	2.0	–	1.75	1.75
Unconfined Freeze-Thaw Loss, % maximum (Note 3)	LS-614	6	15	6	–	6	6
Percent Crushed, % minimum	LS-607	60	60	60	–	60	60
Flat and Elongated, % maximum	LS-608	20	20	20	–	20	20
Petrographic Examination, % non-carbonate of retained 4.75 mm (minimum)	LS-609	60 (Note 4)	60 (Note 4)	60 (Note 4)	–	60 (Note 4)	60 (Note 4)
Micro-Deval Abrasion (Coarse Aggregate), % loss maximum	LS-618	17	25	17	–	17	17
Micro-Deval Abrasion (Fine Aggregate), % loss maximum	LS-619	–	30	–	25	–	–
Plasticity Index, maximum	LS-704	–	0	–	0	–	–
Alternative Requirement to Unconfined Freeze-Thaw Loss, LS-614							
Magnesium Sulphate Soundness (coarse aggregate), % max loss	LS-606	12	15	12	–	12	12
<p>Notes:</p> <ol style="list-style-type: none"> Class 1, 2, 3, 5, and 6 physical requirements noted above are for the material retained on the 4.75 mm sieve, except for lab test LS-619. When control charts (n > 20) are used for LS-601, the average value shall not exceed the specification maximum, 1.3%, with no single value greater than 1.7%. When quarried rock is used as a source of coarse aggregate, a maximum of 2.0% passing the 75 µm sieve shall be permitted. When control charts (n > 20) are used for LS-601 for quarried rock, the average value shall not exceed the specification maximum, 2.0%, with no single value greater than 2.4%. The requirements shall be waived by the Owner when the aggregate meets the alternative unconfined freeze-thaw requirements (LS-614). This requirement is applicable to surface course aggregates in the area to the north and west of a boundary defined as follows: The north shore of Lake Superior, the north shore of the St. Mary's River, the south shore of St. Joseph's Island, the north shore of Lake Huron easterly to the north and east shore of Georgian Bay, excluding Manitoulin Island, along the Severn River to Washago and a line easterly passing through Norland, Burnt River, Burleigh Falls, Madoc, and hence easterly along Highway 7 to Perth and northerly along a highway to Calabogie and easterly to Arnprior and the Ottawa River. When the coarse aggregate for surface course is obtained from a gravel pit or quarry containing more than 40% limestone and dolostone in the retained 4.75 mm portion of the coarse aggregate, then blending with aggregate of non-carbonate rock type shall be required. The blend shall be such as to increase the non-carbonate rock type content to 60% minimum of the retained 4.75 mm portion, as determined by petrographic examination, LS-609. When the coarse aggregate for surface treatment is obtained from a non-carbonate source, blending with carbonate rocks, limestone and dolostone, shall not be permitted. The method of blending shall be such as to produce uniform blending and shall be subject to approval by the Owner. In cases of dispute the acid insoluble residue test shall be used, LS-613, with a minimum acid insoluble residue of 60%. 							

TABLE 3
Mean Values for Determination of Control Chart Testing Frequency

Test Method	MTO Test No.	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6
Absorption, %	LS-604	1.3	--	1.5	--	1.3	1.3
Magnesium Sulphate Soundness, % Loss	LS-606	9	11	9	--	9	9
Flat and Elongated Particles, %	LS-608	15	15	15	--	15	15
Petrographic Examination	LS-609	Note 1	Note 1	Note 1	--	Note 1	Note 1
Unconfined Freeze-Thaw, % Loss	LS-614	4	11	4	--	4	4
Micro-Deval Abrasion, Coarse Aggregate, % Loss	LS-618	13	20	13	--	13	13
Micro-Deval Abrasion, Fine Aggregate, % Loss	LS-619	--	24	--	19	--	--
Plasticity Index	LS-704	--	Note 2	--	Note 2	--	--
<p>Notes:</p> <ol style="list-style-type: none"> 1. For gravel only. Always do three times per year, except where blending to meet the requirements of Note 4 of Table 2, then test daily or every 1,000 tonnes. 2. Always test three times per year. 							

1.13 Raising of Manholes and Valves: The Contractor shall be responsible for the raising of all manholes and valves. The equipment will be provided by the owner. The finishing shall be 50 mm below finished grade. Manholes and valves will be located and painted for the Contractor by the Project Manager.

1.14 Traffic Control: A traffic control plan approved by the Project Manager will be required before any work commences. Temporary raised pavement markers will be installed as needed, at a minimum of 40' spacing. The cost of signage, markers, traffic control necessary to complete this project shall be included in the unit price of the Chip Seal.

1.15 Public Notification: The Contractor shall distribute an approved information flyer to all residents adjacent to the project at no more than two weeks prior to the anticipated start of construction. A local telephone number will be located on the flyer and manned reasonably until the contract is completed. The cost of public notification shall be included in the unit price of Chip and Seal.

1.16 Method of Payment: All payments are subject to 30 days. Payment schedule breakdown is 10% of total cost upon tender signing, 30% upon removal of old pavement and competition of road grading, 30% upon completion of Chip Seal, remaining 30%, 30 days after completion of project.

1.17 Warranty: The contractor shall guarantee all work for 2 years of defects, heaving, cracking

excluding regular wear and tear. A signed contract of this warranty must be executed by both parties.

SECTION 2 - INSTRUCTIONS TO PROPONENTS

The following information provides details of the Request for Proposal process that will be followed.

2.1 COMMUNICATIONS REGARDING REQUEST FOR PROPOSAL

All communication concerning this Request for Proposal shall be in writing and sent via email to:

Terry Zapf, Public Works Superintendent AND **Jamie Hussey**, Clerk-Treasurer

Email: superintdent@picklelake.org

Email: clerktreasurer@picklelake.org

Township of Pickle Lake

P.O. Box 340

Pickle Lake, On

P0V 3A0

No person other than the above-named persons is authorized to communicate for the Township with respect to this Proposal. Proponents who seek to obtain information, clarification or interpretation from another Township official or employee is advised that such material is used at the Proponent's own risk, and the Township shall not be bound by any such representations. All questions shall be in writing and answers to questions and clarifications may be released in the form of an addendum should the Township determine the information is relevant to all Proponents.

Telephone calls will not be accepted or returned. No verbal arrangement or agreement, relating to the work required under this project specified or requested under this RFP will be considered binding and every notice, advice or other communications pertaining to it, must be in writing.

2.2 ELECTRONIC COMMUNICATIONS

All enquiries received via electronic mail waive all rights of confidentiality of the enquiry in the method of transmission and the Proponent shall assume all risks of such methods of communication.

2.3 ADDENDA

The Township hereby reserves the right in its sole discretion to amend this Request for Proposals any time prior to the closing date and time. Proponents are advised that any changes to the Proposal shall only be done by formal written addendum issued by the Township.

Proponents may be requested to confirm receipt of each addendum. It is each Proponent's ultimate responsibility to ensure all addenda have been received prior to submission of their Proposal or, in any event, prior to the close of Request for Proposals, as Proposals cannot be amended or withdrawn following the closing time, for any reason.

2.4 COST OF PROPOSAL

All costs directly or indirectly incurred by the Proponent in responding to this Request for

Proposal shall be at the sole cost of the Proponent.

2.5 SUBMISSION OF PROPOSAL

Proposals shall be accepted by email, facsimile or by regular Canada Post mail, and must be received on or before the closing date and time, at the addresses noted below:

Closing Time/Date: March 31st, 2021, at 4:00 p.m., local time.

Email address: clerktreasurer@picklelake.org

Facsimile: (807) 928-2708

Via Canada Post: P.O. Box 340, Pickle Lake, ON, P0V 3A0

Electronically mailed Proposals must be sent in a PDF version.

2.6 LATE SUBMISSIONS

Proponents are solely responsible for ensuring their Proposal is received on time and at the proper location. Proposals received after the closing date and time shall not be accepted or considered and shall be returned to the Proponent unopened.

2.7 PUBLIC OPENING MEETING FOR THE PROPOSALS

Proposals shall be reviewed at a Special Meeting of Council to be held

April 13th, 2021, at 5:30 p.m. at the Township of Pickle Lake Council Chambers, 2 Anne Street, Pickle Lake. Should this date/time change, proponents will be advised of the new time, date, and location of the meeting which they may attend. All Proponent names shall be noted at the time of opening and proposals will be reviewed for eligibility.

2.8 PROPOSALS RETURNED UNOPENED

Proposals received after the closing time shall be noted and returned unread to the Proponent, as soon as possible.

2.9 SUBMISSION OF MORE THAN ONE PROPOSAL

If two Proposals for the same Project are submitted the proposal with the latest date and time received shall be considered the intended Proposal.

SECTION 3 – GENERAL CONDITIONS OF THE REQUEST FOR PROPOSAL

Each Proponent, by submitting a Proposal, represents that the Proponent has carefully read, understands and accepts the terms and conditions and specifications of the Request for Proposal in full.

- 3.1** The Township of Pickle Lake reserves the right to accept or reject all or part of any submission at no cost to the Township.
- 3.2** All submissions shall include the necessary contact data, mailing address, email address, phone number(s) and name of contact person(s) for the submitted proposal.
- 3.3** Prices must be expressed in Canadian Dollars.
- 3.4** Proponents may be required to attend, in person or by telephone, a Council Meeting to discuss the specifics of their submission.
- 3.5** Proponents are required to submit details in their submission addressing the following:
 - i. All actual costs void of taxes.

- ii. A copy of the Proponents WSIB Clearance certificate.
- iii. Tax compliance (GST number).
- iv. A copy of the Proponents certificate of liability insurance with a minimum coverage of \$2,000,000 (two million dollars).

3.6 PROPONENTS' OBLIGATION TO EXAMINE

While the Township has made every effort to ensure the accuracy of the information provided in this document and otherwise to the Proponent, the Proponent shall not make any claim against the Township for damages or extra work caused or occasioned by the Proponent relying upon such records, reports, or information whether as a whole or in part, furnished by the Township or a council member or an employee of the Township.

SECTION 4 – GENERAL CONDITIONS OF AWARD

4.1 General

A Proponent may be selected to enter into a Contract Agreement with the Township of Pickle Lake based on this RFP and the Proponent's submissions.

The submission form may be appended to a Contract Agreement.

The Township will not necessarily accept the lowest price or any Proposal. No such guarantee is hereby expressed.