

INVITATION TO TENDER “ITT” No. PS20200272
CONCRETE REPAIR - VANCOUVER SOUTH TRANSFER STATION

QUESTIONS AND ANSWERS NO. 2

ISSUED ON NOVEMBER 6, 2020

Q1	As per A3 of Q&A #1 - the pit repairs could be completed by midnight on Monday. Is the assumption that the pit will be in service to it's full load capacity by Monday at 6am?
A1	It is generally assumed that the pit or commercial tipping floor repairs can open 48 hours after construction ends because the materials have to cure. Hence if the repairs end at midnight on Monday then the pit will not open until 11:59pm on Wednesday.
Q2	Given the Transfer Station's hours typically open on the weekend. Can we assume that when the repair work in the Pit is scheduled, all facility work in and around the pit will be halted in order to have the necessary access to complete the work from Saturday at 3am until Tuesday at midnight?
A2	Everything will be open except for the pit and the residential side tipping floor along with the nearby driveways. Nothing will go into the pit. There will be garbage trucks lined up by the pit edge on the commercial side and the customers will throw their waste into the garbage trucks. The garbage trucks will be emptied periodically into the direct dump area by the City staff.
Q3	After the Pit is clear of garbage, will the city wash down the area prior to repairs, or is this the responsibility of the contractor? Is there a facility on site to dispose of contaminated wash water, or will water need to be contained and treated before being disposed of.
A3	The City will use fire hoses to wash out the pit and it will clean out the bottom trench drain and associated sump as necessary prior to the repair. The contaminated water is to be dumped at the bottom of the pit into the trench drain (this drain is connected to the sanitary sewer system).
Q4	Will the city provide power and potable water for the contractor's use?
A4	There are some standard ac outlets available for electrical power. It is believed that there are two such outlets on the main floor and another two outlets on the bottom floor. Some extension cords will be necessary depending on where the construction activity is taking place because the floors are quite big. There is water available through various water hoses on both floors, including two standard garden hoses on the main floor, five fire hoses on the main floor (an adapter can be used to switch to a garden hose connection, one such adapter is available at the Transfer Station and can be used during the repairs), and some hoses on the bottom floor.

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Q5	Is this facility considered a public facility that requires a traffic management permit through the City of Vancouver?
A5	No, the traffic management plan will be reviewed by the Transfer and Landfill Operations staff.
Q6	As asked at the site visit, is it possible to complete the soffit work under the tipping floors during day time hours, given the low level of traffic in the area?
A6	Yes, the soffit work under the tipping floors can be performed during day time hours and a traffic management plan (A5 above) will be required. See Amendment No. 1.
Q7	Is shoring of structural members required at any of the repairs within the work scope?
A7	Shoring of structural members is not required.
Q8	What is the expectation of containment of silica dust in the various work areas?
A8	Underneath the commercial side tipping floor, there is really nobody there so just general clean up at the end of each work shift. Underneath the residential side tipping floor, signs should be posted and the mechanic’s room should be closed with the overhead door. In the truck tunnel, signs should be posted and the drivers will be told to stay in their vehicles or wear respirators if outside of their vehicles. The dust should be swept after each work shift so that it does not get disturbed again. Water should be used for dust suppression on the commercial side tipping floor and in the pit.
Q9	Is there a dedicated hazardous substance assessment report that will include and may not be limited to all of the works and adjacent areas that are part of the contract scope?
A9	Yes, a dedicated hazardous building material assessment report will be issued as an Addendum soon.
Q10	Is the contractor expected to conduct hazardous substance testing?
A10	No, that has already been done and will be issued as an Addendum. .
Q11	Is the contractor expected to remove all mechanical and utilities that are interfering with access to the marked repair areas?
A11	No, the contractor is to work around them.
Q12	Is the contractor expected to de-energize/lock out any equipment or utilities that is connected to any mechanical or utilities that interfere with the marked repair areas?
A12	No, the contractor is to work far away from utilities so that they are not disturbed. If the contractor wishes to lock out utilities for safety just in case, then that can be accommodated.
Q13	Can the city confirm there are no imbedded conduits within the concrete slab?
A13	There are no imbedded conduits within the concrete slab where the contractor will be working.

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Q14	Please clarify the traffic control requirements, indicating where it is applicable/required.
A14	The traffic control requirements are required for each part of the work. Generally, it is expected that the contractor will take over a certain amount of an area (for example, enough area for one work shift) and nobody will be allowed to go into that area at that time. That area will become prime contractor area. The difficulty arises when that area is interfering with customers or staff. For example, for the crack repairs under the residential side tipping floor, there is a necessity from time to time for a vehicle to drive through that area. This would be quite rare (assume 1 vehicle every three hours), but the traffic control plan would have to account for that. For the pit repairs, the traffic control plan should indicate how the concrete will be delivered and if the concrete will bypass the scales and the line up. For the commercial side tipping floor repairs, the traffic control plan should indicate where the concrete will be mixed (i.e. will it be in the temporary laydown area on the north of the building?) and how it will enter the prime contractor zone (i.e. will it be bypassing the line up or will it just wait in the line?). There are different scenarios and the traffic control plan should indicate how they will be handled.
Q15	We are proposing an alternative crack repair method via epoxy pressure injection. I have attached product datasheets for review. More information can be found on the website: https://www.chemcosystems.com/kemko_injection/ [chemcosystems.com]
A15	See Amendment 3, an Alternative Price for epoxy pressure injection is requested.