



City of Richmond

January 26, 2011

File: 02-0775-50-4623/Vol 01

Business and Financial Services Department

Finance Division

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Attention: To All Tenderers

Dear Sir/Madame:

Re: Contract T.4623 – Preload - Westminster Hwy from McMillan Way to 370m East of Nelson Road – Addendum Two

This Addendum includes items of clarification, forms part of the Contract Documents and shall be read, interpreted and coordinated with all other parts. Please review and consider the following information in the preparation of your Tenders:

I. General Notes on this Contract

1. DELETE Pages B-9, B-10 and B-11 (Schedule of Quantities and Prices) and REPLACE with attached Addendum 2 B-9, Addendum 2 B-10, and Addendum 2 B-11.
2. The timing for the placement of the preload stages will be governed by the Geotechnical Engineer and the rate of consolidation. The schedule submitted can be based upon the schematic shown on sheet 5 of 5 of the tender drawings.
3. The farm access road is intended to provide field access for the farmer. Use by the Contractor for construction access may require an increase from the design thicknesses and this is at the cost of the Contractor. Any improvements above what is shown on the design drawings are solely to aid the construction process and are at the contractor's discretion. Upon completion, this road shall be graded and left in place for potential agricultural equipment access.
4. The Storm sewer and manholes are temporary. They are intended to maintain flow across the preload, experience significant settlement, and be removed by others following preload.
5. Contractors are not required to use the material provided by PMV. Further, the information provided in SSP 32 is for informational purposes only. Should the Contractor choose to use the PMV river sand, the Contractor will be required to enter into a separate agreement directly with PMV, outside of this Contract.
6. Advantage Surveys will be retained by the City to perform the Preload Survey noted in SSP 33.

II. Questions and Answers

- Q.1. There are 2 Grills for Inlet of 375mm Dia. Main mentioned on Schedule of Quantities (A1(f) and A-3(c)). But on the drawings there is only one location which shows 375mm dia main on Drawing #3. Can you please confirm if this is just an error on schedule of quantities or there is another location where 375mm dia main will be installed?
- A.1 Answer: Pricing for A-1 (f) to include inlet structure c/w safety grillage. A-3c) shall be the price associated with a grillage for the proposed 750 dia. Inlet just east of No. 9 road. This grill is not shown in the design drawings.
- Q.2. The manholes shown on the preload will be constructed before placing the preload or after the first stage of preload is complete. Is there any need for manhole with a flat bench? Or any special light fill under the manhole base? Is there any measure the contractor should take to avoid settlement of manhole with the ground? Please confirm.
- A.2. The Storm sewer and manholes are temporary. They are intended to maintain flow across the preload, experience significant settlement and be removed by others following preload. Manholes shall be installed in conjunction with large diameter drain pipes. Manhole donuts can be added when preload elevations require it, but the first manhole barrels shall be installed at time of pipe installation.
- Q.3. Per SSP 17, we are responsible for legal survey replacement. Please forward a legal drawing to clarify which survey is likely to be removed.
- A.3. It is expected that the Contractor would protect the existing property pins located near the work. Pins that fall well inside the preload area will be replaced by new pins (at City cost) in conjunction with the property acquisitions. Only those pins damaged or removed through negligence or carelessness become the Contractor's responsibility.
- Q.4. The testing criteria requiring sieves and proctors for every 2000te of material delivered and having these submissions a week in advance is not practical for this project. Since the material is likely coming from PMV, the sieves and proctors should be done in advance of this project so that construction is not impeded.
- A.4 The choice of material source is up to the Contractor and may not come from the PMV supply if an alternate acceptable source provides a lower cost. If the material will be coming from a single stockpile, the sieves and proctors may be applicable to all stages.
- Q.5. Can you clarify the final grade required for all manholes?
- A.5. DMH 01: PROP. S INV. -0.095 1350mm
DMH 02: ex. W. INV unknown, prop. E and SE inverts to be field fit minimum 0.05m higher than W inv.
DMH 03: as shown in design drawings; remove "EX." From "W. INV. EX. 1200 = -0.41"
DMH 04: as shown in design drawings; delete "S. INV. EX. 1200 = -0.42" AND REPLACE WITH "N. INV. EX. 1200 = -0.42"
- Q.6. Do any of these manholes require sumps?
- A.6 Yes, sump manholes are required.

- Q.7. What is the “preload cover” noted on section 10/2.
- A.7. Preload cover can be of a range of materials from non woven tarps to filter fabric. The purpose of the cover is to prevent sand drift into the railway corridor.
- Q.8. Item A-1f and A-3c are the same. I believe that one of these units should be for the headwall.
- A.8. See Question 1.
- Q.9. Is bedding required for the storm piping, or is preload material sufficient?
- A.9. Compacted preload material is sufficient for bedding of the storm piping.
- Q.10. There is no detail for the subgrade of the access road. 100mm of base gravel will not stand up without some subbase structure or at least some filtercloth. Is there excavation required? Considering the majority of this road is being built on peat, achieving 95% MPD will be impossible.
- A.10. Achieving 95% MPD will not be required. The Contractor will compact the material lightly with a small roller passing 2-3 times. There will be no easement provided outside of the preload and access road area. Heavy load trucks are expected to travel predominantly through the preload area. Light weight vehicles can drive through the access road area, during and prior to gravel completion. Since the underlying material is peat, the contractor shall not carry out any major excavation for road building.
- The farm access road is intended to provide field access for the farmer. Use by the Contractor for construction access may require an increase from the design thicknesses and this is at the cost of the Contractor. Any improvements above what is shown on the design drawings are solely to aid the construction process and are at the Contractor’s discretion. Upon completion, this road shall be graded and left in place for potential agricultural equipment access.
- Q.11. The area between the CNR ROW and McMillan has a significant elevation change from the toe of slope of the preload and the existing cranberry field. How is the swale and access road to be constructed in this area?
- A.11. Please refer to cross sections 7, 8, and 9 on sheet 5 of 5 for this treatment.
- Q.12. I assume that any relocation or removal of existing cranberry or blueberry plant material is outside of this contract.
- A.12. Removal of unwanted farming material north of the south edge of the proposed access road is included in item B-1, Clearing. Salvage or relocation of existing shrubbery is not part of this contract. The farmer may choose to salvage and relocate plants prior to construction so the Tenderer shall not assume any salvage value in their bid.
- Q.13. There is no 450mm storm pipe shown on the drawings. There is 600mm storm, but no unit for it.
- A.13. 450mm storm sewer is located at approx Sta 1+190. An item will be added for 600mm storm sewer.

- Q.14. I am including details of silt fence from local suppliers, since the specified material does not seem to be available locally. Are these alternate materials acceptable, or can you advise where to find the specified material?
- A.14. The silt fencing is to reduce the amount of preload material that becomes a nuisance due to wind. A standard silt fence material, locally available, will be acceptable for this purpose.
- Q.15. A work easement will be required to construct the works. What distance south of the proposed access road will be available?
- A.15. See question 10.
- Q.16. The unit for ESC plan is doubled. Is this correct?
- A.15. The quantity for Item C-3 a) should be 1 LS.
- Q.17. Can you provide a sketch showing where the PMV sand stockpile will be accessed?
- A.17. See the map included with this Addendum.
- Q.18. Concerning bid item B-2, Common Excavation. In the “Measurement of and Payment for Work” section, the description of activities states that the majority of common exaction is within the CN Rail right of way. However, I am not too clear if this pay item also includes disposal of stripped topsoil and debris from West of No. 9 Road, as specified in the General Notes of Drawing Oc-1055. I would appreciate your clarification on where the removal of the top soil is paid in the contract.
- A.18. All excavated material will be paid under Item B-2 at the per cubic metre price bid.
- Q.19. Access road – do we just place 19 mm mulch on existing soil or strip & place?
- A.19. See Question 10.
- Q.20. Pipe bedding – do we need to place 19 mm Crush to spring line & 19 mm mulch to 300 mm over pipe or use River Sand for bedding & backfill?
- A.20. See Question 9.
- Q.21. Fill to replace excavation at CN Rail – is it river sand or...?
- A.21. This fill may be the same as the preload river sand or granular sub-base material meeting MMCD specifications.
- Q.22. Silt fence re & re with every lift of preload or how much time?
- A.22. Per ITEM B-6 a) “silt fencing shall be located on the top of multiple-stage preload. As subsequent layers of preload are added the *Contractor* will be required to remove, salvage, and reinstall the silt fence. The *Contractor* is encouraged to re-use the removed fence material. Payment for both the new first stage silt fence and the re-installed silt fencing will be made at unit price Tendered per linear metre placed for each placement.”
- Since the first preloading stage does not create a significant toe of slope, items B 6 a and b shall be changed to the following contract quantities: B-6a) 2,100 lin.m. B-6b) 1,960 lin. m.

- Q.23. Bid Item B-4 Farm Access Road: Our site visit indicates that additional work is required, other than placement of 100mm of road course material as shown on the draw. If addition fill is to build up the subgrade to an acceptable grade, what are the specifications for the fill material? What are the requirements for subgrade preparation? There is row of loose soil along the toe of the existing access road, can it stay and be used as general fill for the new access road?
- A.23. See Question 10.
- Q.24. Is it possible to draw water from the existing fire hydrants to facilitate placement and compaction of preload fill? If so, are there charges to the contractor.
- A.24. Water from the existing hydrants can be used for construction purposes by the Contractor at no charge. The City will provide a backflow preventer upon the request of the Contractor.
- Q.25. Price for 600 mm HDPE?
- A.25. See Question 13.
- Q.26. Price for 1200 ASPCSP extension at MH's?
- A.26. 1200 mm stubs to be incidental to manhole unit price.
- Q.27. Is it ok to use 300 mm & 375 mm HDPE bell & spigot?
- A.27. Yes, this is acceptable.
- Q.28. Would you please confirm if items A-1 f) and A-3 c) "Grill for inlet of 375 mm dia main" are duplications?
- A.28. See Question 1.
- Q.29. Where is the sand from Port Metro Van located?
- A.29. See Question 17 and map included with this Addendum.
- Q.30. Preliminary construction schedule shows 16 weeks but SSPS (Page D-8) says Dec 31, 2012/ is 16 weeks only for Stage 1? (Ref. Drawing Sheet 5 of 5).
- A.30. Page 8 of 16 is generic and the schedule may extend well past 16 weeks. The timing for the placement of the preload stages will be governed by the Geotechnical Engineer and the rate of consolidation. The schedule submitted can be based upon the schematic shown on sheet 5 of 5 of the tender drawings.
- Q.31. How is the 600 mm dia. PVC extension from DMH01 being paid for, shown on Sheet 2 of 5?
- A.31. See Question 13.
- Q.32. Access Road: will the excavation, fill gravel be paid under items B-2 common excavation, B3, preload material respectively? The cross sections are not too representative of existing site conditions between railway and McMillan Way. The proposed access road will be where the existing ditch [is] which is at least 5'-6' below the existing farm road.
- A.32. Where the proposed access road intersects with the existing ditch south of the existing farm roads, the ditch will require being backfilled with preload sand up to the elevation of the adjacent farmed land. Gravel can be placed above the backfill sand in this location.

- Q.33. Do the various drainage mains require flushing and video inspection?
A.33. No, since they are temporary they will not require flushing or video inspection.
- Q.34. In regards to line items A-1 (f) & A-3(c) – Please clarify if the contractor is to supply and install complete concrete block headwall as per City of Richmond DWG ST-10c-SD or just the supply & install of the trash screen?
A.34. See Question 1. For tender pricing, the Contractor shall price out the cost for a complete headwall per City of Richmond Dwg. ST-10c0SD.
- Q.35. Are there any prefabricated vertical drains (wick drains) being used on this project?
A.35. No, they will not be used on this preload project.
- Q.36. Please confirm if the rim elevations for manholes (DMH 01 – 04).
A.36. Rim elevations are subject to vary as the preload lifts get placed. They are only temporary manholes. See question 2.
- Q.37. Will you will accept Boss 2000 and DuroMaxx products as approved equivalents for the HDPE pipe.
A.37. Yes, we accept Boss 2000 as an approved equivalent for the HDPE pipe. No, we will not accept DuroMaxx. As a temporary pipe subject to significant settlement, our intent is to accommodate significant deflections in the pipe. Flexible pipe and joints are preferred. Also acceptable are Weholite RSC250 on the 48" (1200) and 54" (1350) pipe and RSC160 on the smaller sizes.
- Q.38. Will you will accept Sanitite HP products as approved equivalents for the HDPE pipe.
A.38. Yes, we accept Sanitite HP as an approved equivalent for the HDPE pipe. See also Question 37.

Yours truly,

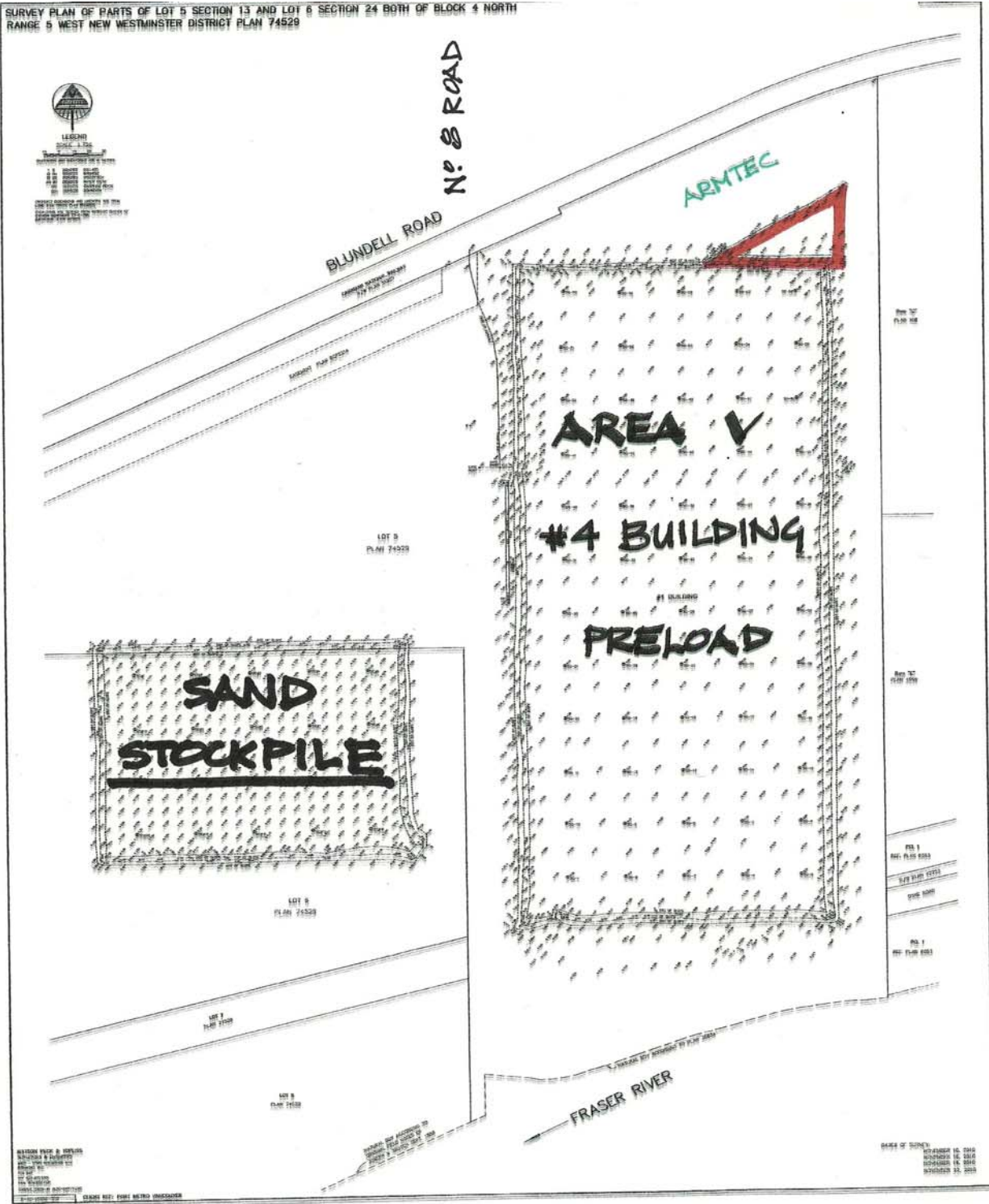


Kerry Lynne Gillis
Buyer 2

KG:kg

pc: Milton Chan, Senior Project Engineer

SURVEY PLAN OF PARTS OF LOT 5 SECTION 13 AND LOT 6 SECTION 24 BOTH OF BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN 74529



RLH - AREA V - SAND STOCKPILE

3. SCHEDULE OF QUANTITIES AND PRICES

The items below represent the contract price for the works described in this document and on the drawings. Refer to the MMCD or the supplementary specifications for details on the measurement of and payment for the various items

T.4623 – Preload - Westminster Hwy from McMillan Way to 370m East of Nelson Road					
SCHEDULE OF QUANTITIES AND PRICES					
ITEM NO.	DESCRIPTION	UNIT	EST. QTYS.	UNIT PRICE(\$)	TOTAL AMT. (\$)
A	DRAINAGE				
A-1	Supply and Install Drainage Mains				
	a) 375mm dia	lin. m.	18		
	b) 450mm dia	lin. m.	15		
	c) 600mm dia	lin. m.	5		
	d) 750mm dia	lin. m.	15		
	e) 1200mm dia	lin. m.	198		
	f) 1350mm dia	lin. m.	10		
	g) Intake Structure for inlet of 375mm dia main	L.S.	1		
A-2	Manholes				
	a) 1800mm dia	each	2		
	b) 1050mm dia c/w 1200mm dia riser	each	2		
	c) connection to existing storm MH	L.S.	1		
A-3	Catchbasin Leads, Drain Pipes				
	a) 300mm HDPE catchbasin leads	lin. m.	47		
	b) 150mm "Big O" pipe roadside drain pipes	lin. m.	258		
	c) Intake Structure for inlet of 750mm dia main by No 9 Rd	L.S.	1		
A-4	Rip-Rap – 200mm thick layer of 10kg rip rap, 9 sq m area	each	4		
A-5	Swales	lin. m.	970		
TOTAL FOR DRAINAGE – ITEM A					
(Carry forward to Tender Summary)					\$

T.4623 – Preload - Westminster Hwy from McMillan Way to 370m East of Nelson Road
SCHEDULE OF QUANTITIES AND PRICES

ITEM NO.	DESCRIPTION	UNIT	EST. QTYS.	UNIT PRICE(\$)	TOTAL AMT.(\$)
B	PRELOAD				
B-1	Clearing	L.S.	1		
B-2	Common Excavation	cu. m.	1,400		
B-3	Supply and Install Preload Material	cu. m.	55,000		
B-4	Farm Access Road – 4m wide	lin. m.	1,000		
B-5	Supply and Install New Concrete Lockblocks				
	a) Standard Blocks 750mm x 750mm x 1500mm	each	700		
	b) Gutter Blocks 750mm x 750mm x 1500mm	each	17		
B-6	Silt Fencing				
	a) Standard Silt Fencing c/w 50x50 posts (including re-installation)	lin. m.	2,100		
	b) Silt Fencing c/w 75mm dia posts (installed once)	lin. m.	1,960		
B-7	Settlement Gauges				
	a) Standard Settlement Gauge up to 3.0m high	each	34		
	b) 1.5m Pipe Extensions	each	34		
TOTAL FOR PRELOAD – ITEM B					
(Carry forward to Tender Summary)					

T.4623 – Preload - Westminster Hwy from McMillan Way to 370m East of Nelson Road
SCHEDULE OF QUANTITIES AND PRICES

ITEM NO.	DESCRIPTION	UNIT	EST. QTYS.	UNIT PRICE(\$)	TOTAL AMT. (\$)
C	MISCELLANEOUS				
C-1	Mobilization and Demobilization	L.S.	1		
C-2	Traffic Management				
	a) Traffic Management Plans	L.S.	1		
	b) Traffic Management Services	L.S.	1		
C-3	Erosion and Sediment Control				
	a) Erosion & Sediment Control Work Plans	L.S.	1		
	b) Erosion & Sediment Control Implementation	L.S.	1		
C-4	CN Rail Crossing of Westminster Highway				
	a) Liaison and Safety Courses for Workers	L.S.	1		
	b) CN Flagging Services during Construction	L.S.	1		
	c) Premium Costs during Construction	L.S.	1		
TOTAL FOR MISCELLANEOUS – ITEM C (Carry forward to Tender Summary)					