SUNSHINE COAST REGIONAL DISTRICT

Question and Answers #1

Request for Proposal No. 2637002

Watermain Replacement Reed Road

Date: April 7, 2026

Item No.1

Question: Can you please confirm your intent on the selection of which priority areas will be completed?

Answer: Our desire is to complete as much of the area as possible, Priority Area No.1 which is the largest area is our primary and if we can add on additional areas we will if budget allows it.

Item No.2

Question: In Priority Areas No.1 where is the AC located?

Answer: AC main is located south of the new alignment in the road shoulder/ditch as shown on sheet C-01 with the line type –W—ABD--- for the to be Abandoned AC Water Main.

Item No.3

Question: With respect s to the HDPE pipe the drawings have a specific length, would you be open to alternative length?

Answer We are open to alternative lengths, please specify int your bid response.

Item No.4

Question: Can you confirm the distance that the watermain wait will be placed?

Answer: Approximately 600mm inside the pavement. Intent is for the watermain alignment to follow the edge of the driving lane 3m-3.5m from painted centreline. Final alignment will be determined by the proximity of the existing main.

Item No. 5. Bid Qualification – Survey Control and Layout Responsibility

Question: The Contractor acknowledges the requirements of GC 3.3 (Field Engineering) and Section 3.3.5 of the Supplemental General Conditions regarding layout and verification of the Work.

This bid is based on the understanding that:

1. Any baselines, benchmarks, control points, and painted alignments provided by the Owner are reasonably accurate and suitable for use as reference for construction layout, consistent with the intent of MMCD GC 3.3.4.

2. The Contractor's responsibility for layout under GC 3.3.1 includes standard industry verification and quality control practices but does not include the assumption of risk for material inaccuracies in Owner-provided survey control that could not reasonably be identified through normal verification procedures.

3. Should discrepancies, errors, or omissions be identified in Owner-provided survey control, benchmarks, or layout information that result in impacts to cost or schedule, such impacts will be addressed as a change to the Work.

4. This bid includes standard construction staking and as-built survey requirements; however, it excludes full independent re-survey or re-establishment of primary control unless explicitly required in the Contract Documents.

5. Any requirement to reconstruct work due to inaccuracies in Owner-provided survey control, or to assume full liability for such inaccuracies regardless of verification, is excluded from this bid.

This question is provided to clarify survey scope, allocation of responsibility, and associated risk assumptions in accordance with MMCD principles, please clarify.

Answer:

1. Owner will provide construction layout as stated in MMCD GC 3.3.5R.

2. Contractor shall use the survey marked out by the owner as stated in MMCD GC 3.3.5R and any Errors, Inconsistencies or Omissions will be as stated in MMCD 4.5R Errors, inconsistencies or Omissions in the Contract Documents.

3. Any Errors, Inconsistencies or Omissions will be as stated in MMCD 4.5R Errors, inconsistencies or Omissions in the Contract Documents.

4. No Independent survey is required; Record drawings can be sufficiently detailed with stationing and offset from centerline of road and depth from existing pavement.

5. Any Errors, Inconsistencies or Omissions will be as stated in MMCD 4.5R Errors, inconsistencies or Omissions in the Contract Documents.

Item No.6 Clarification – Survey Control, Layout Responsibility, and Digital Design Data

Question: Section 3.3.5 of the Supplemental General Conditions indicates that the Owner will provide baselines, benchmarks, and painted alignment for construction reference, while also assigning full responsibility for layout to the Contractor.

1. Can the Owner please clarify whether the provided survey control and alignment are intended to be relied upon for construction layout, or are for reference only with the expectation that the Contractor independently establishes and verifies all control?

2. Additionally, can the Owner confirm whether digital design files will be provided, including CAD drawings in local survey control coordinates, and whether any 3D model or surface data (e.g., alignments, profiles, or pipe networks) will be made available for construction layout purposes?

Answer:

1. Owner shall identify proposed alignment, stationing, hydrant locations with paint/lath as required. The pipe is to be installed within the existing asphalt roadway. The depth (elevations) will be determined by measuring down from the existing asphalt road to confirm 1.2m cover above the top of pipe. Record drawings can be marked up with stationing, offset from centreline and depth from pavement surface. Detailed record survey is not required.

2. 2D Cad files of alignment will be made available to the Contractor from the Owner.

Item No.7 Clarification – Traffic Management Requirements (Two-Way Traffic)

Question: The Ministry permit indicates that two-way traffic is to be maintained at all times within the project limits.

1. Can the Owner please confirm whether any temporary lane closures, single-lane alternating traffic, or short-duration full closures will be permitted during construction activities, subject to an approved Traffic Management Plan?

2. Additionally, if two-way traffic must be maintained at all times without exception, please confirm the expected working constraints and whether any schedule or cost considerations will be addressed for this requirement. The roadway is not wide enough to accommodate two lanes of traffic. Will be required to construct a driving lane over an existing ditch?

Answer:

1. The Owner is currently working with the Ministry of Transportation and Transit on acquiring the road use permit and the Owner is requesting single-lane alternating traffic be permitted during construction.

2. Road closures are not permitted to occur under any circumstances, and the roadway is to remain open to all traffic at all times including bicycle and pedestrian traffic.

Item No. 8 Clarification – Clay Hydraulic Barrier at Culvert Crossings

Question: The Supplemental Detail in the design drawings notes a "150 mm thick clay hydraulic barrier" at culvert crossings; however, no corresponding specification, material requirements, or installation details have been identified in the Contract Documents.

Can the Owner please clarify the requirements for this clay hydraulic barrier, including acceptable material specifications, extent and location limits, construction methodology, and measurement/payment provisions?

Answer: Install a 6 meter (m) long by 150 millimetre (mm) thick, by 0.9 m wide clay liner, cantered over the centreline of the roadway cross culvert. (6mx0.9mx0.15m).

The clay hydraulic barrier should be placed in 150 mm lift and compacted to achieve hydraulic conductivity $\leq 1 \times 10^{-7}$ cm/s.

The Hydraulic barrier can be clay soil, geomembrane or approved equivalent. Payment is incidental to the HDPE pipe installation.

Item No.9 Clarification – Rock Excavation and Payment

Question: The Contract Documents reference excavation and over-excavation and note that bedrock conditions may be encountered; however, no specific item or specification has been identified for rock excavation or blasting.

Can the Owner please clarify:

1. Whether rock excavation is to be considered incidental to trench excavation, included within over-excavation items, or if it will be measured and paid separately?

2. Any definitions or criteria for classification of rock.

Answer:

1. Rock excavation is incidental to the trench excavation as noted in 1.6.4. Pipe cover can be reduced to 1m to avoid rocks where possible. Rocks that do not meet the incidental requirements will be paid as stated in MMCD 2019RFP.

2. Rock is defined in 31-23-17, 1.3 Definitions and 1.6.4

Item No. 10 Clarification – Over-Excavation and Imported Backfill

Question: The Schedule of Quantities includes an item for over-excavation; however, no specific item has been identified for imported backfill or replacement of unsuitable materials.

The Geotechnical Investigation Report indicates that localized organic soils may require removal and replacement with engineered fill, and that reuse of native materials may not be suitable in all areas.

Can the Owner please clarify whether imported granular or engineered fill required to replace unsuitable or over-excavated materials will be measured and paid separately, or if such materials are to be considered incidental to the Contract unit rates?

Answer: All approved over-excavation will be paid by the cubic metre (m3) as noted in line item 8 in the SOQ. This cost includes payment for the backfilling with imported materials as shown in Detail G4.

Excavated material that is suitable for trench backfill should be used. Otherwise, imported material is to be used as determined by the Owner.

All approved over-excavation within the roadway surface will be paid by m3 and must be imported granular material as detailed in G4.

Item No. 11 Clarification – Pavement Milling and Overlay / Cracking

Question: The Geotechnical Investigation Report notes that the proposed 35 mm mill and overlay is acceptable based on observed asphalt thickness; however, it also indicates that if cracking extends into the asphalt base, additional full-depth removal and replacement may be required.

Can the Owner please clarify

1. Whether any additional pavement removal and reconstruction beyond the specified mill and overlay (e.g., full-depth repairs due to underlying cracking or distress) will be measured and paid separately, or are to be considered incidental to the Contract?

2. Whether any allowance has been made for such potential repairs.

Answer:

1. All approved extra pavement removal and reconstruction that falls outside the proposed 1.3m neat line wide trench will be measured and paid for as Temporary Coldmix Patch, Permanent Pavement Trench Restoration and Permanent Pavement Restoration, 35mm compacted thickness overlay, as applicable and as determined by the Owner.

2. Any additional work outside of the specifications, as determined by the Owner will be paid in accordance with MMCD standards.

Item No. 12. Clarification – Rock Excavation and Payment

Question: The Contract Documents reference the potential for rock or large obstructions (including geotechnical refusal on rock), however no specific pay item for rock excavation has been identified in the Schedule of Quantities.

1. Can the Owner please confirm whether rock excavation, including removal of boulders or material requiring specialized methods (e.g., hoe-ramming or blasting), will be measured and paid separately, or if it is to be considered incidental to trench excavation?

2. If paid separately, please provide the criteria for classification and measurement.

Answer:

1. Rock excavation and boulders will be paid as detailed in 31 23 17, Rock Removal, 1.6 Measurement and Payment. Rocks and boulders that can be lifted out by equipment on site are incidental to trenching otherwise

2. See Question No.9

Item No.13. Clarification – Environmental Requirements and Payment

Question:

The Environmental Management Plan (EMP) outlines several environmental protection and monitoring requirements that may impact construction methods, sequencing, and costs. We request clarification on the following:

1. Environmental Monitor (QEP) - Are we able to hire the Environmental Professional who prepared the EMP for the Owner as the Contractors QEP?

2. Stop-Work Events - The EMP identifies stop-work requirements for wildlife encounters, nesting birds, contaminated soils, and environmental incidents. Please confirm whether delays associated with such stop-work events will be considered a the Contractor risk, or if provisions will be made for time and/or cost adjustments.

3. Instream Work and Timing Restrictions - The EMP references restrictions for work near watercourses and potential instream work windows. Please confirm whether any schedule flexibility or compensation will be provided if these restrictions impact construction sequencing or duration.

4. Contaminated Soil Handling - In the event contaminated soils are encountered requiring testing, segregation, and disposal, can the Owner confirm whether these works will be measured and paid separately?

5. Water Management / Dewatering - Given proximity to ditches and watercourses, please confirm whether any requirements for dewatering, water treatment, or discharge control are to be considered incidental, or if provisions have been made for measurement and payment.

Answer:

1. The Contractor can use any qualified experienced environmental professional.

2. Any delays will be handled as detailed in General Conditions 13.0R DELAYS - 2019 Edition RFP Version.

3. The Contractor CEMP plan should outline how all wildlife encounters, nesting birds, contaminated soils, and environmental incidents are handled to minimize any delays and the Contractor's schedule must depict these constraints.

4. As stated in the EMP, all creek work must be completed within the (August 1 to September 15) Work widow. For all work to be completed outside of these work windows the contractor must:

    a. Be advised by a QEP on the timing of the work based on the nature of the work, environmental values (including fish, amphibians, wildlife, any listed species present), water quality, weather conditions, water levels, and any other relevant factors).

    b. The QEP provides construction mitigation advice to prevent adverse environmental impacts.

    c. The QEP provides daily or full-time supervision of all work in or near the stream.

    d. The advice supplied by the QEP on the points listed above is documented in writing and submitted as part of the post construction reporting for this Project.

    Contaminated soil that is encountered and will be handled as detailed in 12.0R Hazardous Materials and will be disposed of as the Contract Administrator determines the appropriate method of excavation/removal/disposal, Payment will be made as specified in MMCD 2019RFP Version

5. Water Management / Dewatering is incidental to the work and procedure should be outlined in the Contractor CEMP plan and no separate payment will be made to the Contractor.

Item No. 14 Clarification – Corrosion Potential, Identification, and Payment

Question: The Geotechnical Investigation Report indicates generally low corrosion potential based on limited sampling but also notes that soil conditions may vary along the alignment and that more aggressive conditions may be encountered at pipe depth.

To ensure clarity of scope and responsibility, can the Owner please confirm the following:

1. Identification of Corrosive Soils

2. What criteria (e.g., resistivity, pH, sulphate/chloride levels) will be used to define corrosive soil conditions?

3. Will field or laboratory testing be required during construction, and if so, who is responsible for conducting and interpreting such testing?

4. Process and Authority - What is the required process for notification, confirmation, and direction by the Contract Administrator prior to implementing any corrosion mitigation measures?

5. Corrosion Mitigation Requirements - In the event corrosive soils are encountered, please confirm the required mitigation measures (e.g., polyethylene encasement, coatings, cathodic protection, etc.).

6. Measurement and Payment - Please confirm whether corrosion mitigation measures, and any associated testing or additional work resulting from differing soil conditions, will be measured and paid separately, or are to be considered incidental to the Contract.

Answer:

1. No corrosivity or other testing is required.

2. No requirement of Contractor.

3. No requirement of Contractor.

4. No measures to be taken by the Contractor.

3. No Cathodic protection is expected or required. If Corrosive Soils are encountered it will be handled through 11.0R CONCEALED OR UNKNOWN CONDITIONS.

4. Payment will be made as specified in MMCD 2019RFP Version

Item No. 15 Clarification – Trench Support, Excavation Requirements, and Depth of Bury

Question: The Geotechnical Investigation Report indicates that excavations exceeding approximately 1.2 m depth are to be shored or carried out under the supervision of a qualified geotechnical engineer, and suggests that trench support systems (e.g., trench boxes or shoring) may be required for much of the alignment.

Given that the proposed watermain depth is approximately 1.5 m, can the Owner please clarify:

1. Whether the requirement for trench support (e.g., trench box/cage) must be implemented at the direction of a geotechnical engineer, or if it is to be assumed as mandatory for all excavations exceeding 1.2 m.

2. Whether continuous geotechnical supervision is required for excavations exceeding 1.2 m, and if so, whether associated costs and potential schedule impacts are to be borne by the Contractor.

3. Whether additional support measures required due to site constraints (e.g., near utilities, culverts, or roadway structures) will be treated as extra work if directed by the Contract Administrator.

4. Additionally, would the Owner consider a reduced depth of bury where it may result in a cost saving?

Answer:

1. Section, 7.4 Trench Excavations of the Geotechnical Report specifies, "In accordance with WorkSafe BC regulations, any excavations in excess of 1.2m must be shored or excavated under the advice and supervision of a professional geotechnical engineer. Based on provided civil information, excavated depths of up to 2.5m are to be expected. We expect conventional, pre-fabricated WCB approved shoring cages may be used for the majority of the alignment for shoring purpose to facilitate the construction of the water main replacement."

2. Continuous geotechnical supervision is only required if the excavation support or sloping deviates from the standard limits. A geotechnical engineer would be required to approve or design a non-standard shoring, shielding, or sloping configurations, or to provide written instructions for slopes steeper than 3:4. This engineering work can be done off-site, unless site-specific conditions (unstable soils, adjacent structures, unusual hazards, weather) necessitate professional judgment in the field.

3. Work to perform the installation of the waterline as designed will be considered incidental to the waterline installation and no separate payment will be made.

4. A variance for depth of cover is acceptable only in locations where bedrock requires blasting in order to meet the required standard depths of cover as per the Utility Policy Manual. The depth of cover shall not be less than 1.0 metres at any location unless otherwise specified in the drawings.

Item No. 16 Clarification– Temporary Coldmix Patch (Item 3.6.6)

Question: The Schedule of Quantities identifies Item 3.6.6 – Temporary Coldmix Patch (minimum 50 mm thickness) as a unit rate item measured in square metres, with estimated quantities provided for each project section.

Please confirm the basis of measurement and payment for this item. Specifically:

1. Will temporary cold mix asphalt be measured and paid based on the actual installed area (m^2) of trench patching completed in the field?

2. If actual trench widths, excavation limits, or site conditions differ from those assumed in the Schedule of Quantities, will the final pay quantity be adjusted to reflect actual installed quantities?

3. Are there any limitations within the Supplemental Specifications regarding maximum patch width, thickness, or extent that would restrict payment to the tendered quantities?

4. If temporary patching is required beyond the trench footprint (e.g., due to traffic control requirements or pavement condition), will this additional work be paid under Item 3.6.6 or considered incidental?

Answer:

1. Measurement and payment for temporary cold patching will be based upon the actual installed area, meters squared, of trench patching completed.

2. Yes, provided the deviation from the plans is brought to the attention of the Owner in advance of commencing the work and deemed reasonable prior to commencement of the work.

3. Maximum patch width is to match existing/proposed 3.8m lane width or as approved by Contract Administrator in advance of commencement of the work. Minimum patch compacted depth is to be 50 mm. Any areas found to be deficient in width or depth will be repaired/widened/overlayed or removed and replaced at the direction of the Contract Administrator and at no additional cost to the Owner.

4. Any additional Patching that is required and approved by the Contract Administrator will be paid under Bid Item 3.6.6.

Item No.17 Clarification– Temporary Coldmix Patch (Item 3.6.6)

Question: Given that surface restoration is noted under Section 31 23 01 as part of watermain installation, please clarify the distinction between temporary cold mix patching and incidental surface restoration, and confirm that Item 3.6.6 is intended to cover all temporary asphalt reinstatement.

Answer: Bid Item 3.6.6 is intended to cover all temporary coldmix patching. Temporary cold mix patching is not incidental to the surface restoration and will be paid for separately under Bid Item 3.6.6.

Item No. 18 Clarification – Open Trench Limitation (MoTI Permit)

Question: The MoTI Permit states that no more than 45 metres of pipe-track or excavation may be kept open at one time.

1. Please clarify whether this requirement refers strictly to the maximum length of open trench at any given time, or if it is intended to limit the total length of watermain installation that may be completed within a single working day.

2. Additionally, please confirm whether backfilled and temporarily restored sections (e.g., plated or patched) are considered “closed” for the purposes of this requirement.

Answer:

1. A maximum length of 45m of waterline open trench can be open at any one time, not per day.

2. Yes, if the trench is backfilled and gravelled or (plated or patched) as directed by the Contract Administrator and usable as a driving lane it is not considered part of the open trench, provided the travelled driving lane is safe to the motoring traffic.

Item No.19 Clarification – Service Installation Across Ditches

Question:

1. Please confirm whether open excavation will be permitted for service installations that cross beneath roadside ditches but do not cross the travelled portion of Reed Road.

2. Additionally, please confirm if such works are subject to the same restrictions as roadway crossings (e.g., trenchless installation requirements), or if open-cut methods will be acceptable in these areas.

Answer: The Owners preference is for crossing of road and ditch be a trenchless installation to minimize impact to the road and adjacent drainage ditches. Alternative submitted installation options such as open trench or tying existing service lines directly into new main with separate pricing will be considered if such work and procedures are covered in an approved CEMP.

Item No.20

Question: Is the Project scope of work during excavation fall under the Squamish Nation's Chance Find Procedure or will an archaeologist be onsite full time.

Answer: There are no known Chance sites within the work area. If an inadvertent archeological find were to occur during construction, all work must stop immediately, the work area secured by the Contractor. The findings must be reported immediately to the Owner, the BC Archaeology Branch and the Squamish Nation.

Item No.21

Question: Please advise on the backfill and compaction requirements as there currently is conflicting information:

1. Per Geotech report lifts backfilled no greater than 300mm to 100%SPDD

> The contractor shall supply a sample of the proposed road base, subbase material, imported granular fill and existing sand to sand and gravel fill at least 2 weeks in advance of the work for sieve, standard and modified proctor testing. The road base, subbase material and imported granular fill shall be placed in loose lifts no greater than 300 mm and compacted to 100% SPDD (ASTM D698).

2. Per MoTT Permit 150mm Lifts to 95% and the final 300mm to 100%.

> Backfill must be placed in layers not exceeding 150 mm compacted thickness and shall be compacted with approved tamping equipment to a minimum of 95 percent Proctor density to within 300 mm of the surface and 100 percent for the final 300 mm.

Answer: MoTT standards are to be followed by the Contractor which in part states, 150 mm Lifts to 95% and final 300mm to 100% relative compaction.

Item No.22

Question: Project Bonding is noted as a requirement. Is a bid bond required for this tender?

Answer: Please see supplemental general condition item 4.17R Bonding which outlines the requirements for the bonds for this project, there is no requirement for a Bid Bond.

Item No.23

Question: Is there a required substantial completion date?

Answer: See Question 26

Item No.24

Question: Can you please send the detail drawings W2a and W2b?

Answer: This can be located in the MMCD 2019 RFP document.

Item No.25

Question: Which version of the MMCD does this Tender refer to? The payment items do not match the item descriptions

Answer: Please see the MMCD 2019 RFP Document.

Item No.26

Question: Please advise the anticipated construction start date and any key milestones (e.g., notice of award, mobilization, and substantial completion).

Answer: Start date is anticipated to be in June of 2026 with the work being substantially completed by October 31, 2026, unless paving is to occur in 2027 based on MoTTs requirements.

Item No.27

Question: Is it possible to extend the deadline by one week?

Answer: Please see the amendment No.2.

Item No.28

Question: The drawings indicate the services across the road from the new main are just to be tied into the new main and not installed across the road. Can you confirm that this is correct?

Answer: The Owners preference is for services crossing the road and ditch to be a trenchless installation to minimize impact to the road and adjacent drainage ditches. Alternative submitted installation options such as open trench or tying existing service lines directly into new main with separate pricing will be considered if such work and procedures are covered in an approved CEMP.

Item No.30

Question: Can you confirm whether the published project budget includes all associated costs, including any incurred expenses and materials ?

Answer: Owner supplied materials list provided in the RFP expenses are excluded from the disclosed budget. The disclosed budget is intended to cover all materials, expenses, labour, and other costs expected to be incurred this year, including construction, project management, and related activities.

Item No.31

Question: Can you please confirm what the Owners intent is to do if the bids come in overbudget?

Answer: Outcomes and next steps will be guided by the results of the tender process and the discussions that follow. The project was intentionally divided into sections to maximize the amount of work achievable within the existing budget. Should the full scope—whether all three sections or even a single section—prove unattainable within the available funding, an additional needs assessment would be required to evaluate the project's overall viability.