

INVITATION TO TENDER "ITT" NO. PS20181181  
CONSTRUCTION SERVICES FOR THE GRANVILLE BRIDGE STRUCTURAL REPAIR

QUESTIONS AND ANSWERS NO. 2

ISSUED ON SEPTEMBER 4, 2018

Q1	<p>Is it possible to provide more info as to what we are being required to tender? What size office trailer please? Can you delete---"other costs which are not specifically covered etc etc?"</p> <p><b>1.1. Mobilization and Demobilization</b></p> <p>Payment for Mobilization and Demobilization will be made at the lump sum price bid, for the mobilization and demobilization of all equipment and labour, access to all parts of the work, the supply of office space for the Contract Administrator, supply of materials and relocation for signs, drains, ladders, and lights and all overhead and other costs which are not specifically covered in each of the lump sums of Schedule A of the Tender.</p>
A1	<p>Mobilization and demobilization includes all costs that are required to carry out the work, but are not specifically mentioned. See reworded clause in Amendment.</p>
Q2	<p>any idea of how many CMS boards and other equipment "arrow boards , speeder readers etc we should allow for?"</p> <p><b>1.2. Traffic Control</b></p> <p>Payment for Traffic Control will be made at the lump sum bid. The lump sum shall include all costs associated with providing traffic control on and around the bridge to complete the Bridge Retrofit and Rehabilitation including plan preparation, implementation and maintenance, fixed and portable signs, Changeable Message Boards (CMB's), arrow boards, cones, tapes, temporary devices and personnel. Payment of ten percent (10%) of the lump sum will be made upon acceptance of the traffic control plan. Payment of the remaining ninety percent (90%) will be made on a pro-rata basis proportional to the percentage of work-required traffic control completed</p>
A2	<p>It is the Contractor's responsibility to prepare a traffic management plan that meets the Contract requirements, and the equipment required will depend on this traffic management plan.</p>

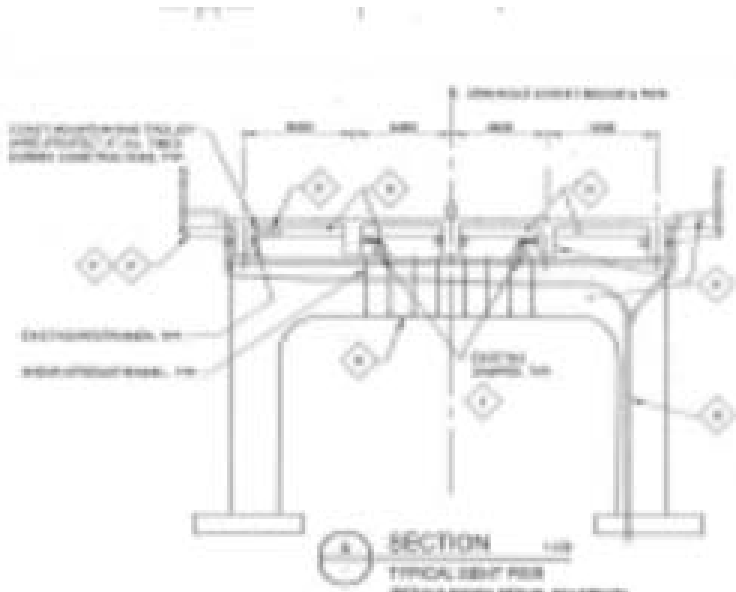
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Q3	<p>Is there a payment item for "J"?</p> <p><u>NOTES:</u></p> <p>1. FOR GENERAL NOTES-SEE DIVS. 2125-101 &amp; 102.</p> <p><u>WORK DESCRIPTION:</u></p> <ul style="list-style-type: none"> <li>A EXPANSION BEARING REPLACEMENT</li> <li>B BEARING CORROSION REMOVAL AND CLEANING</li> <li>C CONCRETE REPAIRS</li> <li>D DIAPHRAGM RESTORATION</li> <li>E LAMP STANDARD CORROSION REMOVAL AND COATING</li> <li>F LAMP STANDARD REPAIRS</li> <li>G DRAIN PIPE REPAIRS</li> <li>H COAT UNDERSIDE OF FIER CAPS</li> <li>J DAMPER GROUT PAD REPAIRS</li> <li>K BUS FEEDER CABLE SHIELDING</li> </ul>
A3	A payment item was added in Addendum 1.
Q4	Is there a payment clause for replacement of corroded reinforcement?
A4	There is no payment item for corroded reinforcement. If corroded reinforcement is encountered, this will be paid for as per GC.47 of the contract.
Q5	What City permits are required?
A5	It is the responsibility of the contractor to identify and obtain any required permits to complete the work. The permits will depend on proposed methodology and schedule.

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<b>Q6</b>	I'm told by the steel pipe Supplier that "Grade 300W & 350W" are "steel plate" specs. Can you clarify what type of pipe & fittings are required?
<b>A6</b>	In addition to CSA G40.20 Grade 350 W, ASTM A53 Grade B may be used for the pipes. Fittings and attachments shall be compatible with the pipe grade used and be galvanized. Note that the contract requires a design by the Contractor's engineer for the drainage replacement (notes on drawing 2125-102). The intent is a like-for-like replacement of the pipes and drainage hardware, including clean-outs, attachments etc., designed by the Contractor's engineer.
<b>Q7</b>	Is this drawing typical as worded?  
<b>A7</b>	The section shown is generally typical. However, not all repairs shown are necessarily required at each pier. See also the plan and elevation views on the same drawings, the remainder of the drawing set and addendum for work locations.
<b>Q8</b>	The testing specifications for the elastomeric bearing pads on the Granville Street Bridge Project, page 6 of 10 Sect. 2.3.1 state "Requirements for the testing bearings that are not addressed in these Specifications will be in accordance with AASHTO LRFD Bridge Construction Specifications." This section appears to deal with pot bearings and is vague and would require further details. Are there additional tests that will have to be performed on the elastomeric bearings other than the listed Non-Frs
<b>A8</b>	Section 058320S Section 2.3.1 was reworded to clarify the test requirements. A new clause was added to Section 2.3 to address friction tests of the sliding surfaces.

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Q9	Park Derochie request being accepted for as a Pre-Qualified Abatement Contractor. Attached is their SSPC QP-2 Certification.
A9	Only pre-qualified abatement contractors as per the ITT specifications may be used.
Q10	We request that the tender be extended one week until September 20th.
A10	The tender will be extended until September 20, 2018, see Addendum 2.