

**INVITATION TO TENDER "ITT" / NO. PS20170604 -
CONSTRUCTION OF VANCOUVER WEST SEWER SEPARATION - PACKAGE 1**

QUESTIONS AND ANSWERS NO. 1

ISSUED ON JUNE 02, 2017

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| Q1 | Owners supply of backfill material/disposal of materials: Will the COV's own dump trucks get priority over contractor's dump trucks even if ours are in queue? |
| A1 | No. |
| Q2 | Owners supply of backfill material/disposal of materials: How is the contractor getting compensated if he was directed by the Engineer to dump at Kent, and upon arrival at Kent only to be diverted to Vancouver Landfill or vice versa? |
| A2 | In accordance with relevant provisions in the Contract, if applicable. It should be noted that materials containing hydrocarbons, asbestos or oversaturated materials will not be accepted at the Kent Yard Facility. |
| Q3 | Is it safe to assume who ever contractor gets the award be also notified of the City's intent to supply and take soil for the whole contract and not just on specific streets/locations? |
| A3 | Refer to "Part A - Introduction - Appendix 5 - Owner Supplied Materials and Services" of the Invitation to Tender No. PS20170604 document for relevant details. |
| Q4 | High voltage transmission duct "Note" expose #E at several locations? How many exposures are required? The reason we ask is because we have to hire a safety watcher @ \$135/hr. |
| A4 | The Contractor is responsible to expose utilities as needed to identify and mitigate for potential conflicts. The exposures shall be in accordance with the Design Drawings and Construction Specifications. The frequency of exposures shall be as determined by the Contractor to a level that sufficiently confirms the location and alignment of existing utilities to the full extent of the site. |
| Q5 | "Note" expose corners of hydro chamber? Will these be all 4 corners? Same reason as above for safety watcher. |
| A5 | The Contractor is responsible to expose utilities as needed to identify and mitigate for potential conflicts. The exposures shall be in accordance with the Design Drawings and Construction Specifications. The frequency of exposures shall be as determined by the Contractor to a level that sufficiently confirms the location and alignment of existing utilities to the full extent of the site. |
| Q6 | How is the contractor getting paid to reconnect the chamber drain to the proposed sewer? |

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| | Same question for the Telus chambers. |
| A6 | As per General Note 7 (Design Drawings), chamber drains will be treated as an "existing service connection" for a re-connect or a relay at the appropriate unit rates. |
| Q7 | Dunbar crossing: Is there any work hours restriction? Is the contractor allowed to work weekends? |
| A7 | <ul style="list-style-type: none"> • Provided that one (1) lane of traffic can be maintained in both directions and the transit routes are maintained at all times, there will be no additional time restrictions on Dunbar Street. • In the event that the Works require Single Lane Alternating Traffic or single direction closures, the Works will be restricted to weekends and/or nights only. Weekend and night work must be coordinated with adjacent impacts and in consultation with the Engineer. • The Contractor will be required to coordinate all Works on Dunbar Street in consultation with Translink and Coast Mountain Bus. |
| Q8 | Liquidated damages: does the \$1800/day include McElhanney's inspection cost? |
| A8 | McElhanney's inspection costs account for a portion of the \$1,800 / day. |
| Q9 | Hours of work: We intend to work 7 - 5, does McElhanney cover these ours of work & no OT charges to the contractor? |
| A9 | McElhanney's scope of services during construction will be based on the needs of the project, as approved by the City of Vancouver. The Contractor should expect that site inspection services will be provided during the course of construction and shall make due consideration to the requirements provided in "Part D - Form of Agreement - GC.12 & SGC. 1" of the Invitation to Tender No. PS20170604 document when coordinating and sequencing its Works, specifically Works requiring inspection. |
| Q10 | <p>Owners Supply of Backfill Materials/Disposal of Materials:</p> <p>The pay items under the above heading are all credits to the contract, if there are overruns to the quantities, the contractor will lose a lot of money since we have a defined trench and in the unlikely event sloughing/cave-in occurs obviously more gravel is required & if the City is supplying then the contractor gets dinged twice? How is the City dealing with this scenario.</p> |
| A10 | <p>The Tenderer is required to make due allowance for any such occurrence within its unit rates. Such allowances made by the Contractor would assume resultant volumes and therefore, these volumes are assumed to be accounted for consistently by the Tenderer within its unit rates in both Schedule A-2 and Schedule A-3.</p> <p>All City supplied materials and disposal materials received by the City will be credited to the Contract in accordance with the relevant unit rates in Schedule A-3.</p> |

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| Q11 | <p>VPD Charges -</p> <p>Q (a) - What locations will the contractor be required to use VPD Auxiliary and or VPD regular police for traffic control?</p> <p>Q (b) - If so would this be in addition to contractor provided traffic control or in place of?</p> <p>Q (c) - Will there be charges to the contractor?</p> <p>Q (d) - If there will be charges to the contractor what will the charges and costs from the City of Vancouver be to the contractor that should be carried in the tendered price, or will this be an extra cost to the contractor?</p> |
| A11 | <p>Q (a) - The requirement for VPD involvement will depend on the accepted traffic impacts.</p> <p>VPD is not expected to be required for this project, unless full closures of Dunbar were proposed. Such requirements would be the direct result of the Contractor's Methodology.</p> <p>Q (b) - If required, VPD traffic authority would be in addition to the Contractor's provided traffic control.</p> <p>Q (c) - The VPD would charge the Contractor accordingly.</p> <p>Q (d) - Any associated charges will be at cost to the Contractor.</p> |
| Q12 | <p>Notice to Residents -</p> <p>Q (a) - What are the COV requirements for notice to residents from the contractor?</p> <p>Q (b) - Will the COV provide a list of affected residents to be contacted?</p> <p>The tender requires a methodology statement which can be modified by the City Engineer.</p> <p>Q (c) - If modified to the extent of impacting cost how will this be dealt with?</p> |
| A12 | <p>Q (a) - The Contractor shall issue Notice to Residents 1 month prior to the commencement of work and subsequently 1 week prior to the commencement of work. These notifications will be prepared and issued per location.</p> <p>Q (b) - Yes.</p> <p>Q (c) - The Construction Methodology statement will be reviewed and updated, if required, in consultation between the Contractor and the City Engineer. Any required modifications will be in accordance with the Construction Specifications and other Contract Documents and as such, there will be no adjustment to the Contract Price.</p> |
| Q13 | <p>The City Street Restoration Manual, specifies various mixes of superpave asphalt with the plant choice subject to City approval. We recently worked on 2 projects in the COV and were advised by many paving specialists that they could not guarantee the adhesion and densities for completing the superpave patching over the PCC as shown on MF 137-AE-4 during periods of precipitation and under 10 degrees Celsius.</p> <p>Q (a) - How does the City propose the contractor complete this work in our climate after Oct 31, 2017?</p> <p>Q (b) - Given the required use of Superpave will the City be willing to sign a waiver for the asphalt if placed outside of the recommended conditions for placing superpave?</p> <p>Q (c) - Which asphalt plants are approved by the City?</p> <p>Q (d) - Will the City of Vancouver provide pricing for the supply of Asphalt and Superpave from their asphalt plant?</p> |

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| | <p>Q (e) - If so what are the parameters/conditions for the production of Superpave by the COV.</p> <p>Q (f) - What are the plant operating hours?</p> <p>Q (g) - Will the City of Vancouver provide a list and price for precast products produced at their precast facility?</p> <p>Q (h) - Will the City consider an extension to the Substantial Completion Milestone date of Jan 31, 2018?</p> |
| A13 | <p>Q (a) - The Contractor is required to complete the Works in accordance with the Design Drawings and Construction Specifications, which includes scheduling the Works accordingly to complete the Works throughout the duration of the project.</p> <p>Q (b) - No.</p> <p>Q (c) - Provided the Works are completed in accordance with the Construction Specifications, the specific asphalt plant will be at the Contractor's discretion.</p> <p>For information purposes, in no specific order, the following asphalt suppliers are currently on the City's preferred vendor list:</p> <ul style="list-style-type: none"> • Action Holdings Ltd. • Jack Cewe Ltd. • Lafarge Canada Inc. • BA Blacktop. • Kent Yard Facility. <p>Q (d) - \$80 / tonne plus applicable taxes.</p> <p>Q (e) - The City's Kent Yard Facility upon request can supply a varying range of superpave mixes as follows:</p> <ul style="list-style-type: none"> • 19mm nominal superpave; • 12.5mm nominal superpave; and • 9.5mm nominal superpave. <p>In addition, the Kent Yard Facility can supply superpave with up to a maximum 25% RAP content (typically 20% RAP).</p> <p>Q (f) - The Kent Yard Asphalt Plant's normal operating hours are 7:30am to 3:30pm, Monday to Friday except when City Hall is closed. Upon request and dependent on project specific demands, these hours of operation can be extended at additional cost.</p> <p>Q (g) - In relation to precast concrete products, the City's precast facility produces Permanent Catchbasin Stones, as detailed on the Standard Detail Drawings.</p> <p>The price of a Permanent Catchbasin Stone, at the time of this correspondence, is \$324.22 each excluding applicable taxes.</p> <p>Subject to availability and external influences, prices may vary throughout the course of the project. The Tenderers are advised to contact the City's Central Stores for price confirmation.</p> <p>Q (h) - The Contractor will be required to complete all Works associated with the Sewer Main Line, Sewer Service Connections, and interim pavement surfacing in accordance with "PS20170604 - Sewer Standard Construction Specifications - 2017-05-</p> |

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| | <p>12" and as opted by the Contractor on or before the Substantial Completion Milestone date of Jan 31, 2018.</p> <p>It should be noted that permanent pavement surface restoration will be required on the Dunbar Street portions immediately upon completion of the Sewer Main Line Works in these areas, and the Contractor shall schedule these tie-ins accordingly.</p> <p>With due consideration to if and when weather conditions restrict the Contractor's capacity to complete permanent pavement surface restoration on all other streets, the City at the sole discretion of the Engineer will be open to negotiating an extension of time to the Substantial Completion date for permanent pavement surface restoration activities only.</p> <p>Notwithstanding the above, the Contractor will be required to continually and progressively complete permanent surface restoration throughout the performance of the Works in accordance with "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12" and "PS20170604 - City of Vancouver - Street Restoration Manual - 200808".</p> |
| Q14 | <p>Castings must be obtained from the COV.</p> <p>Q (a) - Will the City be providing the castings for, manholes and Catch Basins at no charge to the project or will the contractor have to carry the cost of the castings in the tendered price.</p> <p>Q (b) - If the castings are to be carried in the tendered price will the city provide a quote as to what the cost to be charged to the contractor for tendering?</p> |
| A14 | <p>Q (a) - The Contractor will have to carry the cost of the castings in its tendered price.</p> <p>Q (b) - The following itemised prices are current as of this correspondence:</p> <ul style="list-style-type: none"> • Manhole Frame No. 13 - \$194.65 each excluding applicable taxes. • Manhole Cover No. 2 (Sanitary) - \$126.00 each excluding applicable taxes. • Manhole Cover No. 2 (Storm) - \$126.00 each excluding applicable taxes. • Manhole Extension Ring for Frame No. 13 / Cover No. 2: <ul style="list-style-type: none"> ○ 1.5 inch - \$184.33 each excluding applicable taxes. ○ 2.0 inch - \$186.09 each excluding applicable taxes. • Catchbasin Frame No. 30 - \$122.49 each excluding applicable taxes. • Catchbasin Grate No. 31 - \$132.48 each excluding applicable taxes. • Catchbasin Trapping Hood - \$51.36 each excluding applicable taxes. • Catchbasin Trapping Nails - \$1.47 each excluding applicable taxes. • Catchbasin Manhole Donuts - \$48.72 each excluding applicable taxes. <p>Subject to availability and external influences, prices may vary throughout the course of the project. The Tenderers are advised to contact the City's Central Stores for price confirmation.</p> |
| Q15 | <p>The work is to start July 31, 2017 and states substantial performance is targeted for Jan 31, 2018. The drawings state that all utilities are to be pre-located 2 weeks in advance of any work. Assuming this work will take no less than 1 week to complete the first section we lose 3 weeks of pipe installation time thereby reducing the schedule to</p> |

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| | <p>some 22 weeks. There is some 2,800 lineal meters of twin line sewer averaging about 4.0m deep. A preliminary review would suggest that there is approximately 50 weeks of construction work for one mainline and one service crew. There is a proposed 22 week working window with no allowance for float. Given the significant depth of the mains and the extensive underground infrastructure the schedule is highly aggressive and risky given the \$1,800.00 per day liquidated damages clause.</p> <p>Q (a) - Is the given date for substantial completion firm?</p> <p>Given the timeline for completion and the scope of the work it will require multiple crews working on multiple blocks to complete the work before the stipulated deadline.</p> <p>Q (b) - Is the COV prepared to allow work to proceed concurrently on multiple streets?</p> |
| A15 | <p>Q (a) - For the purposes of the Tenderers' Construction Schedule, yes the date for Substantial Completion is as per the Invitation to Tender No. PS20170604 document.</p> <p>The Tenderers should review the response provided in A13 G (h), in consideration to this response.</p> <p>Q (b) - Work may proceed concurrently on multiple streets. Concurrent works will need to be coordinated in consultation with the City's Engineer in order to minimize traffic and public impacts.</p> <p>If Work is to occur on directly adjacent streets, for example, W 35th Ave (Dunbar - Blenheim) & W 36th Ave (Dunbar - Blenheim); only two adjacent streets may be worked on. Therefore, in this case work on either W 34th Ave (Collingwood - Blenheim) or W 37th Ave (Dunbar - Blenheim) would not be permitted.</p> <p>It is the City's preference that multiple work fronts are separated by at least 2 alternating streets at a time, for example, W 34th Ave & W 36th Ave concurrently and W 35th Ave & W 37th Ave concurrently.</p> <p>In addition, particular attention and planning in consultation with the City's Engineer will be required where concurrent Works are to occur near adjacent Arterial Streets or Sub-Arterial collector crossings.</p> <p>As a point of clarification, given the geographical separation between Group DB3748 and Group DB3746; the Contractor should be able to coordinate its Work in a manner that allows the Works to proceed concurrently on more than two streets, within reason and as approved by the City's Engineer.</p> |
| Q16 | <p>The tender documents state that the Engineer can alter the sequencing of the work at no cost to the City.</p> <p>Given that the contractor will be required to sequence the work to both complete the work prior to the deadline for penalties and to manage costs the provision for the Engineer to alter work sequencing at no cost to the contractor is un-reasonable.</p> <p>Q (a) - If we feel we are unable to meet the schedule and were to make provisions for liquidated damages then how are we do calculate out of pocket cost as described in the documents?</p> <p>Has the Engineer / City given consideration to curing time for the PCC prior to paving? Areas requiring such restoration may need to be left open overnight.</p> <p>Q (b) - Will overnight lane closures be permitted on the Dunbar crossings?</p> <p>Q (c) - Will McElhanney administer the contract or COV?</p> <p>Q (d) - If the City who will be the City's rep on this project (project manager) and will</p> |

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| | <p>they be the sole liaison between the City and the Contractor? We found on previous projects that far too many people have an influence on the work delaying construction progress and causing undo and unprecedented administrative burden.</p> <p>The tender asks for the date of commencement and date of completion for each area of the work.</p> <p>Q (e) - Are we allowed to alter the key Activities/Milestones after award of the tender?</p> |
| A16 | <p>Q (a) - In the same manner as a Standard MMCD Contract or as determined by the Tenderer.</p> <p>Q (b) - Provided that traffic impacts fall within those as set out in A7, then the overnight closures would be permitted.</p> <p>Q (c) - For the purposes of the Contract, the City of Vancouver will administer the Contract.</p> <p>Q (d) - The City's Representative will be Nic Marshall, refer "Part D - Form of Agreement (Page AGT2)" of the Invitation to Tender No. PS20170604 document.</p> <p>Q (e) - The key activities / milestones may be altered in accordance with "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12" and the Contract Documents, as approved by the City's Engineer.</p> |
| Q17 | <p>There are various service connections that need to be connected to the new main as well as a number of catch basin leads.</p> <p>Q (a) - What is the existing pipe material that we will be connecting to given the new pipe will be PVC? (Cast, AC, Etc.). Suitable cutting tools and couplers will need to be available onsite.</p> <p>Q (b) - Can the City identify any sewer and/or watermain that are asbestos cement pipe?</p> <p>Q (c) - Where we are installing services to property line, how will the restoration of the frontage be handled? This is a historical neighborhood dating back to the thirties and some landscape features may not be restorable to their original condition. How are we to deal with this? Who will be responsible for sign-off from the property owner if required?</p> <p>Q (d) - What will be required as it relates to finishing of the catch basins when a new lead is installed and the existing one abandoned? What are we to do with the abandoned discharge opening?</p> <p>Q (e) - Will we be required to use premanufactured wyes or will inserta-tees be allowed?</p> |
| A17 | <p>Q (a) - Connections will be constructed and installed as per CoV approved products and materials. The Contractor shall make due allowance for all expected pipe materials in relation to cuttings tools and couplers.</p> <p>Q (b) - There are no known instances of asbestos cement pipe in the project areas.</p> <p>Q (c) - The Contractor will be fully responsible for frontage restoration in accordance with City Standards and Procedures.</p> <p>The Contractor will notify the City's Engineer of any particular concerns regarding frontage restoration ahead of the Works and prior to disturbance. The City's Engineer will facilitate any particular restoration concerns with the Property Owner.</p> |

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| | <p>Q (d) - Catchbasin leads that are to be abandoned shall be plugged/grouted as per CoV or MMCD requirements.</p> <p>Q (e) - Inserta-tees are not permitted for this project.</p> |
| Q18 | <p>Traffic Management are noted as conforming to the Traffic Control Manual for Work on Roadways however we have found the COV has their own requirements that are not available to us at the time of tendering. Further to this traffic management is now so comprehensive that most contractors outsource this to professionals. Even when we did that on previous projects in Vancouver, the City added even more.</p> <p>Q (a) - How are we to take the risk for traffic management and include appropriate pricing in our tender without knowing what the City will require?</p> <p>Before we even approaching traffic management we would need to know.</p> <p>Q (b) - Will there be any hour restrictions for any of the work areas including intersections? If so can they be identified?</p> <p>Q (c) - Will road closures be allowed for any of the work areas? Please identify which roads if any can be closed?</p> <p>Q (d) - Where will lane closures and single lane alternating traffic be allowed?</p> <p>Q (e) - Will any roads be required to maintain 2 way traffic at all time?</p> <p>Q (f) - Will the contractor have areas available to store equipment and materials at each of the specified locations of the work?</p> <p>Q (g) - Will any form of staging area be provided by the City in close proximity to the work?</p> <p>Q (h) - Will the COV post no parking signs in advance of the work?</p> <p>Q (i) - Is there a cost for the posting of no parking signs?</p> <p>Q (j) - Is there a charge for the use of fire hydrants?</p> <p>Q (k) - If so what is the cost of a hydrant permit?</p> <p>Q (l) - Will the trenches have to be backfilled and patched daily or will we be able to plate the trenches each night and barricade the work area?</p> <p>Q (m) - How will the Contractor know which facility will accept the spoil from the work? There is a significant difference between hauling to Kent St vs the Vancouver Landfill? How much notice will be given to the contractor in the event of a switch between locations?</p> <p>Q (n) - What is the expected turnaround time for getting loaded in the Kent Yard Facility? (Gate to Gate). Will the contractor be compensated for delays by the City at the Kent St. Facility?</p> <p>Q (o) - (i) The City suggests that the soils report can be used at the Contractors risk. Is the City prepared to do test holes at each location for the bidders? (ii) If not then how can risk be deferred to the Contractor if we are not able to view/asses the sub-surface conditions directly? The condition that the Contractor is to assume the risk for unforeseen conditions is unreasonable and places far too much risk onto the contractor. Such a clause will also in all likelihood not be supported at law. (iii) Can this be struck from the documents?</p> <p>Q (p) - The soils report suggest there is between 100 and 1170mm of sand and gravel under the pavement. Can this be reused for trench backfill?</p> |

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| | <p>Q (q) - Can we mill and reclaim the asphalt for re-use in the trenches or must all spoil be hauled to a dumpsite or to Kent St.?</p> <p>Q (r) - (i) What will be the extent and cost of any permits that will be needed for this project from a contractor's perspective? (ii) Can the COV provide a schedule of required permits and associated fees?</p> <p>It has been our experience that the substructure under the pavement of existing roadways does not conform to COV current standards resulting in extensive sloughing of the trenches up to 1.5m deep from the surface. This sloughing dramatically increases the volume of spoil and backfill but also increases the restoration width up to 250%.</p> <p>Q (s) - How will the City deal with this should it occur?</p> |
| A18 | <p>Q (a) - The Tenderers are required to familiarise themselves with the City of Vancouver's Traffic Management requirements and make due allowance for the preparation, implementation and maintenance of all traffic management and traffic control requirements required throughout the duration of the Works.</p> <p>Q (b) - The Contractor will be required to complete the Works in accordance with "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12", applicable City By-Laws, and the traffic requirements as reviewed and approved by the City's Traffic and Data Management Branch.</p> <p>For additional details, refer below answer to Q (c).</p> <p>Q (c) - In general, "residential" streets included within this Contract can be closed to permit the Works.</p> <p>Bike routes (W 37th Ave: Collingwood - Blenheim, and the Intersection of W 14th Ave & Discovery) will require 3 metre bi-directional bike provision to be retained at all times.</p> <p>Arterial roads, sub-arterial collectors and transit routes must retain one (1) lane in each direction at all times on weekdays, with no additional time restrictions.</p> <p>Single Lane Alternating Traffic or single direction closures on arterial roads, sub-arterial collectors and transit routes will be allowed on a case-by-case basis on weekends and/or nights only with consideration to the Construction Methodology and other concurrent traffic impacts.</p> <p>Bike traffic must be retained at all times on Dunbar Street, but may share the vehicle traffic lane.</p> <p>Q (d) - Refer above answer to Q (c).</p> <p>Q (e) - Refer above answer to Q (c).</p> <p>Q (f) - The Contractor may store equipment on site, within the specified work locations, in accordance with "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12".</p> <p>Q (g) - The Contractor is required perform staging activities within its work area in accordance with "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12".</p> <p>Q (h) - Yes, CoV will post no parking signs in advance of the work. However, the Contractor will be required to provide sufficient notice and details in accordance with "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12" and the Contract Documents.</p> |

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| | <p>Q (i) - The costs for Temporary No Stopping Zone permits and posting of no parking signs will be borne by the City.</p> <p>Q (j) - Yes.</p> <p>Q (k) - The Contractor will be responsible for applying for, abiding by and the costs associated with hydrant permits. Hydrant Permits cost \$50.00 plus applicable taxes per hydrant + \$500 deposit per hydrant. It should be noted that a single hydrant permit is valid for a maximum period of four (4) months.</p> <p>Q (l) - Trench excavations shall be in accordance with the Construction Specifications and Contract Documents. The Construction Specifications provide provisions for the use of plates and barricading for open excavations. The permissible extent and duration of open excavations is also detailed in "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12". As such, the Tenderers should familiarize themselves with "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12".</p> <p>Q (m) - In the event of a switch between disposal locations, the Contractor will be given a minimum notice of 5 working days.</p> <p>Q (n) - The expected turnaround time for getting loaded at the Kent Yard Facility can be expected to be comparable to turnaround times at other source locations within the Lower Mainland.</p> <p>The Contractor will not be compensated for delays, if any, that could be reasonably expected to occur at any material source location.</p> <p>Q (o) - (i) The City does not plan to conduct any further geotechnical investigations and refers the Tenderer to review "Geotechnical Report 16-6954 2017-02-01 R1" as provided as part of the Invitation to Tender No. PS20170604 document, for information on sub-surface conditions.</p> <p>(ii) The Tenderer shall base its bid on its review of the provided information in "Geotechnical Report 16-6954 2017-02-01 R1" and its knowledge of local site conditions.</p> <p>(iii) No.</p> <p>Q (p) - No.</p> <p>Q (q) - No. With the exception of W 14th Ave: Blanca - Tolmie (refer DB3748 - SE1), all asphalt grindings shall be non-contaminated and transported to the Kent Yard Facility for re-use.</p> <p>Q (r) - (i) The Tenderers shall make due allowance for all permits associated with the performance of the Works. The Contractor will be responsible for all associated permit costs unless explicitly excluded in the Contract or detailed in answer Q (i) above.</p> <p>(ii) No.</p> <p>Q (s) - The Tenderer shall make due allowance for any such occurrence, if any.</p> <p>The cost will be borne by the Contractor.</p> |
| Q19 | <p>The soils report suggests the excavation can be completed with conventional equipment. This is too subjective given the varying sizes of conventional equipment available.</p> <p>Q (a) - Can the City be more specific as to size of excavator that will be required to complete the excavation before it is considered rock?</p> |

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| | <p>Q (b) - What will be the criteria for identifying rock?</p> <p>Q (c) - Will we be paid a premium for ripping where required?</p> <p>Q (d) - How will we be paid for boulders and material that cannot be excavated by conventional equipment?</p> <p>Q (e) - What are we to do if we encounter tree roots while installing the pipe?</p> |
| A19 | <p>Q (a) - No.</p> <p>Q (b) - In accordance with "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12".</p> <p>Q (c) - Refer to "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12".</p> <p>Q (d) - Refer to "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12".</p> <p>Q (e) - Refer to "PS20170604 - Sewer Standard Construction Specifications - 2017-05-12".</p> |
| Q20 | <p>The descriptive associated with weather delays, extraordinary severity, duration and reasonable are too subjective to be included in the contract. As we found this last winter, temperature alone can impede or stop the work.</p> <p>Q (a) - If for example the temperature is not conducive to the placement and compaction of asphalt how are we to advance the work?</p> <p>Q (b) - The City design suggest that pre-cast manholes bases (offset) are approved for this project. We recently completed a project in COV where the separation could not be realized with pre-cast bases. It resulted in a long delay to the project, a re-design of the sewers and an increase in the separation. How will that be handled here? The bases can only be offset slightly to meet ASTM standards and local manufacturers cannot offset to the degree required by the design drawings. That said how are you proposing the manholes be built?</p> <p>Q (c) - Will a progressive release of holdback be considered for each area or will holdback be retained until the entire contract is complete?</p> <p>Q (d) - Will the City be doing any inspections of any type? If so, what inspections will the city be doing?</p> <p>Q (e) - Will the City be completing the permanent restoration for any street that have an existing concrete surface?</p> <p>Q (f) - Will the drawings for supporting existing watermain have to be engineered?</p> <p>Q (g) - If engineered drawings for supporting existing watermain be required for each instance of a watermain crossing or will a generic drawing for the support of watermain be acceptable?</p> |
| A20 | <p>Q (a) - Refer to the response provided in A13 G(h).</p> <p>Q (b) - Pre-cast manholes are approved for this project. It is the Contractor's responsibility to provide and install the necessary equipment and materials, which meet the project specifications and requirements, to complete the work, including cast in place or pre-cast manholes.</p> <p>Q (c) - A progressive release of holdback will be at the Engineer's sole discretion.</p> |

**INVITATION TO TENDER "ITT" / NO. PS20170604 -
CONSTRUCTION OF VANCOUVER WEST SEWER SEPARATION - PACKAGE 1
QUESTIONS AND ANSWERS NO. 1**

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| | <p>Q (d) - Site inspections will be primarily undertaken by McElhanney's Site Inspector on behalf of the Engineer of Record. The City will perform inspections in support of and/or in conjunction with McElhanney's Site Inspector. The City may or may not perform other inspections throughout the performance of the Works, as required.</p> <p>Q (e) - The City intends to perform Permanent Restorations for the streets that have existing concrete surfaces in the future. It should be noted that this will not affect the Contractor's requirements or obligations.</p> <p>Q (f) - Yes.</p> <p>Q (g) - The requirement to provide engineered drawings will be determined by the Contractor's proposed Construction Methodology.</p> <p>For example, if the Contractor was to identify the "worst case" scenario and subsequently propose the implementation of a generic engineered drawing / support method for all watermain crossings; this method may be proposed to the City's Waterworks department for review and approval.</p> |
| Q21 | <p>The contract documents do not contain a balanced level of risk between the contractor and the City. This is not conducive nor does it promote a favorable working relationship. There are a number of clauses that we feel should be removed from the contract.</p> <p>Q - Is the City open to changing some of the clauses to share some of the risk?</p> |
| A21 | No. |
| Q22 | <p>Please provide information on the following questions:</p> <p>Q (a) Sewage flows at all tie-in points to quantify bypass pumps required?</p> <p>Q (b) Sewage flows on locations where temporary servicing is required to quantify bypass pumps required?</p> |
| A22 | <p>Q (a) - Sufficient information is provided on the Design Drawings and within the Construction Specifications to facilitate the Tenderer's determination of all Bypass Pumping requirements and required allowances.</p> <p>Q (b) - Sufficient information is provided on the Design Drawings and within the Construction Specifications to facilitate the Tenderer's determination of all Bypass Pumping requirements and required allowances.</p> |