

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

QUESTIONS AND ANSWERS NO. 5

ISSUED ON DECEMBER 1, 2020

Q1	Will the city be providing an updated Form of Tender (Part C) that incorporates all changes that have been issued, so the contractor can submit a response on the updated tender form?
A1	Part C - Form of Tender should be submitted as is, with all addenda acknowledged in 6.0 ADDENDA, AMENDMENTS AND QUESTIONS AND ANSWERS.
Q2	Schedule of Repairs line 3.3 “Pit floor repairs middle as per drawing TLO219” - 265.7m ² . It is our understanding that this line item includes the removal of the asphalt, and the supply and install of the concrete (115m ³) in the area identified as 17.46m x 15m. However the surface area of this defined area is 261.9m ² and on Schedule A the amount for the repair is 265.7m ² . Please advise if there is an additional area of repair to be included in this line item.
A2	There is a slight step on the upper side that is also needed.
Q3	As the Bird Netting on the residential side has been mostly down for a period of time, can the city confirm there are no bird nests and associated guano that needs to be dealt with to allow for repairs?
A3	There are no bird nests, but there are associated guano.
Q4	Please confirm whether or not the Concrete curb repair itemized in Item 3.2 is required to be repainted after the repair is complete.
A4	No
Q5	The Hazardous Material report table 2 on page 21 sample #2004374-L10 identifies this location as the west tunnel, however the location map later in the report has an arrow pointing to the wall of the basement under the residential tipping floor. Please confirm this sample does relate to the paint on the walls in the west tunnel where repairs are to take place.
A5	The sample ID #2004374-L10 is for the East wall of the west tunnel. Refer to Table 2 on page 21, and Pages 43 and 49 of the updated Hazardous Building Materials Report.
Q6	Can the city please confirm the anticipated length of the schedule? It appears that the city anticipates the work to take 4 weeks utilizing weekends, and night or day shifts as available depending on the location of work to be completed. Given the complications around the scope, requiring the facility to remain open during construction, BC Labour laws, and wanting to ensure safety of the crew on the project, completing the scope of work within a four week time frame may not be feasible. How flexible is this schedule? Is the contractor able to continue work into May under the same hours indicated in the

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	tender should more time be required to complete the scope
A6	Yes, the schedule is flexible as long as the pit and tipping floors are done in the time frames identified to minimize downtime to the operation.
Q7	Drawing TL0119 shows two areas on either side of the specified “pit repairs” one area on the bottom specified with a length of 7.33m that includes installation of 20M L bars doweled into the slab on grade as well as saw cutting on the edges between this area and the specified mid section repairs. Is the saw cutting expected to be done into an existing slab? Is this a construction joint that is anticipated to be created or maintained? The transition on the other end between the middle pit repairs and the repairs outlined on the rail section doesn’t specify a length of the repair, but it also mentions installation of 20M bars. Are these existing "ramp" structures? Or are there repairs expected to be completed by the contractor? Is the rebar identified existing currently and requiring to be tied into? There is no mention for the need of rebar in the replacement slab in the middle repair area. If these areas are the responsibility of the contractor, please provide steel reinforcement specification and embedment details (embedment depth, anchor adhesive etc.) and what is expected to done with the material surrounding the rebar in these two locations.
A7	The saw cutting is expected to be done (specifically 15m long twice, once on the lower and once on the upper, approximately 0.1m deep). It is a joint so as to avoid having a feathered edge of concrete. The 20M bars are existing. There is no rebar needed for these repairs. There is no tying into rebar anticipated. There is no doweling of rebar. The only repair is needed in the middle and in the rail section.
Q8	Drawing TL0119 shows the replacement slab thickness at 0.44m (=440mm), Q&A #3 - A1 states the existing asphalt topping has a nominal thickness of 50mm, please confirm if these thicknesses are correct. If yes, is the contractor expected to cast a ramp / angled transition zone leading to/from the new concrete topping to the existing bottom slab and the rail area? Please provide associated engineering details for this transition area if it is to be completed by the contractor in this scope of work.
A8	The 0.44m is approximate. It is anticipated that it will be up and down a little bit, but generally it will average to 0.44m in this area. The 50mm is approximate as well. It is expected that some of the asphalt is completely worn out, so the thickness in that area will be zero. By the edges of the pit, the asphalt could be quite thick. The asphalt could be thicker on the upper and lower parts of the pit as well. It is important to understand that the pit is generally full of garbage, and so it is not easy to get exact numbers for it. Also, the condition is continually changing and the asphalt/concrete is being continually worn away. TLO119 is the drawing to follow. The hatched area used to be asphalt, but is now mostly worn away. The hatched area will now be filled with concrete to an average thickness of 0.44m. There is no need for ramps or angled transitions because there is a hole in the middle already.
Q9	Of the three drawings provided for this tender, two (TL0119 & TL0220) are “issued for review”. Please have IFT drawings issued for the contractor to ensure no major changes will occur in the scope prior to issue for construction drawings.
A9	Yes, the IFT drawings are available on the FTP site for Tenderers.
Q10	Is there a correlation between the 115 cubic meters of concrete required and the square meters in the tender - specifically 115m3 is equivalent to about 1300 square meters. Could the square meter and thickness of concrete required in section 3 be verified ?
A10	115 cubic meters at 0.44m thick is 261 square meters which is 17.46m x 15m. As mentioned in Q1 above, the square meters is a little bigger because of the upper

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