PROCUREMENT SERVICES SECTION

CITY OF SURREY, SURREY CITY HALL
13450 – 104 Avenue, Surrey, B.C., V3T 1V8
Tel: 604-590-7274
E-mail: purchasing@surrey.ca

ADDENDUM No. 2

REQUEST FOR QUOTATIONS No.:	**1220-030-2022-023**
TITLE:	**FLEETWOOD SKYTRAIN URBAN DESIGN STUDY**
ADDENDUM ISSUE DATE:	**JUNE 3, 2022**
DATE:	**ON OR BEFORE THE FOLLOWING DATE AND TIME (THE "CLOSING TIME")**
	TIME: 3:00 P.M. (LOCAL TIME)
	DATE: JUNE 14, 2022

INFORMATION FOR PROPONENTS

Proponents are advised that Addendum No. 2 to RFP 1220-030-2022-023 is hereby issued by the City. This addendum shall form part of the contract documents and is to be read, interpreted and coordinated with all other parts. The following information is provided to answer questions raised by Proponents 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 Proponents or any sub-contractor not being familiar with this addendum. This Addendum No. 2 contains three (3) pages.

1. QUESTIONS/ANSWERS

Q1. In order to provide the highest quality recommendations for building envelope transmission loss (acoustical performance of building shells), the train noise modelling should be performed using spectral L_{max} noise emissions data for the SkyTrain. Will the City provide spectral L_{max} noise emissions data?

A1. The City will work with the successful Proponent to provide any available Provincial information regarding predicted noise levels of SkyTrain during operation as necessary. Please note that the Surrey-Langley SkyTrain has yet to be constructed and the noise modelling for the study will be based on predicted and historic assumptions.

Q2. RFP page 14 of 45, item 3, (b), (1) says "For each development scenario assume outdoor noise exposure levels of 75 Dba (dBA) < 90 Dba (dBA)". What does this mean? Is this an assumption for ambient noise levels or maximum acceptable noise limits? Can the City clarify further?

A2. The intent of the noise exposure range - 75 dBA to 90 dBA – is to be used as a guide for the noise modelling. 75 dBA is generally considered acceptable at typical residential facades. 90 dBA represents worst case SkyTrain noise exposure levels. The dBA range were drawn from a 2018 noise report commissioned by Translink that measured existing SkyTrain noise levels in neighborhoods throughout Metro Vancouver. It is expected that details of the noise modelling may be adjusted upon further discussion between City staff and the successful Proponent. For a summary of the 2018 TransLink noise study please see the following link: https://www.translink.ca/plans-and-projects/projects/maintenance-and-upgrade-program/rail-projects.

Q3. What train noise levels are considered acceptable at the different land uses identified in the Noise Level Categories & Assumptions table?

A3. A passby noise goal of 75 dBA or less would be considered reasonable. However, there is an opportunity to consider recommendations from the Proponent.

Q4. In order to assess the 24-hour A-weighted L_{eq} interior noise, in conformance with City of Surrey OCP CP.1.1 Common Guidelines #163, operational data for the train including train volumes for daytime and nighttime hours are required. Can the City confirm if it will provide the anticipated hourly train volumes for the SkyTrain?

A4. The City will work with the Proponent to retain any available Provincial information regarding predicted daytime and nighttime train volumes as necessary.

Q5. Please provide the required qualifications of the acoustical consultant, if applicable.

A5. The acoustics consultant should be a professional acoustical engineer licensed with Engineers and Geoscientists British Columbia and certified by membership with a recognized acoustical association that assesses the qualifications of its members. Suitable organizations include the following:

a. Institute of Acoustics (IOA);
b. Institute of Noise Control Engineers (INCE); or
c. National Council of Acoustical Consultants (NCAC)

Q6. Please clarify whether the construction of any traditional noise barriers is to be considered as an option in this analysis.

A6. It is expected that the successful Proponent develop recommendations and guidelines that consider acoustical impacts along with public realm and livability objectives. For example, a tall wall would not be an acceptable solution in the public realm

Q7. In what format will the SkyTrain elevations be provided and what (if any) additional detail is available?

A7. The City will work with the successful Proponent to review and access any available Provincial information regarding SkyTrain guideway elevations and other information as necessary and relevant to the project

Q8. Will it be possible to obtain design files showing tracks, parapets on elevated structures, etc. in CAD or GIS file format?

A8. The City will work with the successful Proponent to review and access any available Provincial information regarding detailed SkyTrain information as necessary and relevant to the project

Q9. Does the City have, and/or will the City be able to provide any spatial files (CAD, GIS, etc.) representing buildings identified in each of the 12 noise modeling scenarios?

A9. The case studies provided are intended for conceptual form-based assumption purposes and are not reflective of existing sites or buildings. No special files are available.

All Addenda will become part of the Contract Documents.