SUNSHINE COAST REGIONAL DISTRICT

Question and Answers # 3

Request for Proposal No. 2536503

Watermain Replacement North Pender Harbour

Date: November 18, 2025

Item No.1

Question: Since the project is in a low traffic area, would it be acceptable to patch the trench width with cold mix asphalt temporarily before permanent pavement restoration? This is due to the lack of readily available hot mix asphalt in the Sunshine Coast.

Answer: Yes. The Contractor may maintain sections of road in a safe and drivable condition using road base or cold patch filled level with the existing road surface. Permanent hot mix asphalt restoration may be completed at the end of each work week, provided road surfaces remain safe and serviceable at all times. The Contractor is solely responsible for all costs and work required to maintain these temporary surfaces throughout the project. Contractors proposing these alternate methods must clearly outline their intended approach for review.

Item No.2

Question: For trench rock blasting, could you confirm if the contractor is to perform a pre and post survey of foundations of existing houses?

Answer: Please see amendment no.2 for revisions to the supplemental specifications section 31 23 17

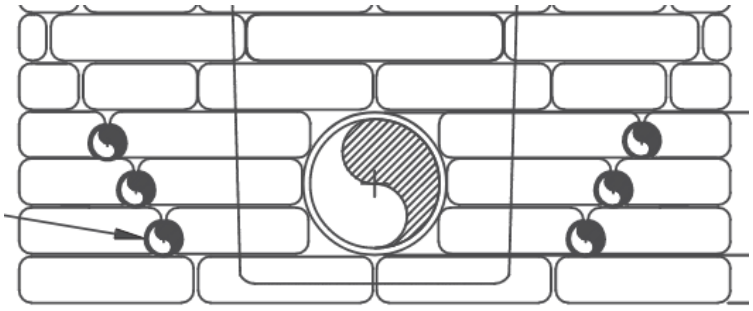
Item No.3

Question: Could you also confirm if we could patch all the trenches once a week, as opposed to at the end of every day?

Answer: See answer to Question 1.

Item No.4

Question: Can prefilled concrete bags be used in lieu of the 16x G8 "Pipe anchor blocks" in section #1. In the past we have used this this method, staggering the bags so they lap. This would be a more cost effective option. See snip for a reference below.



Answer: Please bid as per the issued drawings and specifications. Any proposed alternatives, such as the use of prefilled concrete bags in lieu of the specified G8 pipe anchor blocks, may be submitted in Schedule 9 – Alternatives.

Item No.5

Question: Is all trench material expected to be exported and replaced with import? If the native material is deemed acceptable for reuse could it be put back into the trench? This would allow for significant cost saving in aggregate and disposal of native material.

Answer: Please bid as per the issued drawings and specifications. Should the Contractor undertake the necessary testing (e.g., sieve analysis and other gradation or compaction tests) to demonstrate that the native trench material meets the specified requirements for bedding or backfill, and the material is subsequently accepted by the Engineer for reuse, this may be considered acceptable, this may be submitted in Schedule 9 – Alternatives.

Item No.6

Question: Are QEP and Asbestos professionals required? If so, where will they be required to complete their work?

Answer: QEP, please see SS 01 57 01, 1.4.4 a Construction Environmental Management Plan will be required to be submitted for approval prior to commencing work, this may require consultation and/or oversight by a QEP. Asbestos professional, see SS 31 23 01, 1.7.3.

Item No.7

Question: Please provide supplemental specifications section 33 11 01 1.8.14s, 1.8.16s, and 1.8.17

Answer: Please see amendment no.2

Item No.8

Question: How are connect to existing services to be made? Is it acceptable to use a coupling near the main?

Answer: Yes, a coupling may be used, provided in meets MMCD requirements.

Item No.9

Question: Will the connect to existing services be required to be pressure tested?

Answer: Service saddles and corporation stops to be installed and tested during the pressure test. Pressure testing of the final connections to the existing services is required.

Item No.10

Question: Is there a geotechnical report with test hole logs?

Answer: No geotechnical report has been prepared.

Item No.11

Question: Will native backfill be permitted?

Answer: Please see answer to item 5 above.

Item No.12

Question: Which anchor block is required?

Answer: It depends on the soil type. In areas of till or bedrock, Alternative 1 is required. For gravel/sand/loose materials, Alternative 2 is required.

Item No.13

Question: When is insulation required?

Answer: As per the contract drawings. Please see Q & A 2 answer to item No. 1.

Item No.141

Question: What is the specification for permanent asphalt restoration? Do you know the thickness of the existing asphalt? MOTI specs would require the entire road to be repaved due to the width and MOTI restoration requirements. Is this the case?

Answer: The existing asphalt thickness is not known. Temporary asphalt is to be placed with a minimum thickness of 50 mm. The spring/summer following the temporary asphalt restoration, the permanent restoration is to occur. Paving extents shown on the drawings are the estimated permanent extents based on a minimum of 1 lane of permanent restoration. In areas where the watermain affects both lanes (e.g. at a crossing), the full width is to be restored.

Item No.15

Question: Supplemental Specifications 31 23 01 item 3.6.7(7) please provide detail drawing rd1

Answer: See amendment no.2 revised supplement specifications

Item No.16

Question: MOTI permit item 66 states minimum thickness is 75mm. Supplemental specs, and drawings say 100mm. Please advise which is applicable.

Answer: 100 mm installed in two lifts.

Item No.17

Question: What are the lift thicknesses to be applied with 75mm of asphalt thickness?

Answer: Permanent restoration is to be 100 mm in two 50 mm lifts.

Item No.18

Question: MOTI Permit states the restoration to be full road with for most of this work. Is that the quantity provided in the tender?

Answer: As per MOTT permit clause 67, restoration is to be the full lane width (not road width), unless both lanes are affected, in which case it will be full road width. For the majority of this project (except at service/hydrant crossings, intersections, or where the watermain crosses the road) the installation is expected to only affect one lane (not the entire road). The quantity of asphalt provided in the schedule of quantities (SOQ) corresponds to the shaded areas on the drawings.

Item No.19

Question: Sections of this project are on narrow roads and two-way traffic will not be possible. Will road closures be permitted?

Answer: The permit from MOTT does not currently allow for this. The Contractor will need to obtain approvals from MOTT if their construction methodology requires a full road closure.

Item No.20

Question: MOTI Permit states daily temporary patching is required. The supplement specs say that a gravel surface is acceptable as long as its maintained. Please clarify.

Answer: Special permission has been granted for this project from the MOTT Area Manager. Contractors are to ensure compliance with the specifications outlined in clause 25.4.1 (b) of the 2024 MOTT Utility Policy Manual as well as outlined within the SS section 31 23 01, 3.6.8.

Item No.21

Question: Is the entire watermain intended to be insulated when it has 1m cover? There would be a significant cost savings if the insulation was taken out of the unit price and paid on its own unit price for when the main is shallower than 1m.

Answer: Please see Q&A 2 answer to item No. 1.

Item No.22

Question: What size of thrust blocks are required?

Answer: Thrust block size depends on soil conditions, pipe size, and fitting type. Refer to detail W8

Item No. 23

Question: Where is the concrete encasement required?

Answer: There is no specific concrete encasement required. The item in MMCD is a general item for "concrete encasement, thrust & anchor blocks". The concrete could be for any of those 3 items.

Item No.24

Question: What are the requirements for removal of existing fire hydrants? Does the pipe need to be capped underground?

Answer: Existing hydrants to be removed and returned to the SCRD. Hydrant leads to be capped.

Item No.25

Question: Will concrete bags be approved for pipe anchor blocks?

Answer: See Q & A 1 answer to item No. 25.