

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

QUESTIONS AND ANSWERS NO. 4

ISSUED ON NOVEMBER 10, 2020

Q1	What is the anticipated thickness of the asphalt layer in the pit that is required to be milled off to expose the good concrete below?
A1	It is anticipated that at this point all of the asphalt has worn away already except perhaps by the edges. It is anticipated that less than 50mm of milling will be required on average in that area.
Q2	Follow up questions to Q & A #2 - A11 regarding the mechanical ducts that the contractor is to work around, there is at least one location of apparent spall repairs on the soffit of the residential tipping floor (photo attached) where there is a duct that appears would inhibit the contractor to use a man lift to access the area. Are the repairs along the wall/soffit intersection of the residential tipping floor expected to be repaired? If so is the city willing to move this duct in order to avoid the cost of erecting a scaffold structure to access this area?
A2	Generally the City feels that this crack can remain as is. In other words, it is not worth repairing the crack in this particular location. As long as the vast majority of the cracks are repaired, the few that are inaccessible can remain as they are.
Q3	While the Pit repairs are being completed, will the contractor be able to have 15 feet from the edge of the pit of the commercial tipping floor as a control zone for work being completed in the pit?
A3	No. There are already plans to have garbage trucks against the commercial pit edge. These garbage trucks are quite long, longer than 15 feet for sure, more like 25 ft. The customers will drop their garbage into the backs of the garbage trucks. From previous experience, the City feels that this 25ft separation will be sufficient so as not to contaminate the pit or endanger the workers in the pit. Also note that the residential pit edge (the entire side actually) will not be used and has been reserved for the use of the contractor.
Q4	Will there be an additional investigation prior to work starting to confirm quantities of soffit spalls to be repaired? If so, and if the quantities grow materially, will the city extend the schedule for work, or prioritize the repairs that are to be completed within the given schedule?
A4	It is difficult to identify everything from the ground especially with the bird netting in place and so they will likely be some cracks that are currently not identified. The contractor is to identify any extra cracks and measure them during the construction work when it is much easier to see them and the engineer will confirm whether they are to be repaired or not. If they have

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	been confirmed for repair, then the schedule will be extended.
Q5	The request for a bid bond requires additional time after a price has been finalized. Given the impact on price that the addendums has caused, and the delay in receiving addendums for clarification of scope, we request an additional week to accommodate the additional time needed to procure a bid bond to accompany the tender
A5	Please see Amendment No. 4.