

**REQUEST FOR PROPOSALS “RFP” NO. PS20201267
CONSULTANT FOR GRANVILLE CONNECTOR INTERIM CONNECTOR DESIGN AND
NORTH LOOPS REMOVAL**

QUESTIONS AND ANSWERS NO. 4

ISSUED ON January 25, 2021

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| Q1 | Please confirm the duration for City of Vancouver turn-around for review design submissions. We heard at the Information meeting this would be a maximum of 2 weeks. |
| A1 | <p>City staff concurrently work on multiple projects and initiatives. Review timelines are based upon a number of factors, including competing priorities and complexity and clarity of design deliverables submitted for review. All efforts will be made to turnaround a submission in two weeks, though there may be instances where additional time is required.</p> <p>Where a deliverable requires a significant degree of review from City staff, Consultants may need to consider phasing the submission to facilitate these reviews.</p> |
| Q2 | Please confirm whether or not inspection of underground utilities is required to be full time, or not. Please also clarify the requirement for inspection in general, because as was mentioned in the Information meeting the RFP notes daily inspection reports / logs / photos. |
| A2 | Consultants are required to perform QA, not QC, and full-time inspection is not a mandatory requirement. Consultants should account for the time required to perform all QA activities, inclusive of QC document reviews, field checks, documenting fieldwork, etc. |
| Q3 | With reference to Section 3.3.1.6 of the RFP: please clarify if a Rainwater Management Report is required. |
| A3 | A Rainwater Management Report is not required as a part of this project. |
| Q4 | With reference to Section 3.3.1.2 of the RFP: The area that is being filled appears to have an existing watermain and storm sewer below grade. How are these two utilities to be dealt with in conjunction with the reconstruction of the roadway and new retained fill? |
| A4 | The Consultant must prepare a strategy to maintain the function of these utilities during deconstruction and reconstruction of the roadway. |
| Q5 | Is there a reason why the City specifically refers to cormorants in Section 4.4 of the RFP? |

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| A5 | <p>Cormorants are a protected species under the <i>BC Wildlife Act</i> and the Granville Bridge is a known nesting habitat for these birds.</p> <p>Exclusion bird netting was installed on the Granville Bridge in 2020 as part of the current structural upgrades underway, however, this netting has not been fully effective in preventing cormorants from nesting on the structure. Special consideration is required to manage this population during construction in line with the requirements of the <i>BC Wildlife Act</i>.</p> |
| Q6 | Does the city have any topographic survey information available for the project including Rolston Street, Continental Street, Pacific Street, Granville Street between Drake and the bridge surface, Neon Street, bridge surface and any areas at the south end of the bridge? |
| A6 | Available topographic survey information has been uploaded to the project FTP, this survey is for information only. |
| Q7 | <p>RFP Section 3.3.1.4 , copied in below for convenience, requires the proponents to price, albeit provisional, ... “the Consultant may be asked to design and develop a plan for the provision of a NEU space within the fill area between Piers N18 and Abutment N22”. Please clarify the City’s intent of this requirement. What is meant by “design and develop a plan for the provision...”? Is it just the volume and space requirement for a NEU? If it is the volume and space, it is a considerable change the simple fill and retaining walls between N18 and N22. If it is design of the NEU, it is a very much large endeavour as you know (process, arch, code, geotech, struct, mech, piping, elec, I&C designs and coord). Please consider deleting this provisional item from the scope. We believe it should simply be a change to the contract if and when the City does decide it wishes the NEU incorporated.</p> <p style="text-align: center;">Neighbourhood Energy Utility</p> <p>At this time, the City does not plan to include any requirements for a Neighbourhood Energy Utility (NEU) space preservation in the scope of work of this Project. However, during the detailed design process the Consultant may be asked to design and develop a plan for the provision of a NEU space within the fill area between Piers N18 and Abutment N22. In this event, facility requirements would be provided to the Consultant by the City to include this work item in the Project scope.</p> <p>The Consultant is asked to price and include this item as a provisional scope of work, as noted in the pricing table.</p> |
| A7 | The City will review and evaluate the provisional items along with all other aspects included in received proposals. The City will not be removing the NEU provisional work from Appendix 3 - Commercial Proposal. |

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| Q8 | <p>“The Consultant must also consider and include in their design any secondary structures that may need to be decommissioned in order to facilitate the removal of the loops, such as but not limited to the Black Top and Checker Cab building located within the west loop”. Has the City commissioned a hazardous building materials assessment for the Black Top and Checker Cab building? If so, can a copy of this report be provided?</p> |
| A8 | <p>Addressed in QA 3, A6.</p> |
| Q9 | <p>Section 5.2 of the RFP states that the Independent Review of the structural design should be carried out by a “third-party qualified individual”. The answer to Q2 in Q&A No. 3 stated that “the city prefers this approach” of prequalified consultants partnering with each other for the independent review. However, EGBC Quality Management Guidelines Article 3.10.4 (screenshot below for convenience) permit the Independent Structural Reviewer to be from the same organization. Please confirm if the City allows the Independent Structural Reviewer to be from the same organization.</p> <p style="margin-left: 40px;">3.10.4 To maintain independence, the Independent Reviewer must not have been involved in preparing the structural design. The Independent Reviewer may, however, be a member of the same Organization.</p> |
| A9 | <p>The City prefers that the Consultant subcontracts a prequalified structural consultant for the Independent Review as per RFA PS20181461 Prequalification of Engineering Consultants.</p> |
| Q10 | <p>Please can the City clarify what is being referred to by the “unsignalized crossing of the Pacific on-ramp” in Section 3.2.1.10 of the RFP (screenshot below for convenience).</p> <p style="margin-left: 40px;">3.2.1.10 North Approach and Downtown Granville St Modifications</p> <p style="margin-left: 80px;">The Consultant shall design and plan for the continuation of the Interim Connector as far as the Drake St and Granville St intersection. This work includes an interim unsignalized crossing of the Pacific on-ramp as well as the redesigned Granville and Drake intersection, including the design of any necessary signal upgrades and associated civil work. Note, this will require coordination with the City’s design and construction work on Drake Street.</p> |
| A10 | <p>Part B - City Requirements - Section 3.2.1.10 is revised as below:</p> <p style="margin-left: 40px;">3.2.1.10 North Approach and Downtown Granville St Modifications</p> <p style="margin-left: 80px;">The Consultant shall design and plan for the continuation of the Interim Connector as far as the Drake St and Granville St intersection. Note, this will require coordination with the City’s design and construction work on Drake Street.</p> <p style="margin-left: 80px;">The scope of modifications required in this area is shown in the 75% geometric design drawings provided.</p> |