



City of Richmond

January 18, 2011
File: 02-0775-50-4191/Vol 01

**Business and Financial Services
Department
Finance Division**
Telephone: 604-276-4218
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Attention: To All Bidders

Dear Sir/Madame:

Re: Request for Quotation 4191Q – Design, Build and Deliver Aluminium Ramps for Garry Point Park – Addendum One

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 Quotations:

I. Questions and Answers

Q.1 Can the design drawings can be in metric?

A.1 Yes the design drawings can be in metric.

Q.2 Referring to Page 22, Section A1.4 Standards:

One of the standards to be used for the design of the ramp is c. CAN/CSA S6-06. Is it correct to assume that the truss sides are to be designed as “Pedestrian Barriers” under this standard? If so S6-06 Section 12.4.4.2 requires no openings greater than 150 mm square unless covered with 50x50 mesh. If mesh is used can it be galvanized and is it required to guard all edges of mesh?

A.2 Yes, the intent of the truss sides would be to act as a pedestrian barrier; however since the building code does appear to have some flexibility to marine applications such as gangways, it would be acceptable to provide horizontal rails and/or mesh. If mesh are to be use, it shall be made of aluminum or stainless steel. Suggested type of side barrier:

Side guards to consist of:

- A 9.05mm x 76.2 mm flatbar. The bottom edge no more than 90mm from the top of the deck.
- Top of the flatbar up to 800 mm to have 5 - (3/4” diameter schedule 40 pipes as horizontal rails) The space between the pipes to be no more than 100mm.
- Elevation of each handrails to be no more than 940 mm from deck. Handrails to be min 1 1/4” schedule 40 pipe.
- Inside of handrails to be clear of truss by 50mm.

Q.3 Also, use of S6-06 implies that the pedestrian barrier rail would be at a level of 1.05 m above deck (Table 12.8, page 560) and loading would be 1.2 KN/m applied simultaneously both

vertically and horizontally (3.8.8.2). This pedestrian loading would be in combination with wind side loading as specified in A3.3 of the RFP. Could this please be confirmed?

- A.3 Yes, the pedestrian loading would be in combination with wind side loading as specified in A3.3 of the RFP.
- Q.4 Referring to Page 23, A3.4 Snow Load:
CSA S6-06 is not specific on whether snow load should be applied simultaneously with live load, since for highway bridges it usually is modest compared to truck or lane loading. However, in the case of these relatively wide pedestrian ramps which will not likely be swept or plowed is it required to consider snow load as simultaneous and additional to live load?
- A.4 It is up to the Design Engineer to justify how the snow/live load loading combination would be designed for. (the gangway ramps shall be designed for 100psf Live Load)
- Q.5 Referring to Page 23, A3.5 Deflection:
Deflection of $L/200$ for live load only is greater than $L/300$ for combined dead and live load. Should it be the reverse of this? If a limit of $L/300$ is to be considered for live load only it will put the response at about mid way between requirements of max deflection of 50 mm for "Frequent Pedestrian Use" and 100 mm for "Occasional Pedestrian Use", according to S6-06, Figure 3.1 (page 48) for a light weight bridge.
- A.5 That is correct . The specifications should read:
"Deflection - a maximum live load deflection of no more than $L/300$ AND a maximum combined dead and live load of no more than $L/360$ "
- Q.6 Referring to Page 23, A3.6 Support:
Is there a conceptual arrangement of the ramp abutment available to provide guidance on how the ramp attachment hardware should be designed?
- A.6 A conceptual arrangement of the pier head is shown on the drawings A101 & A102 .
(Engineering of the pier is NOT included in this Request for Quotation) Engineering of the galvanized steel bracket, fabrication of the bracket and mounting hardware (either bolted or cast in place) is to be included as well as the necessary hardware to anchor the bracket(s) to concrete.
- Q.7 Referring to Page 24, A4.1 Inspector:
Does this section imply that no inspection services will be required from the design engineer? Also, if the intention is for the "Inspector" to be a non-destructive testing technician, is there any guidance on the extent and type of testing that will be required i.e. just critical truss cord splice welds or percentage of other fillet welds or all welds?
- A.7 The Contactor shall appoint an Inspector for the Design & Build of the gangways which would include the design engineer.
- Engineer's site inspection(s) is to be included in this contract.
 - All welds (100%) shall be visually inspected by the Inspector
 - 20% of the welds shall be tested with Liquid Penetrant to the requirement of Clause (Chapter) 7.5. Liquid Penetrant Inspection of Welds (W59.2 /CWB W59.21991).
 - The location of the welds to be tested to be determined after the award of the contract.
 - Decking is not to be Liquid Penetrant tested but there are to be no gross defects or cracking.
- Q.8 Is it acceptable to fabricate the spans in sections with bolted connections (in accordance with S6-06) and to have the spans assembled at the site i.e. at delivery?

- A.8 The City will NOT accept bolted connections.
- Q.9 Referring to Page 22, A1.4 references both BCBC and CSA S6-06. These have different load factors for live and dead load. The latter will be the most conservative. Clarification is necessary to ensure all bidders are using the same factors.
- A.9 Live and dead load factors shall be design to CSA 36-06 Canadian Highway Bridge Design Code.
- Q.10 Also; in addition, could you please clarify why the need for a height is a maximum of 46”?
- A.10 Page 23 A3.10 should read: Top of Chord shall not exceed 48 inches (48') from deck to top of top of chord (the purpose is both the aesthetics and some viewing allowance from the ramps).
- Q.11 Given the potential value of the contract, will the City of Richmond consider waving the bonding requirements for this tender?
- A.11 The City will waive the bonding requirements of this tender, including the requirement for a bid bond and the Undertaking of Surety, however, the City retains the right to request bonding as a condition of Contract award and subject to the following amended conditions of the Contract. Please replace subsections 21.0 and 27.1 in Part B of the Request for Quotation with the following subsections:

21.0 Performance and Labour and Materials Payment Bonds

- 21.1 If requested in writing by the City, the successful Contractor must, within fifteen (15) days from the date of acceptance, provide a Performance Bond and a Labour and Materials Payment bond each in the amount of fifty (50%) percent of the total Contract Price. Such will be the surety(s) for the contract and must issued by a surety company licensed to transact business in British Columbia, must be in a form and contain terms satisfactory to the City’s Solicitor. Cash deposits, certified cheques and letters of credit (in a form satisfactory to the City’s Solicitor) each in the amount of fifty (50%) percent of the total Contract price are acceptable in lieu of a Performance Bond and Labour and Materials Payment Bond. No interest will be paid to the Contractor on cash deposits.

27.0 Failure to Perform

- 27.1 If, in the opinion of the Manager Purchasing, the work is improperly, defectively, or insufficiently performed, or being performed, the Manager Purchasing may, in writing, order the Contractor to re-execute or correct the work in accordance with such order; and if the Contractor fails to comply with such order within ten (10) working days, the Manager Purchasing may, at any time thereafter, do either of the following actions:
- a) execute or cause to be executed the order so given, and the Contractor shall, on demand, pay to the City of Richmond, all costs, damages, and expenses incurred in respect thereof or occasioned by reason of the non-compliance by the Contractor with any such orders; and if the Contractor fails to pay such costs, damages, and expenses, the City of Richmond may retain and deduct such costs, damages, and expenses from any amount then or thereafter payable to the Contractor under this Contract, or
 - b) cancel this Contract with the Contractor and execute or cause to be executed a separate Contract with another vendor, and the Contractor

shall, on demand, pay to the City of Richmond, all costs, damages, and expenses incurred in respect thereof.

The City will not waive its requirements for insurance as stipulated in the Request for Quotation and this includes the requirement for a completed Undertaking of Liability Insurance form to be included as part of the Bidder's Quotation.

Q.12 Referring to A1.1 and A5 - Is site unloading part of the Tender?

A.12 Site unloading would be part of this Request for Quotation.

Q.13 Referring to A3.014 - Is diamond grating required on the transition plates? Will a flat plate with a suitable non-slip surface be sufficient? - This will allow the leading edge of the transition plate to be ¾" high vs. 2 ½".

A.13 Diamond grating is not required on the transition plates and a flat plate with a non-slip surface would be sufficient.

II. Closing Time Extension

Please be advised that the Quotation submission deadline (the Closing Time) has been extended as follows:

WAS: 3:00pm, local time on Friday, January 21, 2011.

IS NOW: 3:00pm, local time on Friday, January 28, 2011.

Bidders must sign and include this Addendum with their submission.

Signature, Name and Title

Yours truly,



Kerry Lynne Gillis
Buyer II - Contracting Specialist

KG:kg

pc: Marcus Liu, Parks Technologist