



PURCHASING SECTION
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ADDENDUM No. 2

REQUEST FOR QUOTATIONS (RFQ) No.: 1220-040-2018-066

TITLE: CATHODIC PROTECTION SURVEY AND MAINTENANCE

ADDENDUM ISSUE DATE: JULY 26, 2018

REVISED DATE: PREFER TO RECEIVE SUBMISSION ON OR BEFORE AUGUST 02, 2018

INFORMATION FOR CONTRACTORS

This Addendum is issued to provide additional information and clarifications to the RFQ for the above named project, to the extent referenced and shall become a part thereof. No consideration will be allowed for extras due to the Contractor not being familiar with this Addendum. This Addendum No. 2 contains nine (9) pages.

QUESTIONS AND ANSWERS:

- Q1.** We would like to ask whether these test stations are typically mounted flush in the middle of the street. I was originally anticipating test stations above grade and/or on the boulevard, away from traffic. But it is unclear on the drawings that are available on COSMOS. If these are busy streets this may complicate things. For instance the one along Scott road – this is a 37000 vehicles per day arterial. If it is on the boulevard, then we just have to worry about parking safely, which is not a huge deal. In the street would definitely require a second worker to assist.
- A1.** At this point, we do not know the exact location of test station other than based on the as built drawings available. There will be a line item added in the Schedule as a Provisional item to include Traffic related costs (See Item #3 of Clarifications/Addition/Deletions below).
- Q2.** Regarding the first addendum question, one of the ways we'd evaluate continuity is to interrupt the anodes at one end and check for shifts down the line at the rest of the stations. In this case it appears there are anodes at each test station. Another one of the ways we would check for continuity between test stations would be to string out an "ager" reel from one to the other (continuous wire) and ensure that potentials are identical via a half cell at a constant location. Are you concerned with the continuity between ductile iron joints even if all sections are protected? One can measure adequate protection based on adequate potentials, but this test actually confirms whether the joints are continuous. Unfortunately it would also add to the time and might even require an extra man if it crosses streets, intersections etc. (or if the answer to the first question above is that the stations are in the street).

- A2. The City prefers to conduct the test(s) to confirm the continuity of the pipeline in between the Test Stations as part of this project.**
- Q3. For traffic control, do we have to notify the city in advance for lane closures and file for permits? Or can we install cones and trucks with traffic signs on as need basis (reasonably while minimizing impact on city traffic)?
- A3. Traffic control permit may be required depending on the location of test stations. The City will add one more line for traffic control permit for each test station (See Item #3 of Clarifications/Addition/Deletions below).**
- Q4. Page 24 of 52, section 2.2, it is stated that one objective is to attach pictures before any excavation and after restoration; further down, it is stated that the repair of discontinuous wires outside/between the test stations is outside the scope of this project. This comes off as ambiguous and contradicting information. Section 2.1 on the previous page also says, "activate spare anode if available", and then answer #6 of Addendum#1 says excavations are required for changing anodes but that the project does not require any construction works. Can you please clarify if it safe to assume that no excavations or construction works of any kind will be required within the scope of this project?
- A4. There are no major construction works or excavations required under this project. However it is expected that the Contractor would make effort to gain access to each test station without using any heavy equipment.**

CLARIFICATIONS/ ADDITIONS/ DELETIONS:

- 1.) Delete second bullet of Section 2.2 on Page 24 of 52, "Attach pictures before any excavation and after restoration"
- 2.) Change fourth bullet of Section 2.2 on Page 24 of 52 to, "Attach pictures of each test station **before and** after cleaning showing its general location including adjacent landmark(s) of the station and the internal layout/condition. Label and provide a short description of each picture taken"
- 3.) In Schedule B – Form of Quotation, Section B-2 Fees and Payments, Page 43 of 52; add one more line item as Provisional item, "Section 4.0, Project ID, "Traffic control at test station if the access to test station is located within the driving lane and hard shoulder." Estimated quantities of test stations that may require traffic control are; 35 Test Stations.
- 4.) Addition of Schedule A-4 AS-BUILT DRAWINGS NOT IN COSMOS. See Appendix 1 to Addendum No.2

APPENDIX 1

SCHEDULE A-4 – AS-BUILT DRAWINGS NOT IN COSMOS

All Addenda will become part of the Contract Documents.
