

**GOVERNMENT CONTRACT  
CHANGE ORDER**C00054579  
Change Order1

## In Contract with:

**STANTEC ARCHITECTURE LTD  
202 - 107 MAIN ST  
WHITEHORSE, YT, Y1A 2A7  
CANADA**

## Submit original invoice(s) to:

**HIGHWAYS & PUBLIC WORKS  
PMD ACCOUNTING W-5  
BOX 2703  
WHITEHORSE, YUKON, Y1A 2C6**

## Change Order Details:

The work described below is to be undertaken as a part of your contract and your contract price is to be adjusted as indicated.

Owner's Advisor - Whitehorse Airport Maintenance Facility

Work is to be completed as described in attached contract change request, dated July 17, 2020.

The Consultant shall submit refined cost estimates prior to commencing Phases 2 and 3. Where refined estimates are less than the original Phase estimate, a change order will be issued to reduce the contract value by the estimate difference. Written approval will be provided to the Consultant to initiate Phase 2 and Phase 3; no funds shall be expended in those phases without prior approval from the Project Manager.

Attachment: Stantec Architecture Change Order Request form dated July 24, 2020.

Bldg #0000 - New Whitehorse Maintenance Facility  
Project #00498  
Contract Manager - Emille Hamm

Please send invoices to 1 (one) of the following:  
Email: PM.AdminAccount@gov.yk.ca  
Fax: 867-393-6319  
Mail: P.O. Box 2703 (W-5)  
Whitehorse, YT Y1A 2C6

All other terms and conditions of this contract remain the same.

|                           |             |                  |               |                  |      |
|---------------------------|-------------|------------------|---------------|------------------|------|
| The contract amount is:   | Reduced by: | 0.00             | Increased by: | 231,000.00       |      |
| Original contract amount: | 373,900.00  | Total increases: | 231,000.00    | Total decreases: | 0.00 |

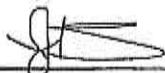
**Revised Contract Value (maximum amount payable): 604,900.00**



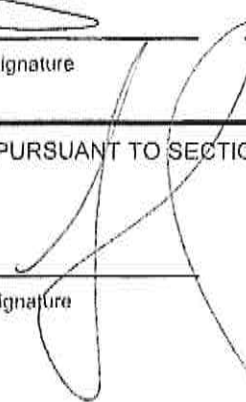
# GOVERNMENT CONTRACT CHANGE ORDER

C00054579  
Change Order1

I/We the contractor, agree to supply the equipment and/or perform work or services as stipulated herein and agree to the terms and conditions of the contract.

|   |  |                       |                |
|---|--|-----------------------|----------------|
|  | John Berg, Architect NWTAA                       | 2020/09/21            | (867) 633.2400 |
| Signature   | Approved, authorized Officer/title<br>Print Name | Date (year/month/day) | Phone Number   |

CERTIFIED PURSUANT TO SECTION 23 (CONTRACTING AUTHORITY) OF THE FINANCIAL ADMINISTRATION ACT

|   |  |                       |
|---|--|-----------------------|
|  | Jennifer Macgillivray,<br>ADM PMD                | SEP 22 2020           |
| Signature   | Approved, authorized Officer/title<br>Print Name | Date (year/month/day) |

## For Government of Yukon Office Use Only

|                       |  |                      |                                   |
|-----------------------|--|----------------------|-----------------------------------|
| Registry Description: | Owner's Advisor - Whitehorse Airport<br>Maintenance Facility | YG Contract Manager: | Emilie Hamm<br>867-332-4360       |
| Vendor Id:            | CDSTANTECARC   | Billing Contact:     | Financial Advisor<br>867-667-8634 |



Stantec Architecture Ltd.  
202-107 Main Street, Whitehorse YT Y1A 2A7

July 24, 2020

File: Whitehorse Airport Maintenance Facility - 144902982

**Attention:** Emilie Hamm, Project Manager  
Capital Development Branch  
Department of Highways and Public Works, Property Management Division  
9010 Quartz Road  
Whitehorse, Y1A 2Z5

Dear Emilie,

**Reference: Whitehorse Airport Maintenance Facility – Contract Change Request – 001 – revision 1**

## Background

Earlier this year, Stantec was awarded the contract for the Whitehorse Airport Maintenance Facility (WAMF) based on the proposal submitted on March 12, 2020. In our proposal, we suggested that site option A located north of the existing WAMF would be the best location of the three identified and it would provide the best value for the project because it already has all the required utilities i.e. existing power, water and sewer lines. Additionally, we also acknowledged that site option C, across the runway and close to the clay cliffs would be more expensive due to the additional work required to bring all the building utilities to the proposed location. Despite our proposed site location, YG has confirmed in the start-up meeting that the preference is to use site option C for the new WAMF.

Following the discussions from our last few meetings on June 29, June 24 and June 10, 2020, on the topic of the site C location and its required utilities, YG has acknowledged and agreed there is additional scope of work for Stantec to complete the design and construction of bringing all utilities to the desired location. As such, Stantec has prepared the following fee letter outlining the required additional proposed scope of work and fees for completing the additional scope of work.

## Proposed Scope of Work – Phase 1

The decision of building the new WAMF at site C, on the east side of the runway affect the following disciplines: civil works, electrical (power and telecom utilities), mechanical (sewer and water lines), aviation and additional project management. The work that needs to be completed will also affect all three project phases as it includes design, tender and construction for bringing the utilities to the desired new WAMF location. Note that our fee request, in this CCR –01, is only for the preparation of a Feasibility Study and the subsequent design and Issued for Tender package to construct these proposed utilities.

### Phase 1: Feasibility Study

In this phase, we propose to write a feasibility study report outlining two (2) possible options for bringing the building utilities to this site C. This report will include pros and cons for the disciplines involved for both currently identified options: installing the utilities under the runway vs. following the south end of the

For a list of our licensed architects, please visit [www.stantec.com/registeredarchitects](http://www.stantec.com/registeredarchitects)

Gord Johnston P.Eng Brent North ARCHITECT AIBC, ARCHITECT AAA, AANB, MAAPEI, NLAA, S.A.A, M.A.A, OAA, NSAA, NWTAA, MRAIC  
Stephen W.K. Phillips ARCHITECT AIBC, ARCHITECT AAA, SAA, MAA, OAA, AANB, MAAPEI, NLAA, NSAA, NWTAA, FRAIC, LEED AP  
Darren Burns ARCHITECT AIBC, ARCHITECT AAA, AANB, MAAPEI, NLAA, SAA, MAA, OAA, NSAA, NWTAA, MRAIC

Design with community in mind

July 24, 2020  
Emilie Hamm, Project Manager  
Page 2 of 6

Reference: Whitehorse Airport Maintenance Facility – Contract Change Request – 001 – revision 1

runway, along the south access road that is currently being proposed. Both options will require a construction operation plan coordinated with NAV Canada for the duration of the construction.

After a feasibility study, c/w Order of Magnitude costing is presented to YG, an option will be chosen for which our team will proceed to create a design and coordinate with all required third parties (i.e. ATCO etc.)

### Civil Works

The additional scope for civil works will consist of servicing the proposed Whitehorse Airport Maintenance Building with sewer and water services that are integrated into the City of Whitehorse Water and Wastewater systems, respectively. The water service will be required to be connected to an existing water main near the main airport terminal building, determinations for the proposed pipe alignment, pipe sizing, pipe depths and appurtenances will be taken into consideration in this design. The sanitary service will be required to be connected to the existing sanitary main or manhole at the top of the Black Street gully. The deliverable will consist of plan profile drawings for both the water and sewer, details and specifications. The civil component will work closely with the mechanical discipline for pipe sizing and coordination of depths; they will also work closely with the aviation discipline as the drawings, specifications must adhere to NAV Canada regulations. Note that Civil will also provide a pre-tender estimate for their design work as part of this scope of work.

### Electrical

The additional scope for electrical includes investigation of options to provide power and telecom utility services to the desired location at site C (currently no existing power or telecom exists on this side of the runway). The scope will include preliminary load calculations for the electrical service to the building and will also consider allocation for loads for future development. As bringing services to this side of the runway is potentially a large and costly undertaking, it is worth considering the requirements for future development at the same time to ensure the infrastructure is sized for future development in addition to the immediate needs for the new facility. Stantec will coordinate with the power utility (ATCO Electric Yukon) and the telecom utility (NWTel) to determine options for bringing utilities to site C. The intent will be to bring primary utility power underground either across the runway or around the South end to a new transformer vault at the proposed site. Similarly, it is assumed telecom services would follow the routing of the power service to a telecom pedestal at the proposed site, but this will be confirmed and coordinated with the utility.

Engineering and cost information for the utility infrastructure modifications will be provided by the respective utilities, as this work consists entirely of modifications and expansion of utility-owned infrastructure. The utilities may require a deposit prior to performing any engineering services and such deposit (if required) shall be paid for directly by YG. Stantec's role will be to coordinate the building service requirements sufficiently for the utilities to design the required infrastructure upgrades. Stantec will also coordinate with the aviation discipline with respect to airside regulations to ensure compliance with Transport Canada requirements. Stantec has no control over the availability and scheduling of utility resources.



July 24, 2020  
 Emilie Hamm, Project Manager  
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Reference: Whitehorse Airport Maintenance Facility – Contract Change Request – 001 – revision 1

## Mechanical

The additional scope for Mechanical will be minimal as typically the scope of mechanical does not extend further than 1000 to 1500mm beyond the building foundation. However, to ensure that the new services brought to the building are adequate, additional coordination will be required with Civil. Mechanical will work with Civil to ensure that the water service and recirculation lines are sized and installed at a sufficient depth for freeze protection as insulated piping may not be suitable for directional drilling. Mechanical will also work with Civil to determine if the sanitary service sanitary from the building can be gravity driven or will require a sewage lift station in the building. Requirements for the sanitary service would be based on the routing along the east side of the runways and the invert at the existing manhole at the top of the Black St. gully.

## Aviation

With respect to bringing the utilities across the airside runway / taxiway complex will require an understanding of where the work will be done, how it would impact the runway and airfield operations and a mitigation plan. Once the alignment of the utilities is decided, Transport Canada will require the airport operator to complete a new Plan of Construction Operations (PCO) which identifies the mitigations which will segregate construction activities from aircraft operations and will achieve an equivalent level of safety as that which is provided during normal operations and as indicated in the Airport Operations Manual (AOM). The AOM must describe how the airport will operate before, during, and post-construction activities on the airside. Both documents and administrative processes will be supported by the Stantec Aviation Lead and team resources of SMEs as required.

Additional to this project is a separate land use plan application to Nav Canada which will indicate the areas of construction and impact on Instrument / Radio Navigation Equipment. Together, the land use plan application and the plan of construction operations will allow the airport to operate safely and reduces the risk and liability associated with non-aviation activities occurring on the airport.

In addition, the PCO must be based on the standards and regulations applicable to ENWIA (Whitehorse Erik Nielsen International Airport); in particular, the airport activities must meet the standards applicable and found in TP312 Aerodrome Standards and Recommended Practices. This application of standards will allow the PCO to ensure that all phases of airside construction which impact the operations can be accomplished safely. This includes closing portions of the runway, taxiway or a portion of these facilities, during construction (i.e.: night construction, between last scheduled flight at night and the first one out in the morning, as an example).

The design of utilities across the airport will require an understanding of the obstacle limitation surfaces; once applied, these critical protection surfaces will need to be adhered to in the design and management of construction activities (i.e.: directional drilling equipment above ground adjacent to runways must be in a location that does not penetrate the OLS transitional surface, adjacent to the runway, while equipment is set in place for construction activities or for staging / storage).

The appropriate setbacks of equipment, identification of non-airside working areas, delineation of working areas with reflective markings and / or red lights on barriers to demarcate closed airside facilities. Operational coordination between airport security and contractor escort services and planning will be required; Stantec will facilitate this with the Airport Manager and TAB Project Managers to verify that all

July 24, 2020  
 Emilie Hamm, Project Manager  
 Page 4 of 6

Reference: Whitehorse Airport Maintenance Facility – Contract Change Request – 001 – revision 1

necessary standards are adhered to and that local airport operating procedures and applicable aviation planning standards are contemplated in the design process, prior to tendering.

Security and safety plans will be considered, and the limits of restricted airside areas will be coordinated with the Airport Manager and Superintendent of Security at ENWIA. Other personnel and airport-based agencies who may be impacted by the construction of the utilities will be identified and a plan for minimizing the impacts or interruption to aviation operations and services at ENWIA will be considered and implemented in the plan of construction operations.

Additional operational planning for temporary relocation of airside / landside facilities such as taxiway and apron taxiway detours may be contemplated, pending the alignment of utilities from west to east side of the runway complex.

#### YESAB

Stantec confirmed with YESAB (pers.comm July 22, 2020) that two separate YESAB submissions are not required for bringing in utilities and construction of the new WAMF. There are no additional permit requirements (above what was expected for construction of the WAMF), however, additional effort will be required to incorporate a description of the project activities involved in bringing utilities to the site, and developing mitigations for these activities. Additionally, the YESAB lead will need to meet with the city engineer to review information requirements for the City of Whitehorse Development Permit. Connecting to city water and sewer via new infrastructure will require more involvement with the city engineer than what was originally understood at the proposal stage of this project.

All permit applications should be appended to the YESAB submission in order for YESAB to evaluate the adequacy of the submission. This will mitigate the risk of being stalled by information requests.

#### Phase 2: Design-Build Procurement (Design-Build or Negotiated Request for Proposals)

The additional scope of work required will be issued as a separate tender from the initial Owner's Statement of Requirements and its construction will have to be finished before the construction begins on the new WAMF. This phase will require additional time spent by Stantec to assist in the procurement stage of a contractor by answering questions and potentially issuing addenda to the tender package. Depending on the number of bids received, the accepted bid and proposed schedule we will then provide a subsequent Contract Change Request (CCR) to assist YG during Phase 2. That said, we recommend YG carry a contingency of approximately <sup>77</sup>(1) for our participation in this Tender phase to answer contractor RFI's, issue Addenda and attend meetings.

Note that for electrical Power and Telecom services, detailed engineering, procurement and construction will be handled directly by the utility providers (ATCO and NWTel) and will not be included in the above described tender. Stantec's role will only be to coordinate the project requirements with the utility on behalf of the Owner. All costs charged by the utilities are to be paid directly by the Owner (YG).



July 24, 2020  
 Emilie Hamm, Project Manager  
 Page 5 of 6

Reference: Whitehorse Airport Maintenance Facility – Contract Change Request – 001 – revision 1

### Phase 3: Design-Build Detailed Design and Construction

During the construction phase, the scope of work will follow our design documents as outlined in this initial fee proposal, CCR-01, however the utilities construction will require additional construction administration fees from Stantec to manage the project. Typically, this work is carried out on an hourly basis for the civil work and we have not provided a fee for this work herewithin. That said, we recommend that YG carry a contingency of approximately 77(1) for our involvement in this phase, which will require a subsequent CCR once the construction contract is awarded.

As mentioned above, procurement and construction of electrical and telecom utility infrastructure upgrades will be provided directly by the utility providers ATCO and NWTel. Stantec will coordinate with the utilities on the Owner's behalf with respect to ensuring the project requirements are met. All costs charged by the utilities are to be paid directly by the Owner (YG).

### Additional Fee Request – Phase 1 only

We request a change order to our Contract to complete the work identified above in the amount of 77(1)(a). This fee amount includes the additional scope of work for the Feasibility Study and the subsequent design documents for the selected Option. Stantec also recommends that YG carry an appropriate contingency for unforeseen design revisions. This fee amount does not include scope of work during the Tendering phase or the Construction Administration phase.

#### Phase 1 – Fixed fee 77(1)(a) (this CCR-001)

The above fee includes civil, mechanical, electrical, aviation, coordination, YESAB, PM and pre-tender construction cost estimate fees for Phase 1.

Stantec recommends YG carry the following fees as allowance for the subsequent Phases 2 and 3:

Phase 2 77(1)(a)

Phase 3

#### FEE NOTES:

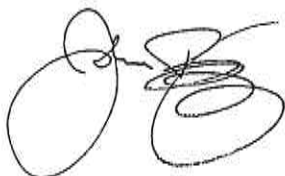
1. The above fee includes coordination of water, sewer, power utilities with the required authorities (City of Whitehorse, Atco, NWTel) but it does not include fees for receiving permits for construction as these are usually an item covered by the Owner separate from the consulting services contract.
2. The proposed compensation is based on our understanding of the project, the scope of professional services, deliverables, project team, consultants, project schedule, form of agreement, and payment terms described in this change order request. Should changes occur to any of these prior to or during the execution of the professional services, a commensurate adjustment to the proposed compensation will be made.
3. GST will be added to the fees above where applicable.
4. All engineering, procurement, and construction of upgrades to utility-owned infrastructure (power and telecom) shall be provided by the utilities. All fees charged by utilities shall be paid for directly by YG and are not included in Stantec's fees.

July 24, 2020  
 Emilie Hamm, Project Manager  
 Page 6 of 6

Reference: Whitehorse Airport Maintenance Facility – Contract Change Request – 001 – revision 1

Please do not hesitate to contact the undersigned if you have any questions or require clarification.

Respectfully,




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John Berg Architect NWTAA, OAA, AIBC  
 Senior Associate  
 Phone: (867) 633-2400 Ext. 104  
 Cell: (867) 334-4795  
 John.Berg@stantec.com




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Jordan Youngs, P.Eng.  
 Electrical Engineering Team Lead  
 Phone: (867) 633-2400 Ext. 102  
 Cell: (867) 334-1377  
 Jordan.Youngs@stantec.com

By signing this proposal, Client Name authorizes Stantec to proceed with the services herein described and the Client acknowledges that it has read and agrees to be bound by the attached Professional Services Terms and Conditions.

This proposal is accepted and agreed on the Day day of Month, Year.

Per: Client Company Name

Enter Name & Title

Print Name & Title

Signature

Attachment: Attachment

c. C.C.







# GOVERNMENT CONTRACT CHANGE ORDER

C00054579  
Change Order2

I/We the contractor, agree to supply the equipment and/or perform work or services as stipulated herein and agree to the terms and conditions of the contract.

Signature

John Berg, Architect NWTAA

Approved, authorized Officer/Title  
Print Name

21/03/16

Date (year/month/day)

633.2400 x 104

Phone Number

CERTIFIED PURSUANT TO SECTION 23 (CONTRACTING AUTHORITY) OF THE FINANCIAL ADMINISTRATION ACT

Signature

Richard Gorczyca  
A/ ADM PMD

Approved, authorized Officer/Title  
Print Name

MAR 17 2021

Date (year/month/day)

## For Government of Yukon Office Use Only

Registry Description: Owner's Advisor - Whitehorse Airport  
Maintenance Facility

YG Contract Manager: Emilie Hamm  
867-332-4360

Vendor Id: CDSTANTECARC

Billing Contact: Financial Advisor  
867-667-8634

February 12, 2021

File: Whitehorse Airport Maintenance Facility - 144902982

**Attention: Laura Vanderkley, Project Manager & Kim Walchuk, Senior Building Program Manager**

Capital Development Branch

Department of Highways and Public Works, Property Management Division 9010 Quartz Road

Whitehorse, Y1A 2Z5

Dear Laura & Kim,

**Reference: Whitehorse Airport Maintenance Facility – Contract Change Request – 002 – revision 1**

## Background

The Whitehorse Airport Maintenance Facility (WAMF) project has started as a single scope of work to provide a Statement of Requirements (SOR) for the facility that would be used in a Design-Build procurement of the facility's construction. The location for this facility was a major item of discussion at the beginning of the project until the current site (on the east side of the airport) with no utilities was confirmed by YG, despite Stantec's advice to use a different site option that had utilities available. The chosen site on the east side of the airport has no utilities nearby (power, water, sewage, telecommunications) and they have to be designed and constructed in order to have a functional WAMF. So, after several discussions YG had agreed to include the additional scope of work to Stantec's task. After several discussions, the decision was made to have different procurement contracts for the two different scopes of work: 1) Design-Build for the WAMF and 2) Design-Bid-Build for the Utilities.

At this point, we want to highlight that the WAMF SOR and the Utilities Services are two separate projects with two different procurement methods combined under one consulting contract for Stantec. The addition of the Utilities Services portion of work to the WAMF SOR had an impact on the original scope of work, schedule, fees and coordination and it caused an overall 1-year project extension which brings us to the need for this contract change request 002.

## Clarification from CCR 001

CCR 001 was issued because of the addition of the Utilities Services to the Stantec scope of work and it covered the investigation of several options for bringing the infrastructure at the desired location using different routes, tendering and CA using a DB procurement method. However, the procurement method was changed to a DBB which is more labour intensive and requires additional fees to complete.

To date, the deliverable was the Feasibility Study Report – draft that showed the available options for routing the services to the east side of the airport. Now that YG has confirmed that the North route for the Utilities Services has been accepted out of the options presented in the report, we are prepared to deliver the Utilities detailed design and coordination services, resulting in the deliverable "Issued for Tender" package, as well as tendering and construction administration services, for the utilities construction as per the requirements of a Design-Bid-Build procurement.

In the previous Contract Change Request 001, the following project phases were identified:

- **Phase 1: Feasibility Study** – CCR 001 (Once we receive YG comments on our draft Feasibility Study we can complete the Final Report and close off this task)
- **Phase 2: Design-Build Procurement** - CCR 001



- **Phase 3: Design-Build Detailed Design and Construction - CCR 001**

Of the three phases listed above, the Utilities Design Report represents Phase 1 which is almost complete, waiting only to issue the final version of the report following YG's comments on the issued draft report. At the moment of writing the CCR 001 the understanding was that the procurement of the Utilities Service was Design-Build which requires only an indicative design that would be handed over to the Design Builder to finalize the detailed design and construct. Following a DB approach would have been sufficient to use the schematic civil drawings included in the Utilities Report. However, upon further discussions with YG, it was decided that the preferred procurement option for the Utilities Services is Design-Bid-Build. Using this procurement approach, the amount of consultant labour involved is significantly increased because it is required that the Consultant provide tender-ready documents that would be used by the successful Builder. As such, Stantec has prepared the following fee letter outlining the required additional proposed scope of work and fees.

### **Proposed Scope of Work: Detailed Design, Tendering and CA for Utilities**

Following the approval of the north route for the Utilities as part of the Feasibility Study, combined with the change from a Design-Build to a Design-Bid-Build procurement, Stantec is proceeding with the Utilities detailed design which would introduce a new Phase 1a where Stantec will produce tender-ready civil documents.

With this change in procurement, the project phases noted on CCR 001 that apply for the Utilities portion of the project would be adjusted as follows:

- **Phase 1: Feasibility Study (CCR 1)**
- **Phase 1a: Detailed Design – Issued for Tender Civil documents (new phase)**
- **Phase 2: Tendering Services for the Utilities (former Design-Build Procurement - CCR1)**
- **Phase 3: Construction Administration for the Utilities (former Design-Build Detailed Design and Construction - CCR1)**

We are currently at the end of Phase 1 and starting Phase 1a and we are aiming for 95% completion of the IFT Civil package for the Utilities by March 31, 2021. We appear to have most of the information for this design which has been determined to be a Design-Bid-Build procurement method. This procurement confirmation will now require more design labour as compared to our last year's estimate for design fees for a Design-Build procurement method.

That said we have some remaining fees from YG's Change Order #1 to our contract and we'll use those funds to commence our Utilities detailed design and coordination with ATCO Electric and NWTel. Furthermore, we will need to include Aviation, ICIT, Mechanical and YESAB for this design revision.

### **Proposed Scope of Work: 1-year extension for DB procurement for WAMF (SOR)**

The addition of the Utilities Services as part of the scope of work has brought a big impact on the schedule and coordination required for the SOR. In the original Stantec proposal we had accounted for a 3-month long period to provide a 100% complete SOR, but that timeframe was extended due to additional coordination, several design changes, major adjustments from the original functional program, longer than expected turnaround times from YG and uncertainty on the FFE component. At this moment in time the SOR task has been extended by another 4 months to date.

The schedule extension for going to tender in the spring of 2021 for the WAMF SOR, while good for the DB team because they would have more time to provide pricing and a detailed design, that translates to more time required for Stantec to provide coordination with the DB and YG. While Stantec has budgeted 2 months for a tender period, 3 months for DB detailed design and 12 months for construction, with the 1-year extension, we understand the DB would have close to 6 months to provide the detailed design. At this point we assume the tender period and the construction period would remain as planned (3 months and 12 months respectively), but we have to account for a longer than anticipated DB detailed design period. As such, we are also including in this change request the additional fees required pertaining to the WAMF SOR

portion of the work.

## Proposed Fees

In summary this requested change order #002 is in the amount of 77(1)(a) . This additional amount includes:

- Utilities package to a 100% complete IFT
- Construction administration for the Utilities Services
- Project Management (PM) services for coordinating the Utilities Services
- Additional fees for the SOR portion of the work due to scope increase and extended schedule
- Additional fees for the DB detailed design portion of the work due to the 1-year extension

Please refer to the table below for a fee breakdown per tasks and years:

| Task  | Y20/21<br>(until March<br>31, 2021) | Y21/22<br>(after March<br>31, 2021) | Y22/23 | Total            | Comments  |
|---|-------------------------------------|-------------------------------------|--------|------------------|---|
| <b>Utilities Services</b>                             |                                     |                                     |        |                  |   |
| Additional fees required for the Utilities Services   | 77(1)(a)                            |                                     |        |                  |   |
| CCR 001 remaining fees                                |                                     |                                     |        |                  |   |
| <b>SUBTOTAL 1 (Utilities)</b>                         |                                     |                                     |        |                  |   |
| <b>Whitehorse Airport Maintenance Facility (WAMF)</b> |                                     |                                     |        |                  |   |
| Additional fees required for the WAMF                 | 77(1)(a)                            |                                     |        |                  | SOR completion timeframe accounted for in the original contract was 3 months but this timeframe was extended by another 4 months due to various decisions involving site selection, type of building structure and implication of having to bring the utilities to site. The DB Detailed Design and Construction period for the WAMF accounted for in the original contract was 3 months for Detailed Design and 12 months for Construction. With the current 1-year extension of the entire project, we anticipate that the Detailed Design will be 6 months, but we are currently still expecting the construction to be 12 months. |
| <b>SUBTOTAL 2 (WAMF)</b>                              |                                     |                                     |        |                  |   |
| <b>Total CCR 002</b>                                  | 77(1)(a)                            |                                     |        | <b>\$378,600</b> | Stantec request for this Change Order 002   |

## FEE NOTES:

1. The above fee includes coordination of water, sewer, power utilities with the required authorities (City of Whitehorse, ATCO, NWTel) but it does not include fees for receiving permits for construction as these are typically an item covered by the Owner - separate from the consulting services contract.
2. The proposed compensation is based on our understanding of the projects (WAMF SOR and



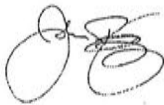
Utilities Services), the scope of professional services, deliverables, project timeframes, form of agreement, and payment terms described in this change order request. Should changes occur to any of these prior to or during the execution of the professional services, a commensurate adjustment to the proposed compensation will be made.

3. GST will be added to the fees above where applicable.
4. All engineering, procurement, and construction of upgrades to utility-owned infrastructure (ATCO, NWTel) shall be provided by the utilities companies. All fees charged by the utilities companies shall be paid for directly by YG and are not included in Stantec's fees. These fees are not included in the fee above but they were noted in the Cashflow Projections chart, requested by YG, that was sent in an email on January 8, 2021.
5. The tendering services and construction administration for the WAMF are assumed to be 2 months and 12 months respectively. Should extensions occur beyond those months Stantec will require fee adjustments accordingly.
6. We require that the present Contract Change Request 002 be approved in the following 2 weeks (deadline February 26, 2021) to be able to keep the schedule as noted.

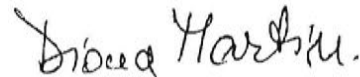
Please do not hesitate to contact the undersigned if you have any questions or require clarification.

Respectfully,

Stantec Architecture Ltd.



**John Berg** Architect NWTAA, OAA, AIBC  
Senior Associate  
Phone: (867) 633-2400 Ext. 104  
Cell: (867) 334-4795  
John.Berg@stantec.com



**Diana Martin-Ioja** Intern Architect NWTAA  
Cell: (867) 689-5319  
diana.martin-ioja@stantec.com



## Contract Change Request

|                      |  |   |
|----------------------|--|---|
| <b>Project Name:</b> | <b>Whitehorse Airport Maintenance Facility</b>   | <b>CCR-002</b>                          |
| <b>Location:</b>     | <b>Whitehorse, YT</b>  |   |
| <b>Stantec File:</b> | <b>144902982</b>   | <b>Date of Issue: February 12, 2021</b> |
| <b>Owner:</b>        | Capital Development Branch<br>Department of Highways and Public Works<br>Property Management Division<br>9010 Quartz Road                  |   |
| <b>Attention:</b>    | Whitehorse, Y1A 2Z5  |   |
| <b>REFERENCE:</b>    | Fixed Fee for completion of Utilities Design, Tender and Construction Services + additional WAMF fees due to longer schedule (1 more year) |   |

### DESCRIPTION OF CHANGE

This additional scope of work includes:

- Utilities package to a 100% complete IFT
- Construction administration for the Utilities Work
- Project Management (PM) services for coordinating the Utilities Work
- Additional fees for the SOR portion of the work due to scope increase and extended schedule
- Additional fees for the DB detailed design portion of the work due to the 1-year extension

| Task          | Fixed Fee        |
|---------------|------------------|
| <b>Total:</b> | <b>\$378,600</b> |

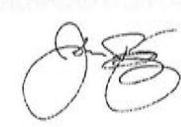
### CHANGE IN CONTRACT

|   |           |                            |                   |                   |
|---|-----------|----------------------------|-------------------|-------------------|
| Contract amount to be increased \ decreased by: | \$378,600 | Change in Completion Date: | dd/mm/yy<br>Y2023 | dd/mm/yy<br>Y2024 |
|---|-----------|----------------------------|-------------------|-------------------|

| Original Contract Value | Total Additions\Deletions to Date                                      | Total Net Contract |
|-------------------------|--|--------------------|
| \$373,900               | \$231,000 – CCR 001<br><u>\$378,600 – CCR 002</u><br>\$609,600 - Total | \$983,500          |

### DISTRIBUTION

| Name             | Company                                | Accepted by: | Via   |
|------------------|--|--------------|---|
| Laura Vanderkley | Capital Development<br>Project Manager |              | - <a href="mailto:Laura.Vanderkley@gov.yk.ca">Laura.Vanderkley@gov.yk.ca</a><br>- Phone: (867) 333-0263 |

|                   |                |   |
|-------------------|----------------|---|
| <b>Issued By:</b> | Person / Title | Signature   |
| John Berg         | Principal      |  |



# GOVERNMENT CONTRACT CHANGE ORDER

0016  
C00054579  
Change Order3

In Contract with:

**STANTEC ARCHITECTURE LTD  
202 - 107 MAIN ST  
WHITEHORSE, YT, Y1A 2A7  
CANADA**

Submit original invoice(s) to:

**HIGHWAYS & PUBLIC WORKS  
PMD ACCOUNTING W-5  
BOX 2703  
WHITEHORSE, YUKON, Y1A 2C6**

Change Order Details:

The work described below is to be undertaken as a part of your contract and your contract price is to be adjusted as indicated.

**Owner's Advisor - Whitehorse Airport Maintenance Facility**

As per the reasonings provided in the May 31, 2022 meeting between Diana Martin-loja (Stantec), John Berg (Stantec), and Olivier Pilon (YG); this contract for Owner's Advisor for the Whitehorse Airport Maintenance Facility project is being change ordered to remove all remaining work scope and monetary balance.

Completion date is being changed to May 31, 2022.

**Project #00498**

**Contract Manager: Olivier Pilon**

**Please send invoices to one of the following:**

**Email: PM.AdminAccount@yukon.ca**

**Fax: 867-393-6319**

**Mail: P.O. Box 2703 (W-5)**

**Whitehorse, Yukon Y1A 2C6**

**All other terms and conditions of this contract remain the same.**

The completion date was: August 31, 2023 and is now changed to: May 31, 2022

The contract amount is: Reduced by: 458,377.54 Increased by: 0.00

Original contract amount: 373,900.00 Total increases: 609,600.00 Total decreases: 458,377.54

**Revised Contract Value (maximum amount payable): 525,122.46**

I/We the contractor, agree to supply the equipment and/or perform work or services as stipulated herein and agree to the terms and conditions of the contract.

|   |  |                       |                 |
|---|--|-----------------------|-----------------|
|  | <u>John Berg, Architect NWTAA</u>                | <u>2022/06/09</u>     | <u>633.2400</u> |
| Signature   | Approved, authorized Officer/title<br>Print Name | Date (year/month/day) | Phone Number    |

CERTIFIED PURSUANT TO SECTION 23 (CONTRACTING AUTHORITY) OF THE FINANCIAL ADMINISTRATION ACT

|   |  |                       |
|---|--|-----------------------|
|  | <u>NICK RODGER</u>                               | <u>2022/06/13</u>     |
| Signature   | Approved, authorized Officer/title<br>Print Name | Date (year/month/day) |

## For Government of Yukon Office Use Only

|                       |  |                      |                                |
|-----------------------|--|----------------------|--------------------------------|
| Registry Description: | Owner's Advisor - Whitehorse Airport<br>Maintenance Facility | YG Contract Manager: | Olivier Pilon<br>867-332-6662  |
| Vendor Id:            | CDSTANTECARC   | Billing Contact:     | David Hemmings<br>867-667-5139 |