REGIONAL DISTRICT OF NANAIMO

Tender No. 23-057

Andover Road PRV Replacement

Addendum 2
Issued: September 21, 2023

Closing Date & Time: on or before 3:00 PM Pacific Time on September 28, 2023

This addendum shall be read in conjunction with and considered as an integral part of the Request for Tender. Revisions supersede the information contained in the original Tender or previously issued Addendum. No consideration will be allowed for any extras due to any Vendor not being familiar with the contents of this Addendum. All other terms and conditions remain the same.

Tender Addendum:

Bidder Questions & Answers

Question 1: Would it be possible to get a digital unlocked copy of the drawings so we can scale them and mark them up for estimating purposes?
Answer 1: Signed and sealed tender drawings have been provided. The unlocked drawings cannot be stamped. It's not our practice to provide unlocked and unstamped tender drawings.

Question 2: Please provide a trenchline profile for the excavation to install the valve and piping in the roadway and boulevard?
Answer 2: Available as-builts showing the existing watermain profile is attached to this addendum. Please note that existing as-built drawings have been found to be inaccurate in the past. Therefore, RDN cannot guarantee the accuracy of these as-built drawings.

Question 3: Are there electrical drawings and specs missing for the electrical works as associated conduits shown on the drawings?
Answer 3: There is no electrical works involved in this project. Additional space in the Kiosk, as designed, and capped conduit through the concrete pad will be installed to accommodate any future electrical installations.

Question 4: Can class D flanges be used rather than SD flanges?
Answer 4: AWWA C228 SD flanges are required.

Question 5: What is the assumed water service size that needs to be relocated as noted in the Drawing C101 – Removal and Preparation works detail.
Answer 5: Existing water service pipe is 20 mm Goldenflow PVC, as per the as-built drawing. However, as noted in Answer #2 above, the as-built drawing information has been found to be unreliable in the past and should be considered accordingly. The key details for the service relocation are noted on the drawing and should be read in conjunction with tender document and addenda.

Question 6: Will Concrete testing for the Kiosk Pad be required?
Answer 6: Please see the Tender document, Instructions to Tenderers Part I, Section 4.4 – Material Testing.

Question 7: Does the flow meter require a remote read out?
Answer 7: Remote read out is not a requirement for the flow meter.

Question 8: Can the galvanized gooseneck for PRV drain be changed to stainless steel (sch 10 or 40)?
Answer 8: Schedule 40 stainless steel pipe would be an acceptable alternative to the Schedule 40 galvanized steel pipe for PRV drain gooseneck pipe.

Question 9: Is the PRV drain line from the boulevard catch bases to the existing catch basin SDR 35?
Answer 9: Yes, SDR 35 is sufficient.

Question 10: Can the asphalt surrounding the boulevard catch basin be changed to concrete due to the time of year this work will be completed?
Answer 10: Detail 1 in Drawing # C301 states Asphalt or Concrete Apron. So, yes, the concrete apron is acceptable.

Question 11: Will the owner's engineer sign off on the existing valve isolation for the removal of the PRV and associated piping in the manholes for the 9.22 confined space procedure?
Answer 11: No. As per MMCD GC 21.2, the contractor is “Prime Contractor” and thus, will be fully responsible for the health and safety at the jobsite. Contractor shall fully comply with all applicable regulations regarding the confined space entry and submit the confined space entry documentations to RDN, whenever requested.

Question 12: The water meters have a 35 week delivery. Is a temporary spool required or can the station be offline until it arrives?
Answer 12: The PRV station cannot be offline for 35 weeks and it’s unreasonable to delay the project construction by 35 weeks. Therefore, temporary spools will be required if the meters have significantly long lead time.

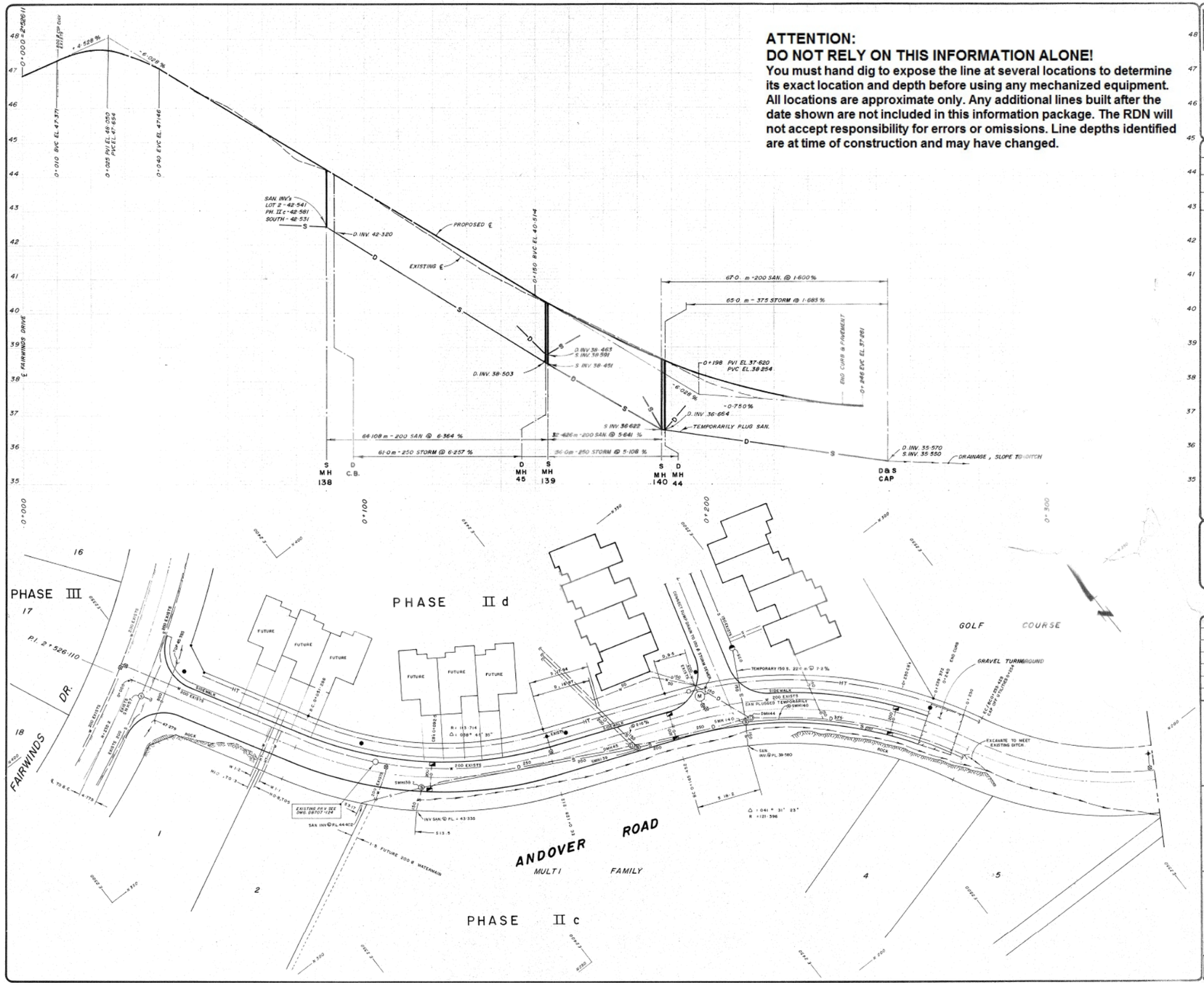
Question 13: What is the required thickness of the 75 mm SGSB required under the pad?
Answer 13: There will be 150 mm thick layer of 19mm minus crushed gravel right below the slab (i.e. concrete foundation, as noted in the drawing#C301). Under the 150 mm thick 19mm minus gravel layer, the excavated area will be backfilled with 75 mm minus SGSB up to the top of the pipe bedding zone. Please see the RDN Bylaw 500, Schedule 4C1, Drawing# W-1 and W-2 to find the details on the pipe bedding zone. The surrounding perimeter of the concrete pad will be filled with 19 mm minus crushed gravel up to 50 mm below top slap elevation and placed at 2% grade draining away from the Kiosk pad.

As per the tender drawing, the gravel access pad will be 150 mm thick 19 mm minus crushed gravel placed on top of the 200 mm thick 75mm minus SGSB on approved subgrade.

Each layer will be compacted to 98% modified proctor density.

End of Addendum 2

ATTENTION:
DO NOT RELY ON THIS INFORMATION ALONE!
You must hand dig to expose the line at several locations to determine its exact location and depth before using any mechanized equipment. All locations are approximate only. Any additional lines built after the date shown are not included in this information package. The RDN will not accept responsibility for errors or omissions. Line depths identified are at time of construction and may have changed.



KOERS & ASSOCIATES ENGINEERING LTD.
Consulting Engineers

Fairwinds
NANOOSE

REVISIONS

Nº	DATE	BY	ENG	DESCRIPTION
1	MAY 2,'90	P.B.		VERT. CURVE 0+010
2	JAN. 10 / 91			RECORD DWG.

SEAL

FW-157A

PROJECT Nº	D8707
DRAWN	P.R.B.
DESIGNED	
CHECKED	
APPROVED	
DATE	APRIL 9, 1990
SCALE	HOR. 1:500, VERT. 1:50.

CLIENT

FAIRWINDS DEVELOPMENT CORPORATION

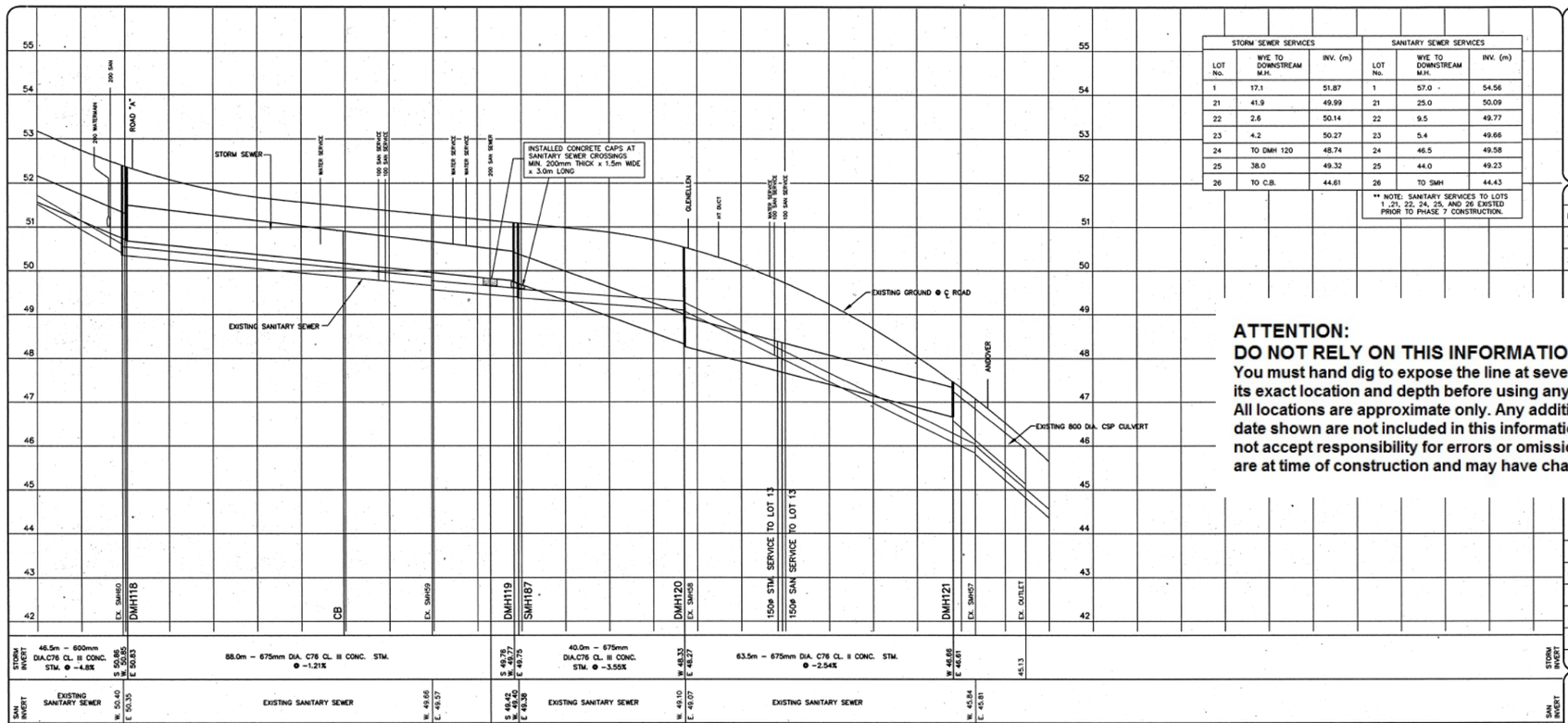
PROJECT

FAIRWINDS DEVELOPMENT
PHASE II d

TITLE

ANDOVER ROAD
PLAN & PROFILE
0+000 - 0+240
FW-157A

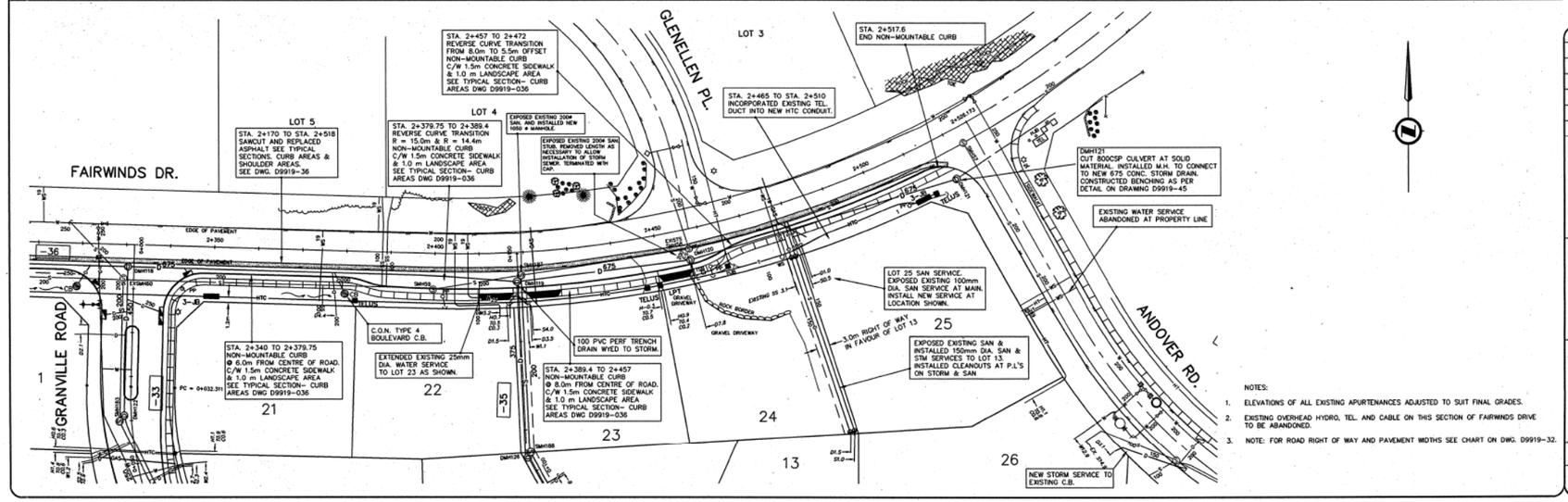
DRAWING Nº	REV.	SHEET
D8707-160	2	1/1



STORM SEWER SERVICES			SANITARY SEWER SERVICES		
LOT No.	WYE TO DOWNSTREAM M.H.	INV. (m)	LOT No.	WYE TO DOWNSTREAM M.H.	INV. (m)
1	17.1	51.87	1	57.0 -	54.56
21	41.9	49.99	21	25.0	50.09
22	2.6	50.14	22	9.5	49.77
23	4.2	50.27	23	5.4	49.66
24	TO DMH 120	48.74	24	46.5	49.58
25	38.0	49.32	25	44.0	49.23
26	TO C.B.	44.61	26	TO SMH	44.43

** NOTE: SANITARY SERVICES TO LOTS 1 ,21, 22, 24, 25, AND 26 EXISTED PRIOR TO PHASE 7 CONSTRUCTION.

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NOTES:
1. ELEVATIONS OF ALL EXISTING APURTENANCES ADJUSTED TO SUIT FINAL GRADES.
2. EXISTING OVERHEAD HYDRO, TEL. AND CABLE ON THIS SECTION OF FAIRWINDS DRIVE TO BE ABANDONED.
3. NOTE: FOR ROAD RIGHT OF WAY AND PAVEMENT WIDTHS SEE CHART ON DWG. D9919-32.

KOERS & ASSOCIATES ENGINEERING LTD.
Consulting Engineers

FAIRWINDS
COMMUNITY & RESORT

REVISIONS

No.	DATE	BY	ENG.	DESCRIPTION
1	NOV.7/00	P.B.	R.H.	R.D.N. COMMENTS & B.C.H. DESIGN
2	05/31/01	G.H.	RH	RECORD DRAWING

RECORD OF ISSUE

No.	DATE	BY	ENG.	DESCRIPTION
A	OCT. 16/00	P.B.	R.H.	APPROVALS
B	OCT. 30/00	D.H.	D.S.	TENDER
C	NOV. 21/00	P.B.	R.H.	CONSTRUCTION
D	MAY 31/01	G.H.	R.H.	RECORD DRAWING

SEAL

FW-164

PROJECT NO. D9919
DRAWN P.R.B., AUTOCAD 14
DESIGNED R.H.
CHECKED RS
APPROVED RS
DATE OCT. 2000
SCALE HOR. 1:500 , VERT. 1:50

CLIENT
FAIRWINDS COMMUNITY & RESORT

PROJECT
PHASE 7
ROADS & UTILITIES

TITLE
FAIRWINDS DRIVE
GRANVILLE ROAD
TO ANDOVER RODD
PLAN & PROFILE

RDN DWG No. FW-164

DRAWING No. D9919-37 | REV. 2 | SHEET 6/9