ADDENDUM #2

Feb 25, 2026

This Addendum is issued prior to the *Tender Closing Date*, in accordance with the Tender Documents and shall be considered an integral part of the *Contract Documents*, read together with the *Drawings*, Specifications, and Addenda previously issued and with all subsequent Addenda.

REVISIONS

1. Instructions to Tenderers Part 1

Delete and replace 4.11 as follows:

The deadline for questions is March 9, 2026 at 4:00 PM Local Time and no Addenda will be issued after March 10, 2026 at 4:00 PM Local Time.

2. Tender Closing Date

The *Tender Closing Date* is hereby revised to **2:00:00PM** Local Time on **March 12, 2026.**

QUESTIONS

Q1. What is the project budget?

A1. The project budget is approximately $1,200,000.00. The intent of this project is to complete as much scope as possible within this budget.

Q2. Is there a size requirement for the outlet of the water bulk fill station?

A2. The size of the outlet may be up to 38mm, matching the water service size of the bulk fill station's inlet. As this component of the project scope is identified as a "design-build" item, the final sizes will be confirmed during the design of the bulk fill station. If the outlet is proposed to be downsized, it shall be no less than 25mm.

Q3. Is there a locally available location for disposal of excavated trench material?

A3. There may be residents on Denny Island seeking clean fill. Proponents are welcome to explore this option.

Alternatively, there is a disposal location available for clean fill at the CCRD airport. The airport is located at the east end of Denny Island Airport Road. Beyond the north end of the runway, there is a depressed area that could receive the clean trench spoils. Access coordination and similar logistics would be confirmed with the CCRD and the successful proponent.

Q4. Are there roadway restrictions (ie. load limits for hauling, etc.)?

A4. There are currently no load or road restrictions; however, contractors are encouraged to check the BC Ministry of Transportation and Transit website for up-to-date information.

Q5. Can you confirm there is no existing asphalt or concrete surfaces requiring saw cutting, removal and/or reinstatement?

A5. There are no existing asphalt or concrete surfaces that require reinstatement associated with this project.

Q6. Referencing the Geotechnical report provided indicating shallow bedrock throughout the project along with notes on non-ripable bedrock requiring blasting. And where as the true depths of bedrock are variable and unquantifiable. Can you please add a provisional unit price pay item for rock blasting?

A6. If there is bedrock encountered, all measurement and payment for blasting will be included under Section 33 11 01 Waterworks – clause 1.8.2. The intent is to utilize a common linear rate for watermain supply and installation including trenching through rock conditions. Rock removal via ripping, hammering, or if necessary/beneficial blasting will be paid at the same linear rate.

Q7. For the Bulk Fill Station Notes: can you clarify whether the contractor should allow for a concrete pad or compacted granular base to the underside of the Kiosk?

A7. A compacted granular pad is acceptable provided it meets the requirements of the bulk fill station design. The pad design shall be confirmed during the shop drawing phase.

Q8. Can you confirm if the contractor will be responsible for all costs for bacteriological sampling, deliver and testing for certification of the new water system?

A8. The proponent will be responsible for all bacteriological sampling, delivery, and testing as per MMCD Section 33 11 01.

Q9. Are road closures permitted during work hours? Or is Single Lane Alternating Traffic to be maintained during construction?

A9. The proponent is expected to follow Ministry of Transportation traffic management requirements. A Traffic Management Plan and completed H1080 application shall be submitted to the Ministry for review and approval, prior to any construction activity. For the purposes of the tender, assume that Single-Lane Alternating Traffic shall be maintained throughout the project site.

Q10. Can you confirm the condition of ex 1350mm & 1200mm CSP culverts (ie. like new, good, fair, poor or about to collapse)?

A10. The culverts are in good to fair condition.

Q11. For bid Item 2.5 the bid item description and quantity indicate end of scope at Stn 2+220. However drawing C08 profile view indicates tie into existing at Stn 2+229.554 but plan view indicates tie into existing at Stn 2+222. Can you please clarify:

a. **What station is the tie in point?**

b. **Will LM payment under Item 2.5 be made from Stn 2+220 to wherever the tie in point is? Or is from Stn 2+220 to the tie in point incidental to per EACH pay item 2.27 for Tie-Ins?**

A11. The tie-in point is at 2+229 to an existing watermain cap. Any piping associated with the tie-in between 2+220 to the expected tie-in location shall be included under payment item 2.5 of the *Schedule of Quantities and Prices.*

Q12. Bid item 2.4 provides LM payment for the 150mm water service to Shearwater at Stn 4+200. But there is no LM pay item for the 18+/- LM of 150mm water service for the Shearwater service at Stn 3+140. Is LM of pipe for this second service at Stn 3+140 incidental to the per EACH pay item 2.34? Or can pay item 2.4 be increased by 18lm and description updated to provide consistency in how the contract will be paid?

A12. Given that the location of the meter chambers at both Stn 4+200 and Stn 3+140 will be field-fit, the final linear length of the 150mm service will be determined during construction and paid through item 2.4 of *Schedule of Quantities and Prices.* Any difference in length, exceeding the *Variance Threshold Percentage*, will be adjusted through a *Change Order.*

Q13. Can you clarify scope of work for sump drains from the meter chambers to the Shearwater Meter Connections? The current design indicates gravity drains from sumps at depth of >2m. In review of the topography at both these locations, there is insufficient grade change to daylight a gravity drain at >2m deep within the local area. Can you confirm a rock pit drain will be suitable in lieu of a gravity drain to daylight? If so, please specify minimum size of rock pit drain.

A13. A drywell (1050mm precast manhole with drain rock as base instead of concrete) may be suitable.

Q14. Can you confirm what takes precedence for depth of the watermain; the design profile depth or the multiple notations of 900mm minimum depth of cover? Sections exceeding 2m in depth in design profile could prove challenging and require excess rock breaking to complete. Could these sections be shallowed up to the 900mm minimum depth of cover?

A14. 900mm minimum depth of cover is acceptable. The design profile has been established to follow the general contours of the roadway and any accommodations for culvert crossings.

Q15. Will or will not, native backfill be permitted?

A15. Yes, if approved by the geotechnical engineer. Reuse of sand / gravel native material shall be free of organics and large cobbles/boulders. Crushing of excavated rock for reuse as backfill shall meet the gradation requirements and geotechnical review.

Q16. Can you confirm the Gravel Road Section Detail shown on Dwg C05 is not in scope, and only provided for illustrative purposes to show the minimum reinstatement depths of road gravels?

A16. The detail is provided for illustrative purposes to show the minimum reinstatement depths of road gravels.

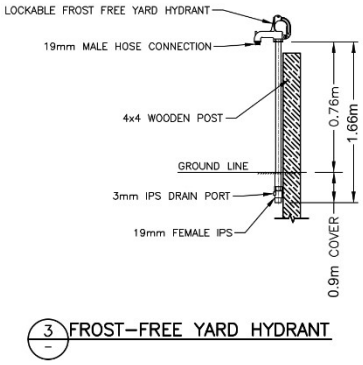
Q17. Can you confirm the intent for location of air valves? Dwg C05 Air Valve plan notes "Offset as required to suit site conditions". Is the intent to locate the air valve chamber and goose neck vent off the road way?

A17. The design intent is to have the goose neck vent located beyond the road shoulder and away from the travelled lanes of the roadway to prevent damage from grading, snow clearing, etc. If the watermain alignment can be adjusted to be outside of the road surface, an online air valve may be considered.

Q18. For the sampling station (Eclipse 88) can you provide a detail and or clarify:

a. Any Isolation Valves required for the stations
b. Size of water line? 19mm, 25mm or other?

A18. Instead of Eclipse 88 sampling stations, proponents shall refer to the following detail for the sampling station.



Note that each sampling station shall include the main corporation stop, curb stop assembly, and associated piping included. Waterline size to match detail above.

Q19. For the 25mm to 50mm Water Meters is there any specific brand required?

A19. Water meters shall be Neptune MACH 10 or approved equal.

Q20. For the 25mm to 50mm Water Meter is a Radio Read Antenna required?

A20. Water meters shall be equipped with a touch read remote receptacle.

Q21. For the 150mm Water Meter is a remote touch pad or radio read antenna required?

A21. Water meters shall be equipped with a touch read remote receptacle.

Q22. Are Storz Connections required for the Hydrants?

A22. Storz connections are not required for the hydrants. Confirmation of the hydrants shall be made through the shop drawing phase.

Q23. Can Clow or Terminal City hydrants be supplied in lieu of the specified Mueller/Canada Valve hydrants?

A23. Hydrants shall be Meuller / Canada Valve A-489 Century Fire Hydrant (red with white pumper port). The intent is to match the hydrants that have already been installed and have one consistent make / model of hydrant for operations and maintenance purposes.

Q24. For the Combination Air valve Assembly. It's been noted by ARI that the D-090 valve does not have an outlet on the side of the unit for connecting the 50mm vent pipe to (as shown/highlighted below). Not sure why this is necessary, but can we get clarification on how this 50mm Air Vent is to be connected otherwise? And would PVC S40 be satisfactory for air vent materials, or is a different material required?

A24. The above ground vent pipe is a requirement from the local health authority. A custom outlet may need to be fabricated or constructed on site. Proponents shall assume stainless or galvanized steel SCH 40 for the vent pipe.

Q25. Is there on line replacement as shown on drawing C06? If so, is the intention to overland the services and where should we carry the cost for this?

A25. Once the potable watermain is flushed, disinfected, tested, and deemed ready for use, the successful proponent shall tie-in the new watermain to the existing watermain cap. Any costs associated with the tie-in shall be included under item 2.27 of the *Schedule of Quantities and Prices.* Note that the service connections are new and are not expected to be tied into any existing water services at the property line.

Note that there is also an existing non-potable watermain along Marine Dr which should not be connected to. The alignment is parallel to the watermain upgrades, though its exact location is not documented but can be field confirmed.

Q26. If blasting is required are there any areas where blasting will not be permitted?

A26. Blasting is permitted throughout the island. The successful proponent shall coordinate with the *Owner* and *Contract Administrator* prior to blasting, including but not limited to submittals outlining proposed blasting activities, monitoring program, safety plans, design controls, and communication plans.

Q27. When can we expect to know which, if any, optional work will go ahead? Coordination of supply will help limit the amount of barging required to get materials to Denny Island, but there may be additional barging if we are told that optional work is approved later in the project.

A27. The *Owner* will determine the optional work that will go ahead at the time of award.

Q28. Can additional details or specifications for the bulk fill station be provided?

A28. All available details and specifications can be found on the *Contract Drawings.* As the line item is intended to be "design-build", specific details will be determined during the shop drawing phase.

Q29. Is there an accessible barge landing available for the project?

A29. Barging to Denny Island may be organized through the local barging service providers, who typically access the island via Central Coast Marine Services or Shearwater Resort off-loading facilities. If desired, contacts can be shared to discuss logistics.

END OF ADDENDUM #2