

CARIBOO REGIONAL DISTRICT TENDER PACKAGE

ESLER SPORTS COMPLEX ACCESS ROAD

Station 0+095 to Station 1+173
Williams Lake, British Columbia

Document 1 of 4

May 2026

CARIBOO REGIONAL DISTRICT
TENDER REFERENCE # 26-015

TENDER CLOSES

Friday, June 5, 2026 at 2:00 PM (Pacific Time)

Submissions via BCBid only

PROJECT CONTACTS	
Owner	Cariboo Regional District
Owner Representative	Darron Campbell, Manager of Community Services
Contract Manager / Engineer	Celtic Engineering Ltd.
Contract Lead	Daryl Taylor, P.Eng., RPF
Engineer of Record	Edward Folk, P.Eng., RFT — Celtic Engineering Ltd.
Tender Enquiries To	Celtic Engineering Ltd. Daryl Taylor, P.Eng., RPF
Drawing No.	134-007-001 Rev. 1 (April 21, 2026)

This document was prepared by Celtic Engineering Ltd. on behalf of the Cariboo Regional District.
May 2026

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Defined Terms

The following capitalized terms are used consistently throughout this Tender Package:

OWNER	Cariboo Regional District (CRD)
OWNER'S REPRESENTATIVE	Darron Campbell, Manager of Community Services, CRD
CONTRACT MANAGER / ENGINEER	Celtic Engineering Ltd. (acting on behalf of the OWNER)
ENGINEER OF RECORD (EOR)	Edward Folk, P.Eng., RFT — Celtic Engineering Ltd.
CONTRACTOR	The successful bidder awarded the Contract
ENVIRONMENTAL MONITOR (EM)	Consus Management Ltd. (Rory Fogarty, MSc., RPBio.)
GEOTECHNICAL SPECIALIST	SoilTech Consulting Ltd. (Hans Jorgensen, P.Eng.)
WORK	All work described in this Tender Package and the Referenced Documents
SITE	The road right-of-way for the access road, Station 0+095 to Station 1+173
CONTRACT PRICE	The total amount payable to the CONTRACTOR as established by the accepted Tender
NTP	Notice to Proceed — written notice issued by the CONTRACT MANAGER authorizing the CONTRACTOR to commence WORK
SUBSTANTIAL COMPLETION DATE	August 31, 2026
WARRANTY PERIOD	One (1) year following the date of Substantial Completion
MoTT	British Columbia Ministry of Transportation and Transit

MoTT SECTION	Station 0+095 to Station 0+930 — constructed to MoTT Rural Local Undivided (RLU) standard
CRD SECTION	Station 0+930 to Station 1+173 — constructed to Low Volume Road (LVR) gravel standard

SECTION 1

NOTICE TO BIDDERS

CARIBOO REGIONAL DISTRICT

Esler Sports Complex Access Road

Station 0+095 to Station 1+173, Williams Lake, British Columbia

Drawing No. 134-007-001, Rev. 1

1.1 Project Description

The Cariboo Regional District (OWNER) invites tenders for the construction of the Esler Sports Complex Access Road from Station 0+095 to Station 1+173 in Williams Lake, British Columbia. The WORK includes all clearing and grubbing of coarse woody debris, stripping, balanced cut and fill earthworks, excess endhaul, supply and installation of geotextile, granular subbase and base course, granular surfacing, culverts, and associated drainage and ditching, as further described in this Tender Package.

The road is being constructed in two classifications: the MoTT Section (Station 0+095 to Station 0+930) is designed to MoTT Rural Local Undivided (RLU) standard for future acceptance by the Ministry of Transportation and Transit. The CRD Section (Station 0+930 to Station 1+173) is constructed to Low Volume Road (LVR) gravel standard for the Cariboo Regional District.

Note: Station 0+000 to Station 0+095 is excluded from this Contract and will be constructed as part of a future program involving Highway 20 deceleration and acceleration lane improvements. Station 1+173 to Station 1+787, connecting to the existing complex road, will be constructed under a separate fall 2026 program.

1.2 Tender Submission

Tenders shall be submitted through BCBid (www.bcbid.gov.bc.ca). No other submission method will be accepted.

Tender Closing Date and Time	Friday, June 5, 2026 at 2:00 PM Pacific Time
Tender Platform	BCBid — www.bcbid.gov.bc.ca
Questions / RFIs	Celtic Engineering Ltd. — Daryl Taylor, P.Eng., RPF (via BCBid platform only)
Anticipated Award Date	On or about June 8, 2026
Target NTP Date	On or about June 15, 2026
Substantial Completion Date	August 31, 2026 (HARD DEADLINE — see SP-09)

1.3 Pre-Tender Site Visit

A non-mandatory pre-tender site visit is encouraged. Prospective bidders are responsible for inspecting the SITE and satisfying themselves as to existing conditions, haul distances, material disposal locations, and all factors that may affect their bid. Bidders are advised to walk the full right-of-way prior to submitting a Tender. Ignorance of site conditions will not be accepted as grounds for claims or adjustments.

1.4 Bid Security

Each Tender shall be accompanied by one of the following forms of Bid Security, made payable to or in favour of the Cariboo Regional District:

- A certified cheque, bank draft, or money order equal to ten percent (10%) of the Total Tender Price; OR
- A Bid Bond equal to fifty percent (50%) of the Total Tender Price from a surety company licensed to conduct business in the Province of British Columbia.

Tenders not accompanied by the required Bid Security will be declared non-compliant and disqualified.

1.5 Owner's Rights

The OWNER reserves the right to accept or reject any or all Tenders, to waive informalities, and to accept the Tender deemed most advantageous to the OWNER. The lowest Tender will not necessarily be accepted. The OWNER is not obligated to award the Contract and bears no liability for costs incurred by bidders in preparing their Tenders.

SECTION 2

INSTRUCTIONS TO BIDDERS — CONDITIONS OF TENDER

T1 — GENERAL INSTRUCTIONS

T1.1 Interpretation

These Instructions to Bidders govern the preparation and submission of Tenders. All capitalized terms have the meanings given in the Defined Terms in the Order of Contents. In the event of conflict between documents, the order of precedence shall be: (1) Special Provisions; (2) Instructions to Bidders; (3) Schedule of Quantities and Prices; (4) Referenced Documents.

T1.2 Addenda

The OWNER may, at any time prior to the Tender closing, issue Addenda amending the Tender Package. Addenda will be issued through BCBid only. Bidders are responsible for monitoring BCBid for Addenda. Each Tender shall acknowledge all Addenda received. Failure to acknowledge all issued Addenda may result in disqualification.

T1.3 Tender Preparation

Tenders shall be completed in full. All unit prices and totals shall be filled in. Where the Schedule of Quantities and Prices contain a provisional item, bidders shall provide a unit price. Lump sum items shall have a single price entered. The CONTRACTOR is responsible for satisfying itself as to the accuracy of all quantities. The quantities shown in the Schedule of Quantities and Prices are estimates only — certain items are measured by survey and paid on actual quantities as described in SP-10.

T1.4 Withdrawal of Tenders

A bidder may withdraw its Tender at any time prior to the Tender closing by written notice submitted via BCBid. No Tender may be withdrawn for a period of sixty (60) calendar days following the Tender closing date.

T1.5 Evaluation

Tenders will be evaluated on the basis of the lowest compliant Total Tender Price, inclusive of all applicable taxes. The OWNER may reject any Tender that is incomplete, conditional, non-compliant with these Instructions, or that does not include the required Bid Security.

T2 — CONTRACT EXECUTION

T2.1 Award and Notification

The OWNER will notify the successful bidder in writing on or about June 8, 2026.

T2.2 Performance Security

Prior to execution of the Contract, the successful bidder shall deliver to the OWNER one of the following:

- A Performance Bond equal to fifty percent (50%) of the Contract Price from a surety company licensed to conduct business in British Columbia; OR
- A certified cheque or irrevocable letter of credit equal to ten percent (10%) of the Contract Price as a performance deposit.

Failure to provide the required Performance Security within the specified time will result in forfeiture of the Bid Security and may result in award to the next lowest compliant bidder.

T2.3 Insurance

Prior to commencing WORK, the CONTRACTOR shall provide evidence of the following insurance to the satisfaction of the CONTRACT MANAGER:

- Commercial General Liability: minimum \$5,000,000 per occurrence, with the Cariboo Regional District named as an additional insured;
- Automobile Liability: minimum \$2,000,000;
- Workers' Compensation: WorkSafeBC clearance letter required.

T2.4 Notice to Proceed

The CONTRACT MANAGER will issue a written Notice to Proceed (NTP) to the CONTRACTOR following execution of the Contract and receipt of satisfactory Performance Security and insurance documentation. The target NTP date is on or about June 15, 2026. The CONTRACTOR shall not commence WORK prior to receipt of the NTP.

T3 — GENERAL CONTRACT CONDITIONS

T3.1 Progress Payments

The CONTRACTOR shall submit progress payment claims to the CONTRACT MANAGER on a schedule agreed at the pre-construction meeting. The CONTRACT MANAGER will review and certify payment claims within ten (10) business days of receipt. The OWNER will make payment within thirty (30) days of certification.

T3.2 Statutory Holdback

In accordance with the Builders Lien Act, SBC 1997, Chapter 45, the OWNER shall retain ten percent (10%) of each certified progress payment as a statutory holdback. The statutory holdback shall be released in accordance with the Builders Lien Act following expiry of the lien period (45 days) after Substantial Completion.

T3.3 Mobilization and Demobilization Payment

Payment of the Mobilization/Demobilization lump sum item shall be made in two equal installments: fifty percent (50%) upon certified completion of mobilization to the SITE, and the remaining fifty percent (50%) upon Substantial Completion of the WORK.

T3.4 Substantial Completion

Substantial Completion shall be deemed to have occurred when the WORK is sufficiently complete, as certified by the CONTRACT MANAGER, such that the OWNER can use the WORK for its intended purpose. As a minimum, Substantial Completion requires:

- All earthworks, granular placement, and compaction complete to design grades and specifications;
- All culverts installed and functional;
- All ditching and drainage functional;
- All material disposal and site cleanup complete;
- Contractor's survey control records delivered to the CONTRACT MANAGER;
- All non-conformances identified by SoilTech or the CONTRACT MANAGER resolved.

T3.5 Liquidated Damages

If the CONTRACTOR fails to achieve Substantial Completion of the WORK, to the satisfaction of the CONTRACT MANAGER, by the Substantial Completion Date (as such date may be adjusted in accordance with the Contract), then the CONTRACTOR shall pay the OWNER three thousand dollars (\$3,000) per calendar day of delay in completing such WORK. The CONTRACTOR acknowledges and agrees that these liquidated damages are intended to be a limitation of the CONTRACTOR's liability and not a penalty and that the OWNER's actual damages would exceed such liquidated damages, including but not limited to costs and delays associated with the scheduled follow-on construction program from Station 1+173 to Station 1+787.

T3.6 Owner's Discretionary Holdback

Notwithstanding any other provision of the Contract, the OWNER may withhold an amount equal to five percent (5%) of the final Contract Price from the Final Payment as security for the performance by the CONTRACTOR of its obligations under the Contract during the WARRANTY PERIOD. This holdback is in addition to and separate from the statutory holdback described in T3.2. This discretionary holdback shall be released upon the OWNER's written confirmation that all warranty obligations have been satisfied at the expiry of the WARRANTY PERIOD.

T3.7 Warranty

The CONTRACTOR warrants all WORK against defects in materials and workmanship for a period of one (1) year from the date of Substantial Completion. During the WARRANTY PERIOD, the CONTRACTOR shall promptly remedy any defects or deficiencies identified by the CONTRACT MANAGER at no cost to the OWNER.

T3.8 Changes and Variations

The CONTRACT MANAGER may direct changes to the WORK. Changes shall be documented by written Change Order prior to execution. Work performed without a written Change Order will not be compensated. The CONTRACTOR shall not adjust the scope or quantity of WORK without written authorization from the CONTRACT MANAGER.

T3.9 Compliance

The CONTRACTOR shall comply with all applicable federal, provincial, and municipal legislation, regulations, and bylaws, including but not limited to the Workers Compensation Act, the Environmental

Management Act, the Builders Lien Act, the Weed Control Act, and the Heritage Conservation Act. Copies of all permits and approvals shall be maintained on SITE at all times.

SECTION 3

TENDER FORM — SCHEDULE OF QUANTITIES AND PRICES

TENDER SUBMITTED BY:

Company Name	
Address	
Contact Name	
Phone / Email	
BC Contractor Reg. No.	
Date	

The undersigned hereby offers to perform all WORK described in this Tender Package, including the Referenced Documents, for the unit prices and lump sum amounts stated below. The Total Tender Price is the sum of all base items. Provisional items are excluded from the Total Tender Price but are included in the evaluation of the overall bid.

Quantities shown are estimates for tender evaluation only. Survey-based items are paid on actual measured quantities. Refer to SP-10 for full measurement and payment details for each item.

Item	Description	Est. Qty	Unit	Unit Price (\$)	Total (\$)
PART A — MOBILIZATION AND SITE ESTABLISHMENT					
A-1	Mobilization and Demobilization	1	LS		
PART B — CLEARING, GRUBBING, AND STRIPPING					
B-1	Grubbing of Coarse Woody Debris	1	LS		
B-2	Stripping — New Road Construction	3,000	m ³		
B-3	Stripping — Existing Stockpile Relocation	3,300	m ³		
PART C — EARTHWORKS					
C-1	Balanced Cut and Fill	10,861	m ³		
C-2	Excess Cut Endhaul	1,250	m ³		
PART D — GEOTEXTILE					
D-1	Class 2 Non-Woven Geotextile (Mirafi 160N or approved equivalent)	37	rolls		
PART E — GRANULAR MATERIALS — MoTT SECTION (Sta. 0+095 to 0+930)					
E-1	Select Granular Subbase (SGSB) — Supply	3,000	m ³		

Item	Description	Est. Qty	Unit	Unit Price (\$)	Total (\$)
E-2	Select Granular Subbase (SGSB) — Construction	3,000	m ³		
E-3	Well Graded Base (WGB) — Supply	2,035	m ³		
E-4	Well Graded Base (WGB) — Construction	2,035	m ³		
PART F — GRANULAR SURFACING — CRD SECTION (Sta. 0+930 to 1+173)					
F-1	3/4" minus High-Fines (HF) Surfacing — Supply	640	m ³		
F-2	3/4" minus High-Fines (HF) Surfacing — Construction	640	m ³		
PART G — CULVERTS					
G-1	Culverts — Supply and Install (1 × 800mm dia., 5 × 600mm dia.)	1	LS		
PART H — SUPERVISION, SURVEY, AND QUALITY ASSURANCE					
H-1	Supervision, Contractor Survey Control, and Quality Assurance	1	LS		
BASE TENDER TOTAL (Items A-1 through H-1, exclusive of GST)					
PROVISIONAL ITEMS — NOT INCLUDED IN BASE TENDER TOTAL					
P-1	Provisional — Import Subgrade from Station 0+000 to 0+095	1,000	m ³		
PROVISIONAL TOTAL (Item P-1 — for evaluation only, not added to Base Tender Total)					

Addenda Acknowledgement

The following Addenda have been received and are incorporated into this Tender:

Addendum No.	Date

Tender Execution

The undersigned acknowledges having read and understood the entire Tender Package, having inspected the SITE, and hereby offers to perform the WORK in strict accordance with the Tender Package for the Total Tender Price stated above.

Authorized Signature

Print Name and Title

Date

Company Seal (if applicable)

SECTION 4

SPECIAL PROVISIONS

SP-01 Scope of Work

The WORK under this Contract consists of all labour, materials, equipment, and services necessary for the construction of the Esler Sports Complex Access Road from Station 0+095 to Station 1+173 in Williams Lake, British Columbia, in general accordance with Drawing No. 134-007-001, Rev. 1, and these Special Provisions.

The WORK includes:

- Grubbing of coarse woody debris and hauling to designated landing areas;
- Stripping of organic overburden and unsuitable surface soils from the road prism;
- Relocation of existing strippings stockpile to the designated ball field area;
- Balanced cut and fill earthworks, subgrade preparation, and compaction;
- Hauling of excess cut material to the designated endhaul disposal area;
- Supply and installation of Class 2 Non-Woven Geotextile (Mirafi 160N or equivalent);
- Supply and placement of Select Granular Subbase (SGSB) on the MoTT Section;
- Supply and placement of Well Graded Base (WGB) on the MoTT Section;
- Supply and placement of 3/4" minus HF surfacing on the CRD Section;
- Supply and installation of six (6) culverts as per the design drawings;
- Roadside ditching as per design grades;
- Day-to-day survey control; and
- All site cleanup, demobilization, and delivery of Contractor survey records.

The WORK does NOT include:

- Construction from Station 0+000 to Station 0+095 (reserved for future Highway 20 deceleration/acceleration lane program);
- Construction from Station 1+173 to Station 1+787 (separate fall 2026 program);
- Asphalt concrete paving (future 2028 program);
- Grinding of coarse woody debris stumps (by others); and
- As-built surveys, volume calculations, and engineering documentation (performed by Celtic Engineering Ltd.).

SP-02 Project Contacts and Administration

All formal communications shall be directed in writing through BCBid during the tender period, and through the CONTRACT MANAGER following award.

PROJECT TEAM	
OWNER	Cariboo Regional District (CRD)
OWNER'S REPRESENTATIVE	Darron Campbell, Manager of Community Services
CONTRACT MANAGER	Celtic Engineering Ltd. — Daryl Taylor, P.Eng., RPF
ENGINEER OF RECORD	Edward Folk, P.Eng., RFT — Celtic Engineering Ltd.
FIELD SERVICES / QA	Celtic Engineering Ltd.
ENVIRONMENTAL MONITOR	Consus Management Ltd. — Rory Fogarty, MSc., RPBio.
GEOTECHNICAL SPECIALIST	SoilTech Consulting Ltd. — Hans Jorgensen, P.Eng.

The CONTRACTOR shall designate a site superintendent with authority to act on all matters relating to the Contract. The superintendent shall be on SITE whenever WORK is in progress. The CONTRACTOR's superintendent contact information shall be provided to the CONTRACT MANAGER prior to NTP.

SP-03 Referenced Documents

The following documents are incorporated into this Contract by reference and shall be read in conjunction with these Special Provisions and the design drawings. Copies of all Referenced Documents are available from the CONTRACT MANAGER upon request. Bidders are responsible for reviewing all Referenced Documents prior to submitting a Tender.

Ref.	Document	Title / Description
R-01	Dwg 134-007-001	EslerSports Complex Access Project Rev.1 — Geometric Design, Station 0+000 to 1+173, including General Notes, Typical Cross Sections, Plan and Profile sheets, Cross-Section sheets, and Culvert Schedule. Designed by Edward Folk P.Eng. RFT; Reviewed by Daryl Taylor P.Eng. RPF. Dated April 21, 2026.
R-02	SoilTech 25-H-014	Geotechnical Assessment: Esler Sports Fields Complex Road. SoilTech Consulting Ltd. (Hans Jorgensen, P.Eng.; Mike Warner, P.Geo.). June 23, 2025. Sections 4 and 5 govern material characteristics, placement, and compaction values.
R-03	Consus EMP Rev.A	Environmental Management Plan for the New Esler Sports Complex Road Project. Consus Management Ltd. (Rory Fogarty, MSc., RPBio.). March 30, 2026, revised April 6, 2026. Prepared for Celtic Engineering Ltd.
R-04	Davis Env. 2012	Environmental Assessment for the Proposed Road to the Esler Sports Complex. Davis Environmental Ltd. (Larry R. Davis, MSc., RPBio.). October 25, 2012. Background environmental assessment.
R-05	MoTT Std. Specs	MoTT Standard Specifications for Highway Construction, current edition. Sections 202.04 (Aggregate Quality) and referenced pavement structure

		specifications govern aggregate material requirements on the MoTT Section.
R-06	MoTT TAC	TAC Geometric Design Guide for Canadian Roads, 2017. BC Supplement to the TAC Geometric Design Guide for Canadian Roads, 2019, 3rd Edition. Design standard for the MoTT Section.

SP-04 Survey Responsibilities

Survey responsibilities are divided between Celtic Engineering Ltd. and the CONTRACTOR as follows:

Celtic Engineering Ltd. (CONTRACT MANAGER / EOR):

- Pre-construction: establishment of all slope stakes, cut/fill offset stakes, and site control references prior to commencement of earthworks;
- Pre-construction and post-construction topographic surveys for measurement of all volumetric pay items (stripping, balanced cut and fill, excess endhaul, provisional import);
- Calculation of all survey-based pay quantities;
- As-built surveys upon completion of the WORK;
- All as-built engineering documentation required for MoTT submission.

CONTRACTOR:

- Day-to-day survey duties required to execute the WORK in conformance with the design drawings, including re-establishment of cut/fill stakes, grade control, and road alignment.
- Maintenance of all survey control points set by Celtic Engineering Ltd.;
- Provision of qualified survey personnel as needed.
- All survey costs for Contractor operations are included in Item H-1 (Supervision and Survey Control).

The CONTRACTOR shall notify the CONTRACT MANAGER a minimum of 48 hours prior to requiring as-built pickup. Celtic Engineering Ltd. will respond within that window. The CONTRACTOR shall not proceed in areas where survey control has been lost.

SP-05 Material Disposal Locations

All material disposal shall be to the designated locations shown on the Material Disposal Location Map (Appendix B). The map is issued as a separate appendix and is part of this Tender Package. Bidders shall review the map and haul distances prior to submitting a Tender.

Material Type	Approximate Haul Distance	Designated Disposal Location
Coarse Woody Debris (stumps, slash)	Variable — see Appendix B	Existing logging landings adjacent to road alignment. To be ground as hog fuel by others. Disposal area preparation by CONTRACTOR.
Strippings — New Road Organics	Approximately 800m from POT (Station 1+173)	Abandoned ball field area as shown on Appendix B. Spreading and rough grading included.

Excess Cut / Endhaul Material	Variable — within SITE limits	Parking lot area at the Point of Termination (Station 1+173) as shown on Appendix B. Material placed and compacted to subgrade standard.
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The CONTRACTOR shall not dispose of any material outside of the designated locations without prior written approval from the CONTRACT MANAGER. All disposal areas shall be left in a neat and workmanlike condition at Substantial Completion.

SP-06 Geotechnical Quality Control

SoilTech Consulting Ltd. (GEOTECHNICAL SPECIALIST) has been retained by the OWNER to provide geotechnical quality control services during construction. The CONTRACTOR shall co-operate fully with the GEOTECHNICAL SPECIALIST and shall provide advance notice of the following activities to allow for timely inspection and testing:

- Subgrade preparation and proof-rolling;
- Geotextile installation;
- SGSB and WGB placement and compaction (each lift);
- Culvert bedding placement;
- Endhaul material placement and compaction.

The GEOTECHNICAL SPECIALIST has authority to direct the CONTRACTOR to suspend work in any area where conditions vary from those described in the Geotechnical Assessment (R-02) or where field conditions raise concerns about subgrade suitability. Work shall not resume in such areas until the GEOTECHNICAL SPECIALIST provides written direction.

Minimum notice to GEOTECHNICAL SPECIALIST: 24 hours for scheduled testing activities; immediate notification for conditions encountered that vary from the geotechnical report.

Compaction standards (Reference: SoilTech 25-H-014, Sections 4.3.2 and 4.3.3, and Drawing 134-007-001 General Notes):

- Subgrade fill — initial layers: compact to 97% SPMDD in maximum 200mm lifts (fine-grained) or 300mm lifts (granular);
- Subgrade fill — final 300mm layer: compact to 100% SPMDD;
- SGSB and WGB: compact to 100% SPMDD in maximum 300mm loose lifts;
- Embankment fill: place in maximum 500mm lifts, roller or track compaction required;
- Subgrade shall be proof-rolled and all soft areas repaired prior to geotextile installation;
- WGB shall be proof-rolled and all soft areas repaired prior to surfacing placement.

Cut and fill slopes shall not exceed 2H:1V. Cut or fill slopes greater than 5m in height require review by the GEOTECHNICAL SPECIALIST prior to construction. The natural glacial till encountered along the alignment is confirmed suitable for re-use as subgrade fill.

SP-07 Environmental Management

The CONTRACTOR shall comply in full with the Environmental Management Plan (R-03) prepared by Consus Management Ltd. The EMP is a living document and takes precedence over general environmental practices.

Role of the Environmental Monitor:

Consus Management Ltd. (ENVIRONMENTAL MONITOR) has been retained by the OWNER to provide environmental monitoring support during construction. The ENVIRONMENTAL MONITOR has authority to direct the CONTRACTOR to halt WORK that is not in compliance with the EMP or applicable environmental legislation. Work shall not resume until the ENVIRONMENTAL MONITOR provides written clearance.

Key Environmental Obligations:

- The majority of tree clearing along the road alignment has already been completed (winter 2026). Any residual clearing or vegetation removal required during construction must be conducted under the supervision of the ENVIRONMENTAL MONITOR and in compliance with the Migratory Birds Convention Act nesting window protocols (April 11 to August 23);
- A Licence to Cut has been issued for this Project. The CONTRACTOR must maintain a copy on SITE at all times;
- An exemption has been granted for tree clearing within the Mule Deer Winter Range area. The CONTRACTOR shall comply with all conditions of the exemption;
- Erosion and sediment control measures shall be installed and maintained as directed by the ENVIRONMENTAL MONITOR throughout the construction period;
- All equipment shall arrive on SITE cleaned of soil and vegetation material to prevent the spread of invasive species;
- Fuel and hazardous materials shall be stored and handled in accordance with Section 3.9 of the EMP. No fuel shall be stored within 30m of any watercourse;
- Spill kit requirements are as specified in Section 3.8 of the EMP. All equipment shall carry a spill kit;
- Reportable spills shall be reported immediately to the ENVIRONMENTAL MONITOR and to Emergency Management BC (1-800-663-3456) in accordance with Table 2 of the EMP;
- In the event of discovery of any archaeological artifact or heritage resource, all work within 30m of the discovery shall immediately cease and the CONTRACT MANAGER and ENVIRONMENTAL MONITOR shall be notified. Work shall not resume until directed in accordance with the Heritage Conservation Act protocol in Section 3.10 of the EMP.

SP-08 Construction Standards and Specifications

Construction shall be in accordance with Drawing 134-007-001 (R-01), the SoilTech Geotechnical Assessment (R-02), and the MoTT Standard Specifications for Highway Construction (R-05) as applicable. In the event of conflict between documents, the order of precedence in Section T1.1 applies.

Road Standards:

- MoTT Section (Station 0+095 to Station 0+930): Rural Local Undivided (RLU) standard per MoTT BC Supplement to TAC Geometric Design Guide 2019. Design speed 50 km/h. Total running surface width 10.2m (2 × 3.6m lanes, 1.0m paved shoulders, 0.5m gravel shoulders). Pavement

structure (future paving — not this Contract): 75mm ACP Type C over 225mm WGB over 300mm SGSB over Mirafi 160N.

- CRD Section (Station 0+930 to Station 1+173): Low Volume Road (LVR) gravel standard per MoTT BC Supplement to TAC Geometric Design Guide 2019. Total running surface width 8.0m (2 × 3.5m lanes, 0.5m gravel shoulders). Structure: 300mm granular surfacing (3/4" HF) over Mirafi 160N.

Aggregate Material Specifications (Drawing 134-007-001 General Notes, Section 6):

- SGSB: well graded, select, angular to sub-angular granular material, maximum 75mm. Gradation per Drawing 134-007-001 (Sheet 30) and SoilTech Table 2. May be processed or pit run gravel.
- WGB: well drained granular material, crushed with minimum 60% one-face fracture on particles larger than 4.75mm. Gradation per Drawing 134-007-001 (Sheet 30) and SoilTech Table 2. Must meet MoTT Standard Specifications Section 202.04 aggregate quality requirements.
- 3/4" HF Surfacing (CRD Section): granular material with higher fines content for surface durability. Gradation per Drawing 134-007-001 (Sheet 30).
- Subgrade fill: natural glacial till confirmed suitable as per the GEOTECHNICAL SPECIALIST and EOR. Re-use of excavated material is expected and preferred. Undocumented fill, organic soil, and deleterious materials must be removed from beneath the road prism.

Culvert Installation (Drawing 134-007-001, General Note 5.5):

- Install culverts at the skew, gradient, and invert elevations specified in the Drawing culvert schedule;
- Armoured inlets, ditch blocks, and outlets required at all culvert installations;
- Culvert bedding shall be placed and compacted to the satisfaction of the GEOTECHNICAL SPECIALIST and EOR.
- Culvert sizes and locations as per Drawing 134-007-001: one (1) 800mm diameter culvert at Station 0+582, and 600mm culverts at Stations 0+155, 0+309, 0+729, 0+826, and 0+945.

Embankment Fill Construction (Drawing 134-007-001, General Note 5.3):

Place embankment fill materials in a manner that allows roller compaction or track packing with an excavator or crawler tractor in lifts not exceeding GEOTECHNICAL SPECIALIST recommendations. Place embankment fills in a manner such that soils temporarily repose at an angle steeper than the final fill slope angle, allowing compaction effort near the outside edge. Once embankment fills are substantially complete, trim fill slopes to neat lines at the design fill slope angle.

Safety (Drawing 134-007-001, General Note 7):

- Where excavation specifications conflict with WorkSafeBC regulations, WorkSafeBC regulations govern;
- Traffic control shall be in place at the junction with Highway 20 and for all equipment ingress and egress during the duration of construction;
- The CONTRACTOR shall contact BC 1 Call for utility locates prior to commencement and shall comply with safe digging rules.

SP-09 Construction Schedule and Completion

The SUBSTANTIAL COMPLETION DATE of August 31, 2026 is a HARD DEADLINE. This date cannot be extended except by written Change Order from the CONTRACT MANAGER in the event of Owner-directed changes that materially affect the critical path. The basis for the hard deadline is the scheduled commencement of the follow-on construction program from Station 1+173 to Station 1+787 in fall 2026. Delays to Substantial Completion will trigger Liquidated Damages as per T3.5.

The CONTRACTOR shall submit a construction schedule to the CONTRACT MANAGER within five (5) business days of NTP. The schedule shall demonstrate a credible path to Substantial Completion by August 31, 2026. The schedule shall identify critical path activities, planned equipment, and crew composition.

A pre-construction meeting shall be held between the CONTRACTOR, the CONTRACT MANAGER, the GEOTECHNICAL SPECIALIST, and the ENVIRONMENTAL MONITOR and EOR prior to commencement of WORK. Attendance is mandatory for the CONTRACTOR's site superintendent.

SP-10 Measurement and Payment

The following describes how each pay item in the Schedule of Quantities and Prices is measured and paid. Estimated quantities are provided for tender evaluation purposes only. Where items are designated as survey-based, actual payment quantities will be determined by before-and-after topographic surveys conducted by Celtic Engineering Ltd. — not by the estimated quantities in the Schedule. Where items are designated as lump sum or design volume, payment is as described below and is not adjusted for minor field variations.

All as-built surveys for volumetric pay items are the responsibility of Celtic Engineering Ltd. The CONTRACTOR provides day-to-day survey control only. The CONTRACTOR shall notify the CONTRACT MANAGER at least 48 hours before any activity that will trigger an as-built survey event, to allow Celtic to complete the required pre-activity survey.

Item A-1 — Mobilization and Demobilization

Lump sum. Includes all costs associated with mobilizing equipment, personnel, and temporary facilities to the SITE, and demobilizing upon completion of the WORK. The lump sum price is fixed and is not adjusted regardless of actual mobilization costs. Payment is made in two equal installments: fifty percent (50%) upon the CONTRACT MANAGER certifying that the CONTRACTOR has mobilized to the SITE with sufficient equipment and personnel to carry out the WORK, and the remaining fifty percent (50%) upon Substantial Completion.

Item B-1 — Grubbing of Coarse Woody Debris

Lump sum. Includes all felling of any remaining individual stems within the road prism, removal of coarse woody debris, stumps, and root masses from within the clearing limits, and haulage to the designated landing areas shown on Appendix B. Grinding or processing of material at the landings is by others and is not part of this Contract. The lump sum price covers the entire WORK regardless of the volume of material encountered. Payment upon completion and acceptance by the CONTRACT MANAGER.

Item B-2 — Stripping — New Road Construction

Measured by survey, paid per cubic metre. Celtic Engineering Ltd. will complete a pre-stripping topographic survey of the road prism prior to commencement of stripping operations and a post-stripping survey upon completion. Payment quantity is the in-situ bank volume stripped, calculated from the before-and-after surveys. The estimated quantity of 3,000 m³ is for tender evaluation purposes only — actual payment will reflect surveyed volumes. Stripping depth is expected to vary between 0.1m and 0.3m as shown on the design drawings. The unit price shall include all loading, hauling to the strippings stockpile location shown on Appendix B, and rough spreading at the stockpile. No separate payment is made for unsuitable subgrade material removed during earthworks — that material is captured under Item C-1.

Item B-3 — Stripping — Existing Stockpile Relocation

Measured by survey, paid per cubic metre. Celtic Engineering Ltd. will complete a pre-move survey of the existing strippings stockpile and a post-move survey confirming the material has been relocated to the abandoned ball field approximately 800m from Station 1+173. The estimated quantity of 3,300 m³ is for tender evaluation only. The unit price shall include all loading, hauling, and rough spreading at the ball field location. No preparation of the ball field receiving area beyond rough spreading is required.

Item C-1 — Balanced Cut and Fill

Measured by survey, paid per cubic metre of net cut volume. Celtic Engineering Ltd. will complete a pre-earthworks survey (following stripping) and a post-earthworks survey (following completion of subgrade grading). The net cut volume — total cut minus total fill placed within the WORK limits — is the payment quantity. This single unit price covers all operations associated with the balanced earthworks: excavation, loading, hauling within the WORK limits (up to the free haul distance of 150m per the design drawings), spreading, subgrade preparation, and compaction to the standards specified in SP-06 and SP-08. No separate payment is made for rehandling of material within the WORK limits, for water addition during compaction, or for trimming fill slopes to design grades. Unsuitable subgrade material that must be wasted outside the WORK limits is captured under Item C-2 (Excess Cut Endhaul).

Item C-2 — Excess Cut Endhaul

Measured by survey, paid per cubic metre. Excess cut is material that cannot be used as fill within the WORK limits, including surplus cut beyond what is needed for fill and any unsuitable material that must be removed. Celtic Engineering Ltd. will measure the placed volume at the endhaul disposal area (parking lot at Station 1+173, shown on Appendix B) by before-and-after survey. The estimated quantity of 1,250 m³ is for tender evaluation only. The unit price shall include all loading, hauling to the disposal area, spreading, and compaction to the same subgrade standard specified in SP-06 and SP-08. The contractor is responsible for shaping the material neatly within the disposal area. No payment is made under this item for material hauled to the disposal area from beyond the WORK limits.

Item D-1 — Class 2 Non-Woven Geotextile

Paid per roll consumed and verified. The unit price per roll shall include supply, delivery, installation, and all laps and waste. The CONTRACT MANAGER's field representative will confirm roll counts. The estimated quantity of 37 rolls is based on 3 rolls wide for the MoTT Section and 2 rolls wide for the CRD Section, using standard 4.5m × 100m rolls. Actual roll count may vary. Payment is on verified rolls installed and accepted, not on estimated quantities.

Items E-1 and E-2 — Select Granular Subbase (SGSB) Supply and Construction

Paid by design volume per Drawing 134-007-001 MTO quantities unless adjusted by written Change Order. The supply and construction items are priced and paid separately. Item E-1 covers supply and delivery of SGSB to the SITE; Item E-2 covers placement, compaction, and grading. The combined unit price for E-1 and E-2 shall include all materials, haulage, placement of loose lifts, water addition as required for compaction, and compaction. Material shall meet the gradation and aggregate quality specifications in SP-08. Proof-roll of the completed subgrade layer is required prior to geotextile placement and is included in the unit price for Item E-2. If field conditions require adjustment to quantities beyond the design volumes, the CONTRACT MANAGER will issue a Change Order establishing the revised quantities and price. It is the responsibility of the CONTRACTOR to get all material approved by the GEOTECHNICAL SPECIALIST prior to placement.

Items E-3 and E-4 — Well Graded Base (WGB) Supply and Construction

Paid by design volume per Drawing 134-007-001 MTO quantities unless adjusted by written Change Order. The same measurement and payment principles apply as described for Items E-1 and E-2. Item E-4 shall include proof-rolling of the completed WGB layer and repair of any soft or unstable areas prior to surfacing placement. Proof-rolling and repairs are included in the unit price. It is the responsibility of the CONTRACTOR to get all material approved by the GEOTECHNICAL SPECIALIST prior to placement.

Items F-1 and F-2 — 3/4" minus HF Surfacing Supply and Construction

Paid by design volume per Drawing 134-007-001 MTO quantities for the CRD Section (Station 0+930 to Station 1+173) unless adjusted by written Change Order. The same measurement and payment principles apply as described for Items E-1 and E-2. The unit price for F-2 shall include all placement, compaction, and finish grading to design cross-section. It is the responsibility of the CONTRACTOR to get all material approved by the GEOTECHNICAL SPECIALIST prior to placement.

Item G-1 — Culverts Supply and Install

Lump sum for all six culverts fully supplied, installed, and accepted. The lump sum price covers supply and delivery of all culvert pipe, collars, hardware, all excavation, bedding, pipe installation at the skew angles, invert elevations, and lengths specified on Drawing 134-007-001, armoured inlets, ditch blocks, outlet protection, and backfill and compaction around all culverts. No additional payment is made for culvert-related excavation, bedding, or backfill beyond the lump sum. Payment upon the CONTRACT MANAGER certifying that all six culverts have been installed in conformance with the design drawings and accepted by the EOR.

Item H-1 — Supervision, Contractor Survey Control, and Quality Assurance

Lump sum for the full duration of the Contract. Includes all CONTRACTOR site supervision, the designated superintendent, day-to-day survey control (re-establishment of grade stakes, offset stakes, and control points consumed or disturbed during operations), and full co-operation with the CONTRACT MANAGER, EOR, GEOTECHNICAL SPECIALIST, and ENVIRONMENTAL MONITOR throughout the WORK. As-built surveys, volume calculations, and engineering documentation are performed by Celtic Engineering Ltd. and are not part of this item. Payment is made monthly on a prorated basis over the construction period as certified by the CONTRACT MANAGER.

Item P-1 — Provisional: Import Subgrade from Station 0+000 to 0+095

Provisional item — not included in the Base Tender Total. Measured by survey, paid per cubic metre if authorized. This item provides for loading and hauling of available subgrade till material from the stockpile at the Highway 20 end of the alignment (Station 0+000 to 0+095) to areas of subgrade deficiency within the WORK limits, in the event that stripping depths are greater than anticipated and the balanced earthworks cannot provide sufficient subgrade fill. Approximately 1,000 m³ is available. Work under this item proceeds only on written direction of the CONTRACT MANAGER. Celtic Engineering Ltd. will measure the borrow area by before-and-after survey to establish the payment quantity. The unit price shall include all loading, hauling, spreading, and compaction to the subgrade standard in SP-06 and SP-08. A unit price must be entered in the Schedule of Quantities and Prices for evaluation purposes, but payment will only be made for quantities actually authorized and placed.

SP-11 Provisional Items

Item P-1 (Provisional — Import Subgrade from Station 0+000 to 0+095) is a conditional item included to address the possibility that stripping depths are greater than anticipated, creating a subgrade deficiency that cannot be remedied with cut material from within the WORK limits.

Approximately 1,000 m³ of suitable subgrade till material is available from the section between Station 0+000 and Station 0+095 at the Highway 20 end of the alignment. This material has been confirmed suitable as subgrade fill by the GEOTECHNICAL SPECIALIST. If required, the CONTRACT MANAGER will issue a written direction to the CONTRACTOR to load and haul this material to areas of deficiency within the WORK limits.

The CONTRACTOR shall include a unit price for Item P-1 in its Tender. Payment will only be made for quantities actually authorized and placed under written direction of the CONTRACT MANAGER. Placement and compaction shall be to the same standard as specified for subgrade fill in SP-06 and SP-08.

APPENDIX A — REFERENCED DOCUMENTS LIST

The following referenced documents are available for review. Bidders shall contact Celtic Engineering Ltd. to obtain copies:

- Drawing 134-007-001, Rev. 1 — EslerSports Complex Access Project Geometric Design (30 sheets) — Celtic Engineering Ltd., April 21, 2026
- SoilTech 25-H-014 — Geotechnical Assessment: Esler Sports Fields Complex Road — SoilTech Consulting Ltd., June 23, 2025
- Consus EMP Rev. A — Environmental Management Plan for the New Esler Sports Complex Road Project — Consus Management Ltd., March 30 / April 6, 2026
- Davis Environmental Ltd. — Environmental Assessment for the Proposed Road to the Esler Sports Complex — October 25, 2012
- MoTT Standard Specifications for Highway Construction (current edition)
- TAC Geometric Design Guide for Canadian Roads, 2017. BC Supplement to the TAC Geometric Design Guide for Canadian Roads, 2019, 3rd Edition

